RANCHO PALOS VERDES

PUBLIC HEARING

Date: September 16, 2008

Subject: Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit, Density Bonus and Environmental Assessment (Planning Case Nos. SUB2007-00003 & ZON2007-00072): Highridge Condominiums, 28820 Highridge Road

Location: 28820 Highridge Road

1. **Declare the Hearing Open:** Mayor Stern

2. **Report of Notice Given:** City Clerk Morreale

3. **Staff Report & Recommendation:** Associate Planner Fox

4. **Public Testimony:**

   Appellant: N/A

   Applicant: REC Development, Inc.

5. **Council Questions:**

6. **Rebuttal:** N/A

7. **Declare Hearing Closed:** Mayor Stern

8. **Council Deliberation:**

9. **Council Action:**

CITY OF RANCHO PALOS VERDES

MEMORANDUM

TO: HONORABLE MAYOR & CITY COUNCIL MEMBERS

FROM: JOEL ROJAS, AICP, DIRECTOR OF PLANNING, BUILDING AND CODE ENFORCEMENT

DATE: SEPTEMBER 16, 2008

SUBJECT: VESTING TENTATIVE TRACT MAP NO. 68796, GENERAL PLAN AMENDMENT, ZONE CHANGE, CONDITIONAL USE PERMIT, GRADING PERMIT, DENSITY BONUS AND ENVIRONMENTAL ASSESSMENT (PLANNING CASE NOS. SUB2007-00003 & ZON2007-00072): HIGHRIDGE CONDOMINIUMS, 28820 HIGHRIDGE ROAD

REVIEWED: CAROLYN LEHR, CITY MANAGER

Project Manager: Kit Fox, AICP, Associate Planner

RECOMMENDATION

Accept the recommendations of the Planning Commission to: 1) adopt Resolution No. 2008-__, thereby certifying the Mitigated Negative Declaration for the project; and 2) adopt Resolution No. 2008-__, thereby conditionally approving the requested Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus for the proposed 28-unit residential condominium project.

EXECUTIVE SUMMARY

Between April 8, 2008, and August 12, 2008, the Planning Commission conducted five (5) public meetings to review this proposed condominium project. Major issues of concern to nearby residents included view and traffic impacts. There was also extensive discussion of the applicant's request for a density bonus and the provision of affordable housing units. As a result of public comment and Planning Commission discussion, the applicant significantly re-designed the proposed project. Ultimately, the Planning Commission adopted resolutions recommending certification of the project's Mitigated Negative Declaration and conditional approval of the vesting tentative tract map and related project entitlements to the City Council by a 4-1-1 vote, with Vice Chairman Lewis dissenting, Commissioner Knight abstaining and Commissioner Tetreault absent.

BACKGROUND

On February 14, 2007, applications 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 and ZON2007-00072) were submitted to the Planning Department by the applicant, REC Development, Inc., to allow the development of a 27-unit residential condominium project on a 1.25-acre site on Highridge Road. These applications were subsequent deemed complete for processing on December 7, 2007.

Pursuant to the provisions of the California Environmental Quality Act (CEQA), Staff prepared an Initial Study and determined that, by incorporating mitigation measures, there was no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 would result in a significant adverse effect on the environment. Accordingly, a Draft Mitigated Negative Declaration (MND) was prepared and circulated for public review for twenty (20) days between March 19, 2008 and April 8, 2008, and notice of that fact was given in the manner required by law.

On April 8, 2008, the Planning Commission held a duly noticed public hearing to begin considering the proposed project. As a result of that meeting, the Planning Commission directed Staff and the applicant to further investigate design alternatives to address concerns pertaining to portions of the project exceeding the 36-foot height limit; the proposed left-turn pocket in the median of Highridge Road; site landscaping; view impacts to homes on Via La Cima; the feasibility of additional grading; Planning Commission discretion with respect to the conditional use permit findings; and adequacy of the traffic impact analysis. The public hearing was continued to May 13, 2008.

On May 7, 2008, the applicant submitted revised project plans that eliminated the proposed roof-access stair tower in excess of the 36-foot-height limit, thereby eliminating the Site Plan Review component of the proposed project. At the May 13, 2008, Planning Commission meeting, the Planning Commission directed the applicant to further explore design alternatives and additional grading to reduce view impacts to residences on Via La Cima; and asked for additional information regarding the applicant's cumulative traffic impact analysis. The public hearing was continued to June 24, 2008.

On June 10, 2008, the applicant submitted revised project plans that eliminated the third story at the front of the structure, which reduced the maximum height of the project by twelve feet six inches (12'-6"); and relocated the entry to the subterranean garage, thereby eliminating the Variance component of the proposed project. Furthermore, on June 18, 2008, the applicant requested a Density Bonus of one (1) additional market-rate unit, for a total of twenty-eight (28) units, pursuant to City and State density bonus law. At the June 24, 2008, Planning Commission meeting, the Planning Commission directed that Staff revise and recirculate the Mitigated Negative Declaration to reflect the new project description; directed the applicant to further explore the feasibility of modifying the site plan to reduce view impacts on 7 Via La Cima; directed Staff to more fully analyze and respond to the applicant's request for a density bonus; and asked for additional information regarding the revised traffic impact analysis for the 28-unit project. The public hearing was continued to July 22, 2008.

A revised draft MND was prepared and circulated for public review for twenty (20) days between July 2, 2008 and July 22, 2008, and notice of that fact was given in the manner required by law. At the July 22, 2008, Planning Commission meeting, the Planning

Commission considered the revised project and all of the information and analysis provided, and directed Staff to prepare appropriate P.C. Resolutions to recommend certification of the MND and conditional approval of the proposed project to the City Council.

On August 12, 2008, the Planning Commission adopted P.C. Resolution Nos. 2008-26 and 2008-27 by a 4-1-1 vote, thereby recommending that the City Council certify the Mitigated Negative Declaration and conditionally approve the proposed project, respectively. These recommendations are now presented for the City Council's consideration.

Copies of all of the previous Planning Commission Minutes, Staff reports, public correspondence and other attachments are attached to tonight's Staff report for the City Council's reference.

DISCUSSION

Project Description and Requested Entitlements

The applicant proposes to develop a 28-unit residential condominium complex on a 54,460-square-foot (1.250-acre) site on Highridge Road. This equates to a density of 22.4 units per acre or one (1) unit for every 1,945 square feet of lot area, which slightly exceeds the maximum density allowed under the current Residential Multi-Family, 22 DU/acre (RM-22) zoning designation for the site. However, the applicant has requested a density bonus of one (1) unit pursuant to State law and Chapter 17.11 of the Rancho Palos Verdes Municipal Code to allow for the increased density (this issue is discussed in greater detail below). 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 three (3) bedrooms and from 776 square feet to 2,260 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, at least two (2) on-site units would be designated for sale to very-low-income households. Sixty-seven (67) off-street parking spaces for residents and their guests would be provided, which is the minimum number required by the City's Development Code. A common swimming pool, spa and sun deck would be located on the lowest level at the rear of the building. The 26- to 36-foot-tall project would comply with the 36-foot height limit established for the RM-22 zoning district. The project proposes 22,111 cubic yards of grading, consisting of 21,847 cubic yards of cut and 264 cubic yards of fill, for a net export of 21,583 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 will need to be annexed to the City of Rancho Palos Verdes and rezoned RM-22 to match the zoning of the rest of the property.

Provided below is a summary of the requested entitlements, along with the planning Commission's respective recommendations for each application: Vesting Tentative Tract Map No. 68796, a General Plan Amendment and Zone Change, a Conditional Use Permit, a Grading Permit and a Density Bonus.

- With respect to the vesting tentative tract map, the Planning Commission found that all of the necessary findings for its approval could be made pursuant to both the State Subdivision Map Act and the City's Subdivision Ordinance.

- The general plan amendment and zone change are related to the proposed annexation of the 440-square-foot portion of the site that is located in the City of Rolling Hills Estates. The Planning Commission is recommending rezoning this area to match the RM-22 zoning of the remaining of the project site.

- A conditional use permit (CUP) is required because residential condominiums are not permitted "by right" in the RM-22 zoning district. The Planning Commission found that all of the necessary findings to approve the requested CUP could be made for the proposed project.

- The proposed grading of 22,111 cubic yards of material required the approval of a grading permit, and the Planning Commission found that all of the necessary findings to approve the requested grading permit could be made for the proposed project.

- The applicant requested a 1-unit density bonus, as provided for under State and City regulations. The Planning Commission recommended that the City Council approve the requested density bonus.

Notwithstanding the Planning Commission's positive recommendations regarding the various project applications, the proposed project raised a number of issues of concern that were discussed during the public hearing. The issues were ultimately addressed to the Planning Commission's satisfaction. The following is a summary of the three (3) major project issues that were addressed by the Planning Commission: view impacts, traffic impacts and the requested density bonus.

View Impacts upon the *La Cima* Community

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, which is located across Highridge Road from the proposed project. For this reason, the applicant was asked to construct a silhouette of the proposed project. The RM-22 zoning district establishes a 36-foot height limit for the site. While the original proposal by the applicant was designed to a height of thirty-six feet (36'-0"), as a result of concerns about view impacts expressed by the *La Cima* community, the applicant complied with the Planning Commission's direction and 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. The project silhouette has been revised and re-certified to reflect the revised project proposal that was approved by the Planning Commission.

At the May 13, 2008, Planning Commission meeting, the City Attorney opined (in response to the Commission's question) that the broad conditional use permit findings 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. Because Section 17.04.030 of the Code requires a conditional use permit be issued for condominiums, the City Attorney determined that the 36-foot height limit for other multi-family structures (such as apartment buildings) did not have to be treated as a "by right" entitlement for this proposed condominium project. Accordingly, the Planning Commission agreed with Staff that it was

imperative to assess the significance of the view impacts of the project from as many of the *La Cima* residences as possible.

The residences in the *La Cima* community (which was approved by the City of Rancho Palos Verdes in 1979) were designed and oriented so that the main living areas could take advantage of views of Santa Monica Bay, city lights, the San Gabriel Mountains and downtown Los Angeles and Long Beach. These upper-level living areas are the "viewing areas" for each residence. Based upon view analyses conducted by Staff on the afternoon of June 16, 2008, Staff found that only the view from the viewing area of 7 Via La Cima would be significantly impaired by the revised (i.e., lowered) project.

In considering a request for a conditional use permit, Section 17.60.050 of the Rancho Palos Verdes Development Code (RPVDC) requires the City Council 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 height limit considered in height variations for single-family residences. As mentioned above, the applicant has revised the proposed project and lowered its overall height by twelve feet six inches (12'-6") to try to address the neighbors' and Commissioners' concerns about view impacts. This modification has had the result of reducing the view impact upon all but one (1) of the *La Cima* residences to less-than-significant levels. Therefore, the majority of the Planning Commission found that, notwithstanding the view impacts upon 7 Via La Cima, the project as a whole would not have a "significant adverse effect on adjacent property or the permitted use thereof."

Traffic Impacts

The applicant's traffic consultant prepared a cumulative traffic impact analysis for the original 27-unit proposal and submitted it to Staff on May 7, 2008. The report concluded that the project would contribute in small part to increased AM peak-hour congestion at the intersection of Hawthorne Boulevard and Highridge Road. The applicant's consultant identified a mitigation measure to reduce this impact to less-than-significant levels, involving the re-striping of the northbound lanes of Highridge Road at Hawthorne Boulevard to create two (2) dedicated right-turn lanes. In the meantime, however, the applicant requested a 1-unit density bonus for the project. Therefore, the applicant's traffic consultant prepared a revised cumulative traffic impact analysis to reflect the 28-unit proposal and the traffic mitigation measure at Highridge Road and Hawthorne Boulevard.

The City's Traffic Engineer raised further questions about the revised analysis with respect to the proposed mitigation measure at Highridge Road and Hawthorne Boulevard, as well as with the design of the proposed left-turn pocket at the project entry. Also, it appeared that the re-striping mitigation, while addressing the AM peak-hour impact, was creating a significant PM peak-hour impact. A final cumulative traffic impact analysis was prepared

by the applicant's traffic consultant. Based upon this traffic report, the proposed mitigation at the intersection of Highridge Road and Hawthorne Boulevard was expanded to include:

- Conversion the existing northbound left turn lane to a shared left-plus-through lane; and the existing northbound through lane to a dedicated right-turn lane;
- Keeping the existing dedicated right-turn lane so there will be two (2) northbound right-turn lanes;
- Modifying the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left-turn phasing);
- Setting the cycle length to one hundred twenty (120) seconds or optimize the cycle length to allow for additional green time on all movements; and,
- Providing "cat-track" striping for the two (2) northbound right-turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard.

While the individual traffic impacts of the proposed project were not significant, its cumulative impacts at the intersection of Highridge Road and Hawthorne Boulevard were significant unless mitigated. Therefore, the applicant will be financially responsible for the project's fair share (i.e., 15.5%) of the costs of implementing these mitigation measures. The applicant's consultant also identified design modifications for the proposed left-turn pocket to address the City traffic Engineer's concerns, to wit:

- The proposed median break and transition for the project entrance should maintain a 60-foot-long pocket with a 60-foot-long transition; and,
- The existing left-turn pocket for northbound Highridge Road and Peacock Ridge Road should be reconfigured to a 100-foot-long pocket with a 60-foot-long transition.

The City's Traffic Engineer reviewed and accepted the final cumulative traffic study for the project. However, in recommending approvals of the proposed project, a majority of the Planning Commission found that it was imprudent to construct the proposed median break and left-turn lane to serve the proposed project, due to the descending curve of the roadway along the frontage of the project site and the close proximity of the new median break to the existing median break at Highridge Road and Peacock Ridge Road. As such, this component of the project is not a part of the Planning Commission's recommendation.

Density Bonus

On June 18, 2008, the applicant submitted a request for a density bonus pursuant to State law and the City's Development Code. The density bonus provisions of State law and the City's Development Code are intended to serve as incentives for developers to provide a greater number of affordable units than the minimum number required, in exchange for an allowance to build a greater number of units than otherwise would be allowed by the underlying zoning designation and some other concession such as a waiver of a development standard.

The applicant's density bonus request involves requesting one (1) additional market-rate unit, for a total of twenty-eight (28) units. Of these, the applicant proposes to dedicate two (2) units for sale to very-low-income households, the same number of affordable units as required for the previous 27-unit proposal. With the additional unit in the project, the former 2-space off-street parking surplus is eliminated; the project now provides the minimum number of off-street resident and guest parking spaces required for twenty-eight

(28) units. The density bonus request also included a request to reduce the open space requirement for the project, based upon the applicant's assumption that the revised project did not meet the open space requirement of the RM-22 zoning district. As mentioned above, in addition to providing affordable housing units, the applicant is entitled to some other development concession under the density bonus request. However, in recalculating the open space and lot coverage figures for the 27- and 28-unit proposals, the 28-unit project still provides significantly more open space than the minimum 35-percent open space required by the RM-22 development standards. As a result, no concession to reduce the Code-required open space is necessary to grant the requested density bonus.

Until recently, the City's density bonus regulations were not fully consistent with the current State regulations. Nevertheless, since this application includes a request for a vesting tentative tract map, it must be reviewed under the City's previous density bonus language, which was in effect on the date that the application was deemed complete for processing in December 2007. In instances where local regulations conflict with State law, the State law rules. In this case, the applicable State law is Sections 65915-65918 of the Government Code. Under State law, setting aside five percent (5%) of the units in a project for very-low-income households allows an applicant to request a density bonus of up to twenty percent (20%) above the base project density. Five percent of the original 27-unit proposal equated to 1.35 units, which was rounded up to the next whole unit (i.e., 2 units). Staff and the applicant are in basic agreement on the interpretation of State law up to this point, but diverge on the following aspects of State law:

- Staff and the City Attorney believe that the density bonus provisions of State law are only triggered when an applicant proposes to provide a greater number of affordable units than are statutorily required by the City's inclusionary housing regulations (i.e., RPVDC Section 17.11.040). In other words, Staff and the City Attorney believe that the inclusionary units do not count in the calculation of density bonuses since they are a statutory requirement with which the applicant must comply. In this case, Section 17.11.040 requires the applicant to set aside five percent (5%) of the previously-proposed twenty-seven (27) units for very-low-income households, which equates to two (2) units (i.e., rounded up from 1.35 units). It is Staff's and the City Attorney's opinion that, if the applicant desires a density bonus, he must set aside an additional five percent (5%)—or a total of ten percent (10%)—of units for very-low-income households, which equates to a total of three (3) units (i.e., rounded up from 2.70 units). As such, Staff and the City Attorney believe that the applicant's density bonus request is not consistent with City or State regulations.

- The applicant and his attorney believe that the density bonus provisions of State law apply whenever an applicant proposes to provide affordable units as a part of a development project, regardless of whether or not there are local inclusionary housing regulations. In other words, the applicant and his attorney believe that the City's required inclusionary units <u>do</u> count in the calculation of density bonuses. As discussed above, Section 17.11.040 requires the applicant to set aside five percent (5%) of the previously-proposed twenty-seven (27) units for very-low-income households, which equates to two (2) units (i.e., rounded up from 1.35 units). It is the applicant's and his attorney's opinion that this 5-percent set-aside is sufficient to qualify for a density bonus for twenty-eight (28) units under State law. As such, the applicant and his attorney believe that the applicant's density bonus request is consistent with City and State regulations.

Although Staff and the City Attorney believe that the applicant should be required to provide three (3) affordable units in order to qualify for the requested 1-unit density bonus, we also recognize that City and State regulations in the area of density bonus law are sufficiently vague that reasonable arguments can be made for either case. This is reflected in conflicting opinions issued by members of the State legislature regarding the legislative intent of these Government Code sections. In fact, there is pending legislation that would modify and clarify the language of the Government Code in a manner consistent with Staff's and the City Attorney's position. However, the applicant and his attorney have made it clear that if the City does not accept two (2) very-low-income units in return for the requested 1-unit density bonus, they will have no choice but to pursue the maximum 20-percent density bonus allowed under State law. This would amount to a project of up to thirty-three (33) units with three (3) units set aside for very-low-income households. Given the constraints of the project site, the developer's architect testified that the height of the project would have to be increased to or above the 36-foot height limit to accommodate thirty-three (33) units. Since the City's and State's density bonus regulations compel local jurisdictions to grant a development concession in conjunction with the density bonus request, the City would not be in a position to deny a taller project, even if it exceeded the maximum height limit specified in the Code.

After discussing our relative positions on this issue with the applicant, Staff suggested to the applicant that the City might be willing to accept a 28-unit project at the revised height if the applicant agreed to provide two (2) very-low-income units as a part of the project and to pay the City's in-lieu fee (i.e., roughly $222,000) for the third unit that Staff believes he is obligated to provide for the density bonus. The Planning Commission agreed with Staff's belief that this is a reasonable position in that it upholds the City Attorney's interpretation of State law that three (3) affordable units are needed to qualify for the density bonus without requiring the applicant to alter the reduced-height building design to actually construct a third affordable unit. After some initial reluctance, in the spirit of cooperation the applicant has indicated willingness to provide two (2) very-low-income units and pay the in-lieu fee for a third unit if the payment of the fee is deferred. Typically, the City collects these fees prior to final tract map recordation. However, there have been instances where the City has deferred compliance with the affordable housing requirement for a project until a certain percentage of the units in the project have been sold (e.g., Tract No. 52666). In this case, the applicant has asked for the payment of the in-lieu fee to be deferred until after the twenty-fourth (24th) unit of the twenty-eight (28) units is sold.

Given that the applicant can pursue a density bonus under State law that could increase the total number of units in the project and result in a taller building than the current proposal, the Planning Commission recommended that the City Council agree to accept deferred payment of an in-lieu fee for the third affordable unit.

ADDITIONAL INFORMATION

Future City Council Review

If the City Council approves the proposed project, additional City Council action will be required in the future. The City Council will need to take action to authorize the annexation process for the 440-square-foot portion of the project site that falls within the City of Rolling Hills Estates. It should be noted that the City of Rolling Hills Estates has already been consulted regarding the possible annexation and indicated that it would support it. In addition, the City Council will need to take action on the final tract map prior to its recordation.

Public Notification

On August 13, 2008, public notices were mailed to the applicant/property owner, one hundred eighty-six (186) other property owners within a 500-foot radius of the project site and seven (7) other interested parties. On August 16, 2008, public notice of the September 16, 2008, public hearing for this application was published in the Palos Verdes Peninsula *News*. Copies of all new and previous correspondence in response to the public notification for this application are attached to tonight's report. Issues of concern raised in new and previous correspondence included the following:

View Impacts: The proposed project will reduce existing views, particularly from several units in the *La Cima* community that most directly overlook the subject property. Many 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 height of the project was reduced to twenty-six feet (26'-0") along Highridge Road, and additional site grading lowered the overall building height by another two feet six inches (2'-6"). The Planning Commission found that these modifications addressed its concerns about view impacts. However, many residents continue to believe that the modified project does not sufficiently reduced view impacts upon the *La Cima* community.

Building Mass: Some residents have expressed 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, Staff believes that the proposed project is no more bulky and massive—and actually less dense—than similar nearby multi-family projects. Furthermore, the reduced height of the revised project also serves to reduce the apparent bulk and mass of the building. In addition, the draft MND proposes mitigation measures requiring the application of additional architectural detail to certain blank facades of the building. The Planning Commission supported the approval of the revised project, but some residents still believe that the project is out-of-character with the neighborhood.

Property Values: Several residents asserted 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 was not within the scope of the Planning Commission's review of this development project.

Traffic Impacts: Many residents asserted that the proposed project would have significant traffic impacts upon Highridge Road. Several residents also suggested 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 cumulative traffic impact analysis for the project and determined that the project's cumulative traffic impacts could be mitigated to lees-than-significant levels. The City's Traffic engineer also agreed that the proposed left-turn pocket could be designed in manner to ensure public safety. However, notwithstanding the Traffic Engineer's opinion, the Planning Commission found that it was imprudent to construct the proposed left-turn pocket and did not include it as a part of its recommendation to the City Council.

CEQA Compliance

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 ended on Wednesday, September 3, 2008. No additional public comments on the MND were received prior to the end of the public comment period. 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 traffic, aesthetics, recreation and utilities and service systems. In adopting P.C. Resolution No. 2008-26, the Planning Commission believed that the recommended mitigation measures will reduce all of the impacts identified to less-than-significant levels, and recommended that the City Council certify the MND prepared for the revised project. However, in recommending the rejection of the proposed left-turn pocket, the Planning Commission effectively rejected Mitigation Measures TRA-4 and TRA-5 related to the design of the median break and left-turn pocket. The draft resolution prepared for the City Council's consideration tonight includes a Mitigation Monitoring Program

CONCLUSION

In conclusion, Staff recommends that the City Council accept the Planning Commission's recommendation to certifying the Mitigated Negative Declaration; and conditionally approving the requested Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus for the proposed 28-unit residential condominium project.

FISCAL IMPACT

The costs associated with the proposed project have been wholly borne by the applicant, including the costs associated with the proposed annexation. If the 440-square-foot portion of the site that is currently located within the City of Rolling Hills Estates is successfully annexed, there would probably be a corresponding but minor incremental increase in property tax revenue to the City. In addition, the MND identified traffic mitigation measures involving the existing signals and intersection striping at Highridge Road and Hawthorne Boulevard. Since these mitigation measures address only the cumulative traffic impact of the proposed project (its individual traffic impacts were less-than-significant), the applicant will only be required to contribute the project's fair share (i.e., 15.5%) of the cost of implementing these future intersection improvements.

Attachments:

- Draft Resolution No. 2008-__ (Mitigated Negative Declaration)
- Draft Resolution No. 2008-__ (Vesting Tentative Tract Map No. 68796, *et al.*)
- Additional public correspondence (since August 12, 2008)
- PC Minutes (excerpt) and Staff report for April 8, 2008
- PC Minutes (excerpt) and Staff report for May 13, 2008
- PC Minutes (excerpt) and Staff report for June 24, 2008
- PC Minutes (excerpt) and Staff report for July 22, 2008

- PC Minutes (excerpt) and Staff report for August 12, 2008
- Project plans

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RESOLUTION NO. 2008-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES, CERTIFYING A MITIGATED NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR PLANNING CASE NOS. SUB2007-00003 AND ZON2007-00072 (VESTING TENTATIVE TRACT MAP NO. 68796, GENERAL PLAN AMENDMENT, ZONE CHANGE, CONDITIONAL USE PERMIT, GRADING PERMIT AND DENSITY BONUS) FOR A NEW 28-UNIT RESIDENTIAL CONDOMINIUM PROJECT, LOCATED AT 28220 HIGHRIDGE ROAD

WHEREAS, on February 14, 2007, applications 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 and ZON2007-00072) were submitted to the Planning Department by the applicant, REC Development, Inc., to allow the development of a 27-unit residential condominium project on a 1.25-acre site on Highridge Road; and,

WHEREAS, on December 7, 2007, the applications for Planning Case Nos. SUB2007-00003 and ZON2007-00072 were deemed complete by Staff; and,

WHEREAS, pursuant to the provision of the California Environmental Quality Act, Public Resources Code Section 21000 *et. seq.* ("CEQA"), the State's CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 *et. seq.*, the City's Local CEQA Guidelines, and Government Code Section 65962.5(F) (Hazardous Waste and Substances Statement), the City of Rancho Palos Verdes prepared an Initial Study and determined that, by incorporating mitigation measures into the Negative Declaration, there is no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 would result in a significant adverse effect on the environment. Accordingly, a Draft Mitigated Negative Declaration was prepared and circulated for public review for twenty (20) days between March 19, 2008 and April 8, 2008, and notice of that fact was given in the manner required by law; and,

WHEREAS, after issuing notices pursuant to the requirements of the Rancho Palos Verdes Development Code and the State CEQA Guidelines, the Planning Commission held a duly noticed public hearing on April 8, 2008, at which time all interested parties were given the opportunity to be heard and present evidence; and,

WHEREAS, at the April 8, 2008, Planning Commission meeting, the Planning Commission directed Staff and the applicant to further investigate design alternatives to address concerns pertaining to portions of the project exceeding the 36-foot height limit; the proposed left-turn pocket in the median of Highridge Road; site landscaping; view impacts to homes on Via La Cima; feasibility of additional grading; Planning Commission discretion with respect to the conditional use permit findings; and adequacy of the traffic impact analysis; and continued the public hearing to May 13, 2008; and,

WHEREAS, on May 7, 2008, the applicant submitted revised project plans that eliminated the proposed roof-access stair tower in excess of the 36-foot-height limit, thereby eliminating the Site Plan Review component of the proposed project; and,

WHEREAS, at the May 13, 2008, Planning Commission meeting, the Planning Commission directed the applicant to further explore design alternatives and additional grading to reduce view impacts to residences on Via La Cima; and asked for additional information regarding the applicant's cumulative traffic impact analysis; and continued the public hearing to June 24, 2008; and,

WHEREAS, on June 10, 2008, the applicant submitted revised project plans that reduced the maximum height of the project by twelve feet six inches (12'-6") and relocated the entry to the subterranean garage, thereby eliminating the Variance component of the proposed project; and,

WHEREAS, on June 18, 2008, the applicant requested a Density Bonus of one (1) additional market-rate unit, for a total of twenty-eight (28) units, pursuant to City and State density bonus law; and,

WHEREAS, at the June 24, 2008, Planning Commission meeting, the Planning Commission directed that Staff revise and recirculate the Mitigated Negative Declaration to reflect the new project description; directed the applicant to further explore the feasibility of modifying the site plan to reduce view impacts on 7 Via La Cima; directed Staff to more fully analyze and respond to the applicant's request for a density bonus; and asked for additional information regarding the revised traffic impact analysis for the 28-unit project; and continued the public hearing to July 22, 2008; and,

WHEREAS, pursuant to the provision of the California Environmental Quality Act, Public Resources Code Section 21000 *et. seq.* ("CEQA"), the State's CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 *et. seq.*, the City's Local CEQA Guidelines, and Government Code Section 65962.5(F) (Hazardous Waste and Substances Statement), the City of Rancho Palos Verdes revised the Initial Study and determined that, by incorporating mitigation measures into the Negative Declaration, there is no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072—as revised—would result in a significant adverse effect on the environment. Accordingly, a Revised Draft Mitigated Negative Declaration was prepared and circulated for public review for twenty (20) days between July 2, 2008 and July 22, 2008, and notice of that fact was given in the manner required by law; and,

WHEREAS, at the July 22, 2008, Planning Commission meeting, the Planning Commission directed Staff to prepare appropriate P.C. Resolutions to recommend certification of the Mitigated Negative Declaration and conditional approval of the proposed project to the City Council; and;

WHEREAS, on August 12, 2008, the Planning Commission adopted P.C. Resolution No. 2008-26, thereby recommending that the City Council certify the Mitigated Negative Declaration for the proposed project; and,

WHEREAS, after issuing notices pursuant to the requirements of the Rancho Palos Verdes Development Code and the State CEQA Guidelines, the City Council held a duly noticed public hearing on September 16, 2008, at which time all interested parties were given the opportunity to be heard and present evidence.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

Section 1: The City Council has independently reviewed and considered the proposed Mitigated Negative Declaration, the public comments upon it, and other evidence before the City Council prior to taking action on the proposed project and finds that the Mitigated Negative Declaration was prepared in the manner required by law and that there is no substantial evidence that, with appropriate mitigation measures, the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 (Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus), would result in a significant adverse effect upon the environment.

Section 2: Planning Case Nos. SUB2007-00003 and ZON2007-00072 for Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus are consistent with the Rancho Palos Verdes General Plan and with the underlying Residential, 12-22 DU/acre land use designation, which will not be changed as a result of the approval of the proposed project.

Section 3: There are no sensitive natural habitat areas on the subject site. Thus, no site disturbance or alteration will result from the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 for a Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus; and therefore, the project will have no individual or cumulative adverse impacts upon resources, as defined in Section 711.2 of the State Fish and Game Code.

Section 4: With the appropriate mitigation measures, which require annexation and re-zoning of a small portion of the project site that is currently located in Rolling Hills Estates; completion of geotechnical analysis of the proposed grading and construction prior to building permit issuance; imposition of City and regional restrictions upon fugitive dust control and construction vehicle emissions; mitigation of traffic impacts through modifications to the intersection of Highridge Road and Hawthorne Boulevard; remediation of any soil contamination or hazardous materials on the project site; limitations on construction hours and haul routes; provision of adequate water supply and implementation of water-conserving fixtures; modifications to the building design and limitations upon exterior lighting, landscaping and signage; protection of cultural resources; and provision of

adequate public recreational facilities, the proposed project will not have a significant impact on the environment.

Section 5: Based upon the foregoing findings, the adoption of the proposed Mitigated Negative Declaration is in the public interest.

Section 6: The time within which the judicial review of the decision reflected in this Resolution, if available, must be sought is governed by Section 1094.6 of the California Code of Civil Procedure and other applicable short periods of limitation.

Section 7: For the foregoing reasons and based on the information and findings included in the Staff Report, Environmental Assessment and other components of the legislative record, in the proposed Mitigated Negative Declaration, and in the public comments received by the City Council, the City Council of the City of Rancho Palos Verdes hereby certifies that the Mitigated Negative Declaration has been prepared in compliance with CEQA and adopts the attached Mitigation Monitoring Program (Exhibit 'A') associated with Planning Case Nos. SUB2007-00003 and ZON2007-00072 for Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus, thereby recommending approval of a 28-unit residential condominium project, located at 28220 Highridge Road.

PASSED, APPROVED, AND ADOPTED this __th day of September 2008.

_____
Mayor

Attest:

_____
City Clerk

State of California)
County of Los Angeles) ss
City of Rancho Palos Verdes)

I, Carla Morreale, City Clerk of the City of Rancho Palos Verdes, hereby certify that the above Resolution No. 2008-__ was duly and regularly passed and adopted by the said City Council at a regular meeting thereof held on _____, 2008.

_____
City Clerk

M:\Projects\SUB2007-00003 (REC Development, 28220 Highridge Rd)\20080916_Reso_CC (MND).doc

Exhibit 'A'

Mitigation Monitoring Program

Project: Case Nos. SUB2007-00003 & ZON2007-00072 (Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit, Density Bonus & Environmental Assessment)

Location: 28220 Highridge Road (APN 7587-007-800, -801, -802 and -803)
Rancho Palos Verdes, CA 90275

Applicant: Dan Withee, Withee Malcolm Architects

Landowner: Zaffar Hassanally, REC Development

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I. INTRODUCTION

PURPOSE

This Mitigation Monitoring Program (MMP), is to allow the following project at the former Verizon telephone equipment facility, located at 28220 Highridge Road in the City of Rancho Palos Verdes: The applicant proposes to develop a 28-unit residential condominium complex on a 54,460-square-foot (1.250-acre) site on Highridge Road. This equates to a density of 22.4 units per acre or one (1) unit for every 1,945 square feet of lot area, which is not consistent with the current Residential Multi-Family, 22 DU/acre (RM-22) zoning designation for the site. However, the applicant has requested a density bonus of one (1) unit pursuant to State law and Chapter 17.11 of the Rancho Palos Verdes Municipal Code. 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 three (3) bedrooms and from 776 square feet to 2,260 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, at least two (2) units would be designated for sale to very-low-income households. Sixty-seven (67) off-street parking spaces for residents and their guests would be provided, which is the minimum number required by the City's Development Code. A common swimming pool, spa and sun deck would be located on the lowest level at the rear of the building. The 26- to 36-foot-tall project would comply with the 36-foot height limit established for the RM-22 zoning district. The project proposes 22,111 cubic yards of grading, consisting of 21,847 cubic yards of cut and 264 cubic yards of fill, for a net export of 21,583 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.

The MMP responds to Section 21081.6 of the Public Resources Code, which requires a lead or responsible agency that approves or carries out a project where a Mitigated Negative Declaration has identified significant environmental effects, to adopt a "reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects." The City of Rancho Palos Verdes is acting as lead agency for the project.

An Initial Study/Mitigated Negative Declaration was prepared to address the potential environmental impacts of the project. Where appropriate, this environmental document recommended mitigation measures to mitigate or avoid impacts identified. Consistent with Section 21080 (2)(c) of the Public Resources Code, a mitigation reporting or monitoring program is required to ensure that the adopted mitigation measures under the jurisdiction of the City are implemented. The City will adopt this MMP when adopting the Mitigated Negative Declaration.

ENVIRONMENTAL PROCEDURES

This MMP has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended (Public Resources Code Section 21000 et seq.) and the State Guidelines for Implementation of CEQA (CEQA Guidelines), as amended (California Administrative Code Section 15000 et seq.). This MMP complies with the rules, regulations, and procedures adopted by the City of Rancho Palos Verdes for implementation of CEQA.

MITIGATION MONITORING PROGRAM REQUIREMENTS

Section 21081.6 of the Public Resources Code states: "When making the findings required by subdivision (a) of Section 21081 or when adopting a negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21081, the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on

the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of an agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program."

II. MANAGEMENT OF THE MITIGATION MONITORING PROGRAM

ROLES AND RESPONSIBILITIES

The MMP for the project will be in place through all phases of the project including final design, pre-grading, construction, and operation. The City will have the primary enforcement role for the mitigation measures.

MITIGATION MONITORING PROGRAM PROCEDURES

The mitigation monitoring procedures for this MMP consists of, filing requirements, and compliance verification. The Mitigation Monitoring Checklist and procedures for its use are outlined below.

Mitigation Monitoring Program Checklist

The MMP Checklist provides a comprehensive list of the required mitigation measures. In addition, the Mitigation Monitoring Checklist includes: the implementing action when the mitigation measure will occur; the method of verification of compliance; the timing of verification; the department or agency responsible for implementing the mitigation measures; and compliance verification. Section III provides the MMP Checklist.

Mitigation Monitoring Program Files

Files shall be established to document and retain the records of this MMP. The files shall be established, organized, and retained by the City of Rancho Palos Verdes department of Planning, Building, and Code Enforcement.

Compliance Verification

The MMP Checklist shall be signed when compliance of the mitigation measure is met according to the City of Rancho Palos Verdes Director of Planning, Building, and Code Enforcement. The compliance verification section of the MMP Checklist shall be signed, for mitigation measures requiring ongoing monitoring, and when the monitoring of a mitigation measure is completed.

MITIGATION MONITORING OPERATIONS

The following steps shall be followed for implementation, monitoring, and verification of each mitigation measure:

1. The City of Rancho Palos Verdes, Director of Planning, Building, and Code Enforcement shall designate a party responsible for monitoring of the mitigation measures.

2. The City of Rancho Palos Verdes, Director of Planning, Building, and Code Enforcement shall provide to the party responsible for the monitoring of a given mitigation measure, a copy of the MMP Checklist indicating the mitigation measures for which the person is responsible and other pertinent information.

3. The party responsible for monitoring shall then verify compliance and sign the Compliance Verification column of the MMP Checklist for the appropriate mitigation measures.

Mitigation measures shall be implemented as specified by the MMP Checklist. During any project phase, unanticipated circumstances may arise requiring the refinement or addition of mitigation measures. The City of Rancho Palos Verdes, Director of Planning, Building, and Code Enforcement with advice from Staff or another City department, is responsible for recommending changes to the mitigation measures, if needed. If mitigation measures are refined, the Director of Planning, Building, and Code Enforcement would document the change and shall notify the appropriate design, construction, or operations personnel about refined requirements.

III. MITIGATION MONITORING PROGRAM CHECKLIST

INTRODUCTION

This section provides the MMP Checklist for the project as approved by the Planning Commission of the City of Rancho Palos Verdes on November 11, 2003. Mitigation measures are listed in the order in which they appear in the Initial Study.

* **Types** of measures are *project design, construction, operational, or cumulative.*

* **Time of Implementation** indicates **when** the measure is to be implemented.

* **Responsible Entity** indicates **who** is responsible for implementation.

* **Compliance Verification** provides space for future reference and notation that compliance has been monitored, verified, and is consistent with these mitigation measures.

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
1. LAND USE AND PLANNING				
LUP-1: 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 Commissioner (LAFCO). The applicant shall be responsible for all City costs associated with processing the annexation request.	Project Design	Prior to final tract map recordation	Property owner	Department of Planning, Building and Code Enforcement
2. GEOLOGY AND SOILS				
GEO-1: 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.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
3. AIR QUALITY				
AIR-1: 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.	Construction	Prior to grading permit issuance	Property owner	Department of Planning, Building and Code Enforcement
AIR-2: 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.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
AIR-3: Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
AIR-4: 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.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
AIR-5: 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.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
4. TRANSPORTATION/CIRCULATION				
TRA-1: In order to reduce the traffic impacts of the proposed project to less-than-significant levels, the intersection Highridge Road and Hawthorne Boulevard shall be modified as follows: • Convert the existing northbound left turn lane to a shared left-plus-through lane; and the existing northbound through lane to a dedicated right-turn lane; • Keep the existing dedicated right-turn lane so there will be two (2) northbound right-turn lanes; • Modify the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left-turn phasing); • Set the cycle length to one hundred twenty (120) seconds or optimize the cycle length to allow for additional green time on all movements; and, Provide "cat-track" striping for the two (2) northbound right-turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard.	Operational	Prior to building permit final	Property owner	Departments of Planning, Building and Code Enforcement and Public Works

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
TRA-2: Prior to building permit final, the applicant shall be responsible for contributing the project's fair share of the cost of the recommended improvements at Highridge Road and Hawthorne Boulevard (estimated at 15.5%) to the City of Rancho Palos Verdes; and shall contribute the project fair share of the cost of future improvements at Hawthorne Boulevard and Silver Spur Road (estimated at 2.5%) to the City of Rolling Hills Estates.	Operational	Prior to building permit final	Property owner	Departments of Planning, Building and Code Enforcement and Public Works
TRA-3: 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.	Construction	Prior to grading permit issuance	Property owner	Department of Public Works
TRA-4: The final design of the left-turn pocket shall incorporate the following modifications, to the satisfaction of the Director of Public Works: • The proposed medium break and transition for the project entrance shall maintain a 60-foot-long pocket with a 60-foot-long transition. The existing left-turn pocket for northbound Highridge Road and Peacock Ridge Road shall be reconfigured to a 100-foot-long pocket with a 60-foot-long transition.	The proposed left-turn pocket and median break in Highridge Road are no longer a part of the recommended project			
TRA-5: 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.				
TRA-6: 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.	Construction	Prior to final tract map recordation	Property owner	Department of Public Works

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
TRA-7: 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.	Project Design	Prior to building permit final	Property owner	Department of Planning, Building and Code Enforcement
5. HAZARDS AND HAZARDOUS MATERIALS				
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.	Construction	Prior to grading permit issuance	Property owner	Department of Planning, Building and Code Enforcement
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.	Construction	Prior to grading permit issuance	Property owner	Department of Planning, Building and Code Enforcement
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.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
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.	Construction	Prior to demolition of existing site improvements	Property owner	Department of Planning, Building and Code Enforcement
6. NOISE				
NOI-1: 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.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
NOI-2: The project shall utilize construction equipment equipped with standard noise insulating features during construction to reduce source noise levels.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
NOI-3: All project construction equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts is generated.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
NOI-4: 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.	Construction	Prior to commencement of grading	Property owner	Department of Public Works
7. UTILITIES AND SERVICE SYSTEMS				
UTL-1: 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.	Construction	Prior to final tract map recordation	Property owner	Department of Planning, Building and Code Enforcement
UTL-2: 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: • Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve; • Install water-conserving clothes washers; • Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and, • Install one-and-one-half gallon, ultra-low flush toilets.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
UTL-3: 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: • Extensive use of native plant materials. • Low water-demand plants. • Minimum use of lawn or, when used, installation of warm season grasses. • Grouped plants of similar water demand to reduce over-irrigation of low water demand plants. • Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity. • Drip irrigation, soil moisture sensors, and automatic irrigation systems. • Use of reclaimed wastewater, stored rainwater or grey water for irrigation.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
8. AESTHETICS				
AES-1: Prior to building permit issuance, the building elevations shall be revised to provide architectural trim and detailing on any blank 2-story facades of the facing wings of the building.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
AES-2: 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.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
AES-3: 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.	Operational	On-going	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
AES-4: 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).	Project Design	On-going	Property owner	Planning Commission
AES-5: 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.	Operational	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
AES-6: Exterior lighting fixtures on the grounds shall be low, bollard-type fixtures, not to exceed forty-two inches (42") in height.	Project Design	On-going	Property owner	Department of Planning, Building and Code Enforcement
AES-7: 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.	Construction	Prior to building permit final	Property owner	Department of Planning, Building and Code Enforcement
AES-8: No internally-illuminated signage may be used on the project site.	Project Design	On-going	Property owner	Department of Planning, Building and Code Enforcement
9. CULTURAL RESOURCES				
CUL-1: 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.	Construction	Prior to grading permit issuance	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
CUL-2: 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.	Construction	Prior to commencement of grading	Property owner	Department of Planning, Building and Code Enforcement
10. RECREATION				
REC-1: Prior to final tract map recordation, the applicant shall pay to the City a fee equal to the value of 0.3136 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.	Construction	Prior to final tract map recordation	Property owner	Department of Planning, Building and Code Enforcement

RESOLUTION NO. 2008-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES, CONDITIONALLY APPROVING VESTING TENTATIVE TRACT MAP NO. 68796, GENERAL PLAN AMENDMENT, ZONE CHANGE, CONDITIONAL USE PERMIT, GRADING PERMIT AND DENSITY BONUS (PLANNING CASE NOS. SUB2007-00003 AND ZON2007-00072), IN CONJUNCTION WITH THE ADOPTION OF A MITIGATED NEGATIVE DECLARATION, TO ALLOW THE SUBDIVISION OF A 1.25-ACRE SITE INTO TWENTY-EIGHT (28) RESIDENTIAL CONDOMINIUM UNITS, LOCATED AT 28220 HIGHRIDGE ROAD

WHEREAS, on February 14, 2007, applications 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 and ZON2007-00072) were submitted to the Planning Department by the applicant, REC Development, Inc., to allow the development of a 27-unit residential condominium project on a 1.25-acre site on Highridge Road; and,

WHEREAS, on December 7, 2007, the applications for Planning Case Nos. SUB2007-00003 and ZON2007-00072 were deemed complete by Staff; and,

WHEREAS, pursuant to the provision of the California Environmental Quality Act, Public Resources Code Section 21000 *et. seq.* ("CEQA"), the State's CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 *et. seq.*, the City's Local CEQA Guidelines, and Government Code Section 65962.5(F) (Hazardous Waste and Substances Statement), the City of Rancho Palos Verdes prepared an Initial Study and determined that, by incorporating mitigation measures into the Negative Declaration, there is no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 would result in a significant adverse effect on the environment. Accordingly, a Draft Mitigated Negative Declaration was prepared and circulated for public review for twenty (20) days between March 19, 2008 and April 8, 2008, and notice of that fact was given in the manner required by law; and,

WHEREAS, after issuing notices pursuant to the requirements of the Rancho Palos Verdes Development Code and the State CEQA Guidelines, the Planning Commission held a duly noticed public hearing on April 8, 2008, at which time all interested parties were given the opportunity to be heard and present evidence; and,

WHEREAS, at the April 8, 2008, Planning Commission meeting, the Planning Commission directed Staff and the applicant to further investigate design alternatives to address concerns pertaining to portions of the project exceeding the 36-foot height limit; the proposed left-turn pocket in the median of Highridge Road; site landscaping; view impacts to homes on Via La Cima; feasibility of additional grading; Planning Commission discretion with respect to the conditional use permit findings; and

adequacy of the traffic impact analysis; and continued the public hearing to May 13, 2008; and,

WHEREAS, on May 7, 2008, the applicant submitted revised project plans that eliminated the proposed roof-access stair tower in excess of the 36-foot-height limit, thereby eliminating the Site Plan Review component of the proposed project; and,

WHEREAS, at the May 13, 2008, Planning Commission meeting, the Planning Commission directed the applicant to further explore design alternatives and additional grading to reduce view impacts to residences on Via La Cima; and asked for additional information regarding the applicant's cumulative traffic impact analysis; and continued the public hearing to June 24, 2008; and,

WHEREAS, on June 10, 2008, the applicant submitted revised project plans that reduced the maximum height of the project by twelve feet six inches (12'-6") and relocated the entry to the subterranean garage, thereby eliminating the Variance component of the proposed project; and,

WHEREAS, on June 18, 2008, the applicant requested a Density Bonus of one (1) additional market-rate unit, for a total of twenty-eight (28) units, pursuant to City and State density bonus law; and,

WHEREAS, at the June 24, 2008, Planning Commission meeting, the Planning Commission directed that Staff revise and recirculate the Mitigated Negative Declaration to reflect the new project description; directed the applicant to further explore the feasibility of modifying the site plan to reduce view impacts on 7 Via La Cima; directed Staff to more fully analyze and respond to the applicant's request for a density bonus; and asked for additional information regarding the revised traffic impact analysis for the 28-unit project; and continued the public hearing to July 22, 2008; and,

WHEREAS, pursuant to the provision of the California Environmental Quality Act, Public Resources Code Section 21000 *et. seq.* ("CEQA"), the State's CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 *et. seq.*, the City's Local CEQA Guidelines, and Government Code Section 65962.5(F) (Hazardous Waste and Substances Statement), the City of Rancho Palos Verdes revised the Initial Study and determined that, by incorporating mitigation measures into the Negative Declaration, there is no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072—as revised—would result in a significant adverse effect on the environment. Accordingly, a Revised Draft Mitigated Negative Declaration was prepared and circulated for public review for twenty (20) days between July 2, 2008 and July 22, 2008, and notice of that fact was given in the manner required by law; and,

WHEREAS, at the July 22, 2008, Planning Commission meeting, the Planning Commission directed Staff to prepare appropriate P.C. Resolutions to recommend certification of the Mitigated Negative Declaration and conditional approval of the proposed project to the City Council; and,

WHEREAS, at its August 12, 2008, meeting, after hearing public testimony, the Planning Commission adopted P.C. Resolution No. 2008-26 making certain findings related to the requirements of the California Environmental Quality Act (CEQA) and recommended that the City Council adopt a Mitigation Monitoring Program and Mitigated Negative Declaration for the proposed project; and,

WHEREAS, at its August 12, 2008, meeting, after hearing public testimony, the Planning Commission adopted P.C. Resolution No. 2008-27, thereby recommending that the City Council conditionally approve the proposed project; and,

WHEREAS, after issuing notices pursuant to the requirements of the Rancho Palos Verdes Development Code and the State CEQA Guidelines, the City Council held a duly noticed public hearing on September 16, 2008, at which time all interested parties were given the opportunity to be heard and present evidence; and,

WHEREAS, at its September 16, 2008, meeting, after hearing public testimony, the City Council adopted Resolution No. 2008-__ making certain findings related to the requirements of the California Environmental Quality Act (CEQA) and adopting a Mitigation Monitoring Program and Mitigated Negative Declaration for the proposed project.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

Section 1: The City Council makes the following findings of fact with respect to the application for Vesting Tentative Tract Map No. 68796 to subdivide the 1.25-acre site for a 28-unit condominium project:

A. The proposed map and the design and improvement of the proposed subdivision are consistent with the Rancho Palos Verdes General Plan. 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 that "[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 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 28-unit project, the applicant shall be obligated to provide three (3) dwelling units (or their equivalents) that are affordable to households with very low incomes.

B. The site is physically suitable for the type and density of development proposed. The subject property is more than double the minimum size required for lots in the RM-22 zoning district. The twenty-eight units (28) proposed are not consistent with the minimum 2,000 square feet of lot are per unit requirement of the RM-22 zoning district, but the approval of the additional density of one (1) unit is warranted under the density bonus provisions of Section 17.11.060(A)(1) of the Rancho Palos Verdes Development Code because the applicant is providing two (2) new units on site that will be affordable to very-low-income households and proposes to pay an in-lieu fee to the City for a third affordable unit. Furthermore, the project complies with all applicable setbacks, lot coverage and parking requirements of the RM-22 zoning district.

C. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, nor are they 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.

D. The design of the subdivision or the type of improvements will not 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.

Section 2: The City Council makes the following findings of fact with respect to the application for a general plan amendment and zone change for the annexation of a 0.01-acre portion of the subject property from the City of Rolling Hills Estates:

A. 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 at 28340 Highridge Road. With the approval of the proposed project, the applicant will 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 the City Council'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 condominium project, but it 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.

Section 3: The City Council makes the following findings of fact with respect to the application for a conditional use permit to establish a residential condominium project on the subject property:

A. 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. The proposed project is consistent with all of the RM-22 district development standards and the lot is more than double the minimum size required in the RM-22 district.

B. 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 and traffic study have been reviewed by the City's traffic engineer. The traffic study identified impacts at the intersection of Highridge Road and Hawthorne Boulevard that can be mitigated to

less-than-significant levels with changes to roadway striping and signal timing. The applicant shall be responsible for the project's fair share of the cost of these modifications. Although the applicant has proposed a left-turn pocket and median break in Highridge Road to provide access to the subject property, the City Council finds that it would be imprudent to allow this left-turn pocket to be constructed due to its close proximity to the intersection of Highridge Road and Peacock Ridge Road.

C. 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 for certain units in the *La Cima* community. For this reason, the applicant was asked to construct a certified silhouette of the proposed project. The RM-22 zoning district establishes a 36-foot height limit for apartment buildings, 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.

As supported by the City Attorney's opinion, the City Council has the authority to consider view impacts within the scope of this finding because this application is for a condominium project, which requires the approval of a conditional use permit. Therefore, the 36-foot height limit for the RM-22 zoning district does not have to be treated as a "by right" entitlement for this project. The City Council considered view analyses conducted by Staff from seven (7) of the ten (10) residences on Via La Cima, which is located across Highridge Road from the subject property.

Based upon the view analyses, the City Council found that the revised project still results in significant view impairment for the residence at 7 Via La Cima. *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. The applicant has modified the project to reduce the view impact upon 7 Via La Cima, and has demonstrated that further modifications will make the project physically and/or fiscally infeasible. 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 *La Cima* residences to less-than-significant levels. Given the modifications that have been made to the proposed project, the City Council finds that significant view impairment for one (1) unit in the *La Cima* community does not constitute a "significant adverse effect on adjacent property" that warrants denial of or further modifications to the proposed project, because this is an impact upon only one (1) unit out of ten (10) units in the *La Cima* community.

D. The proposed use is not contrary to the General Plan. 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." The revised project will improve the appearance of the abandoned Verizon site, is designed in a manner that is compatible with the quality and appearance of surrounding multi-family residential projects, and increases the diversity of the City's housing stock by providing opportunities for condominium ownership.

E. The required finding that, 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, is not applicable to this project because the subject property is not located within an overlay control district.

F. Conditions, which the City Council finds to be necessary to protect the health, safety and general welfare, have been imposed upon this project. These conditions include all mitigation measures identified in the Mitigated Negative Declaration for the project. 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; 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.

Section 4: The City Council makes the following findings of fact with respect to the application for a grading permit for 22,111 cubic yards of grading related to the development of the proposed condominium project:

A. 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 22,111 cubic yards of earth movement. Most of this material (i.e., 21,583 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 building to be set lower on the site than could be allowed "by right" without the proposed grading (or with less grading).

B. 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. The proposed grading results in a lower structure than would be permitted "by right" without the proposed grading, with a maximum height of twenty-six feet (26'-0") at the front of the project site, and the project complies with the 36-foot height limit for the RM-22 zoning district.

C. 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.

D. The required finding that 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, is not applicable because there are no natural topographic features on the subject property.

E. The required finding that, 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, is not applicable because the proposed project is not a new single-family residence.

F. 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. 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. 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.

G. The required finding, that the grading utilizes street designs and improvements which serve to minimize grading alternatives and harmonize with the natural contours and character of the hillside, is not applicable because the proposed project does not involve the construction of new streets.

H. 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.

I. The grading conforms with the minimum standards for finished slope, depth of fill, retaining wall location and height, and driveway slope established under Section 17.76.040(E)(8) of the Development Code.

J. Pursuant to Section 17.76.040(E)(9)(c) of the Rancho Palos Verdes Development Code, the proposed 19-foot depth of cut is reasonable and necessary. Grading down the pad within the footprint of the proposed building allows for a structure that is lower than would otherwise be permitted without the proposed grading.

Section 5: The City Council makes the following findings of fact with respect to the application for a density bonus in conjunction with development of the proposed condominium project:

A. The applicant's density bonus request involves requesting one (1) additional market-rate unit, for a total of twenty-eight (28) units. Of these, the applicant will dedicate two (2) units for sale to very-low-income households, which equates to five percent (5%) of the total number of units. This is consistent with the requirements of Section 17.11.040 of the Rancho Palos Verdes Development Code. However, it is the City's position that, in order to qualify for a density

bonus under State law (i.e., Sections 65915-65918 of the Government Code), the applicant must set aside ten percent (10%) of the total number of units for very-low-income households. Although the applicant disagrees with the City's interpretation of State density bonus law, he is amenable to paying the City's in-lieu affordable housing fee for the third unit, providing that the City is willing to defer payment of the fee until after sale or occupancy of the twenty-fourth (24th) unit of the project.

The applicant is entitled to a density bonus of up to twenty percent (20%) under State law, but is asking for a density bonus of less than four percent (4%). A 20-percent bonus would amount to a project of up to thirty-three (33) units. Given the constraints of the project site, it is likely that the height of the project would have to be increased to accommodate thirty-three (33) units, possibly to or above the 36-foot height limit. Since the City's and State's density bonus regulations compel local jurisdictions to grant a development concession in conjunction with the density bonus request, the City would probably not be in a position to deny a taller project, even if it exceeded the property's height limit.

For the foregoing reasons, the City Council believes that accepting an in-lieu fee for the third affordable unit is a reasonable compromise in that it upholds the City's interpretation of State law that three (3) affordable units are needed to qualify for the density bonus without requiring the applicant to alter the building design to actually construct a third affordable unit. As such, the City Council agrees to accept deferred payment of the in-lieu fee for the third affordable unit.

Section 6: The time within which the judicial review of the decision reflected in this Resolution, if available, must be sought is governed by Section 1094.6 of the California Code of Civil Procedure and other applicable short periods of limitation.

Section 7: For the foregoing reasons and based on the information and findings included in the Staff Report, Minutes and other records of proceedings, the City Council of the City of Rancho Palos Verdes hereby conditionally approves Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus (Planning Case Nos. SUB2007-00003 and ZON2007-00072), in conjunction with the adoption of a Mitigated Negative Declaration, to allow the subdivision of a 1.25-acre site into twenty-eight (28) residential condominium units, located at 28220 Highridge Road, subject to the recommended conditions of approval in the attached Exhibit 'A'.

PASSED, APPROVED, AND ADOPTED this __th day of September 2008.

_____
Mayor

Attest:

_____
City Clerk

State of California)
County of Los Angeles) ss
City of Rancho Palos Verdes)

I, Carla Morreale, City Clerk of the City of Rancho Palos Verdes, hereby certify that the above Resolution No. 2008-__ was duly and regularly passed and adopted by the said City Council at a regular meeting thereof held on _____, 2008.

_____
City Clerk

EXHIBIT 'A'
CONDITIONS OF APPROVAL
FOR TENTATIVE TRACT MAP NO. 68796, GENERAL PLAN AMENDMENT, ZONE CHANGE, CONDITIONAL USE PERMIT, GRADING PERMIT AND DENSITY BONUS
(REC Development, 28220 Highridge Road)

General

1. Within ninety (90) days of this approval, the applicant and/or property owner shall submit to the City a statement, in writing, that they have read, understand and agree to all conditions of approval contained in this approval. Failure to provide said written statement within ninety (90) days following the date of this approval shall render this approval null and void.

2. The developer shall supply the City with one mylar and copies of the map after the final map has been filed with the Los Angeles County Recorders Office.

3. This approval expires twenty-four (24) months from the date of approval of the vesting tentative tract map by the City Council, unless extended per Section 66452.6 of the Subdivision Map Act and Section 16.16.040 of the Development Code. Any request for extension shall be submitted to the Planning Department in writing prior to the expiration of the map.

4. 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. [Mitigation Measure NOI-1]

5. Unless specific development standards for the development of the property contained in these conditions of approval, the development of the lots shall comply with the requirements of Title 17 of the City's Municipal Code.

6. 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 Commissioner (LAFCO). The applicant shall be responsible for all City costs associated with processing the annexation request. [Mitigation Measure LUP-1]

Subdivision Map Act

7. Prior to submitting the Final Map for recordation pursuant to Section 66442 of the Government Code, the subdivider shall obtain clearances from affected departments and divisions, including a clearance from the City's Engineer for the following items: mathematical accuracy, survey analysis, correctness of certificates and signatures, etc.

County Recorder

8. If signatures of record title interests appear on the final map, the developer shall submit a preliminary guarantee. A final guarantee will be required at the time of filing of the final map with the County Recorder. If said signatures do not appear on the final map, a preliminary title report/guarantee is needed that covers the area showing all fee owners and interest holders. The account for this preliminary title report guarantee shall remain open until the final map is filed with the County Recorder.

Cultural Resources

9. 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. [Mitigation Measure CUL-1]

10. 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. [Mitigation Measure CUL-2]

Sewers

11. A bond, cash deposit, or other City approved security, shall be posted prior to recordation of the Final Map or start of work, whichever occurs first, to cover costs for construction of and connection to a sanitary sewer system, in an amount to be determined by the Director of Public Works.

12. Prior to approval of the final map, the subdivider shall submit to the Director of Planning, Building and Code Enforcement a written statement from the County Sanitation District approving the design of the tract with regard to the existing

trunk line sewer. Said approval shall state all conditions of approval, if any, and state that the County is willing to maintain all connections to said trunk lines.

13. Approval of this subdivision of land is contingent upon the installation, dedication and use of local main line sewer and separate laterals to serve each unit of the land division.

14. Sewer easements may be required, subject to review by the City Engineer, to determine the final locations and requirements.

15. Prior to construction, the subdivider shall obtain approval of the sewer improvement plans from the County Engineer Sewer Design and Maintenance Division.

Water

16. 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. [Mitigation Measure UTL-1]

17. Prior to recordation of the Final Map or prior to commencement of work, whichever comes first, the subdivider must submit a labor and materials bond in addition to either:

    a. An agreement and a faithful performance bond in the amount estimated by the City Engineer and guaranteeing the installation of the water system; or
    b. An agreement and other evidence satisfactory to the City Engineer indicating that the subdivider has entered into a contract with the serving water utility to construct the water system, as required, and has deposited with such water utility security guaranteeing payment for the installation of the water system.

18. There shall be filed with the City Engineer a statement from the water purveyor indicating that the proposed water mains and any other required facilities will be operated by the water purveyor and that, under normal operating conditions, the system will meet the needs of the developed tract.

19. At the time the final land division map is submitted for checking, plans and specifications for the water systems facilities shall be submitted to the City Engineer for checking and approval, and shall comply with the City Engineer's standards. Approval for filing of the land division is contingent upon approval of plans and specifications mentioned above.

20. The project shall be served by adequately sized water system facilities that shall include fire hydrants of the size and type and location as determined by the Los Angeles County Fire Department. The water mains shall be of sufficient size to accommodate the total domestic and fire flows required for the land division. The City Engineer shall determine domestic flow requirements. Fire flow requirements shall be determined by the Fire Department and evidence of approval by the Fire Chief is required.

21. Framing of structures shall not begin until after the Los Angeles County Fire Department has determined that there is adequate firefighting water and access available to said structures.

22. 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:
    - Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve;
    - Install water-conserving clothes washers;
    - Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and,
    - Install one-and-one-half gallon, ultra-low flush toilets. [Mitigation Measure UTL-2]

23. 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:
    - Extensive use of native plant materials.
    - Low water-demand plants.
    - Minimum use of lawn or, when used, installation of warm season grasses.
    - Grouped plants of similar water demand to reduce over-irrigation of low water demand plants.
    - Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity.
    - Drip irrigation, soil moisture sensors, and automatic irrigation systems.
    - Use of reclaimed wastewater, stored rainwater or grey water for irrigation. [Mitigation Measure UTL-3]

<u>Drainage</u>

24. A bond, cash deposit, or combination thereof shall be posted to cover costs of construction in an amount to be determined by the City Engineer.

25. Prior to filing of the Final Map, the developer shall submit a hydrology study to the City Engineer to determine any adverse impacts to existing flood control facilities generated by this project. Should the City Engineer determine that adverse impacts will result, the developer will be required to post a cash deposit or bond or combination thereof in an amount to be determined by the Director of Public Works, which will be based on the project's share of the necessary improvements.

26. Drainage plans and necessary support documents to comply with the following requirements must be approved prior to the recordation of the Final Map or commencement of work, whichever comes first:

    a. Provide drainage facilities to remove the flood hazard to the satisfaction of the City Engineer and dedicate and show easements on the final map.
    b. Eliminate the sheet overflow and ponding or elevate the floors of the buildings with no openings in the foundation walls to at least twelve inches above the finished pad grade.
    c. Provide drainage facilities to protect the lots from high velocity scouring action.
    d. Provide for contributory drainage from adjoining properties.

27. In accordance with Section 1601 and 1602 of the California Fish and Game Code, the State Department of Fish and Game, 350 Golden Shore, Long Beach, California 90802, (562) 435-7741, shall be notified prior to commencement of work within any natural drainage courses affected by this project.

28. All drainage swales and any other on-grade drainage facilities, including gunite, shall be of an earth tone color and shall be reviewed and approved by the Director of Planning, Building and Code Enforcement.

29. Site surface drainage measures included in the project's geology and soils report shall be implemented by the project developer during project construction.

30. Subject to review and approval of the City Public Works and Building and Safety Department and prior to issuance of grading permits, the project proponent shall submit a stormwater management plan which shows the on-site and off-site stormwater conveyance system that will be constructed by the project proponent for the purpose of safely conveying stormwater off of the project site. These drainage structures shall be designed in accordance with the most current standards and criteria of the Director of Public Works and Los Angeles County Department of Public Works to ensure that default drainage capacity is maintained. The plan shall also show whether existing stormwater facilities off the site are adequate to convey storm flows.

31. In accordance with the Clean Water Act, coordinate with the Regional Water Quality Control Board (RWQCB) regarding the required National Pollutant Discharge Elimination System (NPDES) permit for the project. The developer shall obtain this permit and provide the City with proof of the permit before construction activities begin on the project site.

32. Appropriate Best Management Practices (BMPs), including sandbags, shall be used to help control runoff from the project site during project construction activities.

33. In accordance with the Clean Water Act, the project proponent shall coordinate with the Regional Water Quality Control Board (RWQCB) on the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for the proposed project.

Streets

34. 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. [Mitigation Measure TRA-6]

35. The contractor shall be responsible for repairs to any neighboring streets (those streets to be determined by the Director of Public Works) which may be damaged during development of the tract. Prior to issuance of grading permits, the developer shall post a bond, cash deposit or City approved security, in an amount determined by the Director of Public Works to be sufficient to cover the costs to repair any damage to streets or appurtenant structures as a result of this development.

36. The applicant shall obtain any necessary approvals from the City of Rolling Hills Estates to allow the use of public streets for project-related construction vehicles.

37. In order to reduce the traffic impacts of the proposed project to less-than-significant levels, the intersection of Highridge Road and Hawthorne Boulevard shall be modified as follows:
    - Convert the existing northbound left turn lane to a shared left-plus-through lane; and the existing northbound through lane to a dedicated right-turn lane;
    - Keep the existing dedicated right-turn lane so there will be two (2) northbound right-turn lanes;
    - Modify the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left-turn phasing);

- Set the cycle length to one hundred twenty (120) seconds or optimize the cycle length to allow for additional green time on all movements; and,
- Provide "cat-track" striping for the two (2) northbound right-turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard. [Mitigation Measure TRA-1]

38. Prior to building permit final, the applicant shall be responsible for contributing the project's fair share of the cost of the recommended improvements at Highridge Road and Hawthorne Boulevard (estimated at 15.5%) to the City of Rancho Palos Verdes; and shall contribute the project fair share of the cost of future improvements at Hawthorne Boulevard and Silver Spur Road (estimated at 2.5%) to the City of Rolling Hills Estates. [Mitigation Measure TRA-2] Said improvements are described in Condition No. 37 above.

39. On-street parking shall be prohibited within fifty feet (50'-0") of either side of the proposed driveway.

Utilities

40. All utilities to and on the property shall be provided underground, including cable television, telephone, electrical, gas and water. All necessary permits shall be obtained for their installation. Cable television shall connect to the nearest trunk line at the developer's expense.

Geology

41. 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. [Mitigation Measure GEO-1]

42. Prior to recordation of the Final Map or commencement of work, whichever occurs first, a bond, cash deposit, or combination thereof shall be posted to cover costs for any geologic hazard abatement in an amount to be determined by the City Engineer.

43. All geologic hazards associated with this proposed development shall be eliminated or the City Geologist shall designate a restricted use area in which the erection of buildings or other structures shall be prohibited.

44. Prior to issuance of grading or building permits, the developer shall submit a Geology and/or Soils Engineer's report on the expansive properties of soils on all building sites in the proposed subdivision. Such soils are defined by Building Code Section 2904 (b).

45. An as-built geological report shall be submitted for structures founded on bedrock. An as-built soils and compaction report shall be submitted for structures founded on fill as well as for all engineered fill areas.

Easements

46. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets or highway access rights, building restriction rights, or other easements until after the final tract map is filed with the County Recorder, unless such easements are subordinated to the proposed grant or dedication. If easements are granted after the date of tentative approval, a subordination agreement must be executed by the easement holder prior to the filing of the Final Tract Map.

Survey Monumentation

47. Prior to recordation of the Final Map, a bond, cash deposit, or combination thereof shall be posted to cover costs to establish survey monumentation in an amount to be determined by the City Engineer.

48. Within twenty-four (24) months from the date of filing the Final Map, the developer shall set survey monuments and tie points and furnish the tie notes to the City Engineer.

49. All lot corners shall be referenced with permanent survey markers in accordance with the City's Municipal Code.

50. All tract corners shall be referenced with permanent survey markers in accordance with the Subdivision Map Act.

Street Names and Numbering

51. Any street names and/or house numbering by the developer must be approved by the City Engineer.

Park, Open Space and Other Dedications

52. Prior to final tract map recordation, the applicant shall pay to the City a fee equal to the value of 0.3136 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. [Mitigation Measure REC-1]

Affordable Housing

53. Prior to approval of the final map, the subdivider shall agree to participate in the City's affordable housing program, as codified in Chapter 17.11 of the City's Municipal Code. Said participation shall include construction within the project of two (2) units affordable to households with very low incomes and payment of an affordable housing in-lieu fee for a third very-low-income unit. The two (2) affordable units shall be similar in exterior appearance, interior appointments, configuration and basic amenities (such as storage space and outdoor living areas) to the market rate units in the proposed project, as demonstrated to the satisfaction of the Director of Planning, Building and Code Enforcement prior to building permit final.

54. Payment of the affordable housing in-lieu fee for the third very-low-income unit shall occur prior to the sale or occupancy, whichever occurs first, of the twenty-fifth (25th) unit in the project.

Grading and Demolition

55. Prior to recordation of the final map or the commencement of work, whichever occurs first, a bond, cash deposit, or combination thereof, shall be posted to cover the costs of grading in an amount to be determined by the City Engineer.

56. Prior to issuance of a grading permit by Building and Safety, the applicant shall submit to the City a Certificate of Insurance demonstrating that the applicant has obtained a general liability insurance policy in an amount not less than 5 million dollars per occurrence and in the aggregate to cover awards for any death, injury, loss or damage, arising out of the grading or construction of this project by the applicant. Said insurance policy must be issued by an insurer admitted to do business in the State of California with a minimum rating of A-VII by Best's Insurance Guide. Said insurance shall not be canceled or reduced during the grading or construction work and shall be maintained in effect for a minimum period of one (1) year following the final inspection and approval of said work by the City, and without providing at least thirty (30) days prior written notice to the City.

57. Approval of the project shall allow a total of 22,111 cubic yards of earth movement, consisting of 21,847 cubic yards of cut and 264 cubic yards of fill, of which 21,583 cubic yards will be exported from the site. The maximum depth of cut is nineteen feet (19'-0") and the maximum height of fill is five feet (5'-0"). Any revisions that result in a substantial increase to the aforementioned grading quantities shall be reviewed and approved by the Planning Commission as a revision to the grading application.

58. The maximum height of the combined retaining wall and safety railing along the rear property line shall not exceed eight feet (8'-0") as measured from finished grade on adjacent properties to the north and east.

59. A construction plan shall be submitted to the Director of Planning, Building and Code Enforcement prior to issuance of grading permits. Said plan shall include but not be limited to: limits of grading, estimated length of time for rough grading and improvements, location of construction trailer, location and type of temporary utilities. The use of rock crushers shall be prohibited.

60. Prior to filing the Final Map, a grading plan shall be reviewed and approved by the City Engineer and City Geologist. This grading plan shall include a detailed engineering, geology and/or soils engineering report and shall specifically be approved by the geologist and/or soils engineer and show all recommendations submitted by them. It shall also be consistent with the tentative map and conditions, as approved by the City.

61. Grading shall conform to Chapter 29, "Excavations, Foundations, and Retaining Walls", and Chapter 70, "Excavation and Grading of the Uniform Building Code".

62. 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. [Mitigation Measure AIR-1]

63. 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. [Mitigation Measure AIR-2]

64. Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems. [Mitigation Measure AIR-3]

65. Graded slope tops shall be rounded, slope gradients shall be varied, and no significant abrupt changes between natural and graded slopes will be permitted. All created slopes shall not be greater than 3:1.

66. 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. [Mitigation Measure AIR-4]

67. 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. [Mitigation Measure TRA-3]

68. 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. [Mitigation Measure HAZ-1]

69. 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. [Mitigation Measure HAZ-2]

70. 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. [Mitigation Measure HAZ-3]

71. 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. [Mitigation Measure HAZ-4] Notwithstanding the foregoing language of this condition, any other hazardous materials (i.e., besides lead or asbestos) that are discovered on the subject property shall be similarly abated in accordance with applicable local, state and federal regulations.

72. The project shall utilize construction equipment equipped with standard noise insulating features during construction to reduce source noise levels. [Mitigation Measure NOI-2]

73. All project construction equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts is generated. [Mitigation Measure NOI-3]

74. 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. [Mitigation Measure NOI-4]

75. The applicant shall not use the parking lot of the adjacent church for parking or staging of equipment or storage of materials without the express authorization of the property owner.

Public Services

76. The project proponent will coordinate with the County of Los Angeles Fire Department to determine any appropriate mitigation to compensate for the increase in the demand for fire protection services due to the proposed project and any special site design considerations that would minimize fire hazards. The driveway to be constructed as part of this project shall be constructed to Fire Department standards.

77. The project proponent will coordinate with the County of Los Angeles, Office of the Sheriff, to determine any appropriate mitigation to compensate for the increase in the demand for police protection services due to the proposed project. Appropriate police service fees shall be paid before a Use and Occupancy Permit is issued for the project.

Common Area Improvements and CC&R's

78. 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. [Mitigation Measure AES-2]

79. 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. [Mitigation Measure AES-3] Said landscaping shall also be maintained so as not to result in significant view impairment from the viewing areas of dwelling units within the project.

80. 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). [Mitigation Measure AES-4]

81. 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. [Mitigation Measure AES-5]

82. Exterior lighting fixtures on the grounds shall be low, bollard-type fixtures, not to exceed forty-two inches (42") in height. [Mitigation Measure AES-6]

83. 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. [Mitigation Measure AES-7]

84. No internally-illuminated signage may be used on the project site. [Mitigation Measure AES-8]

85. 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. [Mitigation Measure TRA-7]

86. Prior to approval of the Final Map, copies of the Covenants, Conditions and Restrictions (CC&R's) shall be submitted for the review of the Director and the

City Attorney. Said CC&R's shall reflect the applicable development standards contained in this Resolution. All necessary legal agreements, including homeowners' association, deed restrictions, covenant, dedication of development rights, public easements and proposed methods of maintenance and perpetuation of drainage facilities and any other hydrological improvements shall be submitted for review and approval prior to the approval of the Final Map.

87. The approved landscape plan shall include a pesticide management plan to control the introduction of pesticides into site runoff.

Development Standards

88. The Final Map shall be in conformance with the lot size and configuration shown on the Vesting Tentative Map for the RM-22 zoning district.

89. Prior to building permit issuance, the building elevations shall be revised to provide architectural trim and detailing on any blank 2-story facades of the facing wings of the building. [Mitigation Measure AES-1]

90. 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. [Mitigation Measure AIR-5]

91. The approved structure shall maintain minimum setbacks of twenty-five feet (25'-0") front for above-ground portions of the structure; twelve feet six inches (12'-6") front for below ground portions of the structure; ten feet (10'-0") on each side; and twenty feet (20'-0") on the rear. BUILDING SETBACK CERTIFICATION REQUIRED, prior to foundation forms inspection.

92. The approved project shall maintain minimum open space are of thirty-five percent (35%), including private outdoor living areas of the individual units. Wherever they are practicable and not prohibited by some other agency or authority (such as the Fire Department), the project shall employ permeable paving surfaces in hardscape areas.

93. Driveway slopes shall conform to the maximum 20-percent standard set forth in the Development Code.

94. The private driveway shall meet Fire Department standards, including any painting or stenciling of curbs denoting its existence as a Fire Lane and turn-arounds.

95. Final building and site plans, including but not limited to grading, setbacks, elevations, lot coverage calculations, landscaping, and lighting shall be submitted to the Director of Planning, Building and Code Enforcement for review and approval to determine conformance with the Development Code. Said plans shall be in substantial compliance with the plans stamped APPROVED with the effective date of this Resolution, as presented to the Planning Commission on July 22, 2008.

96. The maximum building shall be 484.0'. BUILDING HEIGHT CERTIFICATION REQUIRED, prior to roof sheathing inspection.

97. The approved project shall consist of three (3) 1-bedroom units and twenty-five (25) 2- to 3-bedroom units, for a total of twenty eight (28) dwelling units.

98. The approved project shall provide and maintain sixty-seven (67) off-street parking spaces, consisting of fifty-three (53) assigned resident spaces and fourteen (14) un-assigned guest spaces. All parking spaces shall be in the subterranean garage.

99. Each 1-bedroom unit shall have at least one hundred thirty square feet (130 SF) of private outdoor living area (i.e., patios, decks or balconies). Each unit with two (2) or more bedrooms shall have at least one hundred fifty square feet (150 SF) of private outdoor living area. No side of the private outdoor living area for any unit shall be less than seven feet (7'-0") in length. The private outdoor living area for each unit shall have at least one (1) electrical outlet.

100. Each unit shall have at least four hundred cubic feet (400 CF) of enclosed, weather-proofed and lockable storage space for the sole use of the unit resident, in addition to customary storage space within the unit.

101. Chimneys, vents and other similar features may only exceed the height of the building by the minimum height necessary to comply with Building Code requirements.

102. The following attached unit development standards from Chapter 17.06 of the Rancho Palos Verdes Development Code shall apply to all units in the building:

    a. No plumbing fixture or other such permanent device which generates noise or vibration shall be attached to a common wall adjacent to a living room, family room, dining room, den or bedroom of an adjoining unit. All plumbing fixtures or similar devices shall be located on exterior walls, on interior walls within the unit or on common walls, if adjacent to a similar fixture or device.

b. All water supply lines within common walls and/or floors/ceilings shall be isolated from wood or metal framing with pipe isolators specifically manufactured for that purpose and approved by the city's building official. In multistory residential structures, all vertical drainage pipes shall be surrounded by three-quarter-inch thick dense insulation board or full thick fiberglass or wool blanket insulation for their entire length, excluding the sections that pass through wood or metal framing. The building official may approve other methods of isolating sound transmission through plumbing lines where their effectiveness can be demonstrated.

c. All common wall assemblies which separate attached single-family units shall be of a cavity-type construction.

d. All common wall assemblies which separate all other attached dwelling units (multiple-family condominiums, stock cooperatives, community apartment houses) or a dwelling unit and a public or quasi-public space shall be of a staggered-stud construction.

e. All common wall assemblies which separate dwelling units from each other or from public or quasi-public spaces (interior corridors, laundry rooms, recreation rooms and garages) shall be constructed with a minimum rating of fifty-five STC (sound transmission class).

f. All common floor/ceiling assemblies which separate dwelling units from each other or from public or quasi-public spaces (interior corridors, laundry rooms, recreation rooms and garages) shall be constructed with a minimum rating of fifty STC (sound transmission class) and a minimum rating of fifty-five IIC (impact insulation class). Floor coverings may be included in the assembly to obtain the required ratings, but must be retained as a permanent part of the assembly and may only be replaced by another insulation.

g. STC and IIC ratings shall be based on the result of laboratory measurements and will not be subjected to field testing. The STC rating shall be based on the American Society for Testing and Materials system specified in ASTM number 90-66t or equivalent. The IIC rating shall be based on the system in use at the National Bureau of Standards or equivalent. Ratings obtained from other testing procedures will require adjustment to the above rating systems. In documenting wall and floor/ceiling compliance with the required sound ratings, the applicant shall either furnish the city's building official with data based upon tests performed by a recognized and approved testing laboratory, or furnish the building official with verified manufacturer's data on the ratings of the various wall and floor/ceiling assemblies utilized.

103. Fences and walls located within the 25-foot front-yard setback area shall not exceed forty-two inches (42") in height, with the exception of the intersection visibility triangle at the driveway, where they shall not exceed thirty inches (30")

in height as measured from the curb elevation at Highridge Road. Fences and walls located elsewhere on the property shall not exceed six feet (6'-0") in height as measured from the grade on the high side and eight feet (8'-0") in height as measured from grade on the low side.

104. With the exception of solar panels, roof-mounted mechanical equipment is not permitted. Mechanical equipment may encroach upon the rear- and side-yard setback areas, provided that such equipment does not generate noise levels in excess of 65 dBA at the property line.

Kit Fox

From: Kit Fox [kitf@rpv.com]
Sent: Tuesday, August 19, 2008 7:40 AM
To: 'D Collett'
Subject: RE: 28220 Highridge - Affordable housing.

Dear Mr. Collett:

The details of the process to sell the affordable units have not been worked out at this time. For the time being, you should remain in touch with the developer.

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

From: D Collett [mailto:decollett@cox.net]
Sent: Monday, August 18, 2008 9:44 PM
To: Kit Fox
Subject: Re: 28220 Highridge - Affordable housing.

I understand that there is NO interest list" or "waiting list" for the affordable housing units at 28220 Highridge at this time.

However once project is approved, How do I get on waiting list ?

In order to get on waiting list, I do I need to communicate with City Council, developer directly at (310) 378-1557, or someone else ?

Thanks,

> ----- Original Message -----
> **From:** Kit Fox
> **To:** 'D Collett'
> **Sent:** Monday, August 18, 2008 8:08 AM
> **Subject:** RE: 28220 Highridge - Affordable housing.
>
> Dear Mr. Collett:
>
> There is no "interest list" or "waiting list" for the affordable housing units in this project at this time. The project still needs the approval of the City Council. However, you may contact the developer directly at (310) 378-1557.
>
> **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

From: D Collett [mailto:decollett@cox.net]
Sent: Friday, August 15, 2008 6:31 PM
To: Kit Fox- RPV Planning
Subject: 28220 Highridge - Affordable housing.

Please e-mail me back on how to register for Affordable housing at 28220 Highridge?

No virus found in this incoming message.
Checked by AVG.
Version: 7.5.526 / Virus Database: 270.6.5/1619 - Release Date: 8/18/2008 5:39 PM

Kit Fox

From: Kit Fox [kitf@rpv.com]
Sent: Monday, August 25, 2008 4:47 PM
To: 'Ray Harris'
Subject: RE:

Dear Mr. Harris:

The height of the silhouette has been reduced by 12-1/2 feet as compared to the original proposal. The project was previously 3 stories tall at the street, but it is now only 2 stories tall facing toward Highridge Road.

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

From: Ray Harris [mailto:RayHarris60@msn.com]
Sent: Monday, August 25, 2008 4:11 PM
To: kitf@rpv.com
Subject:

Kit Fox, Associate Planner,

I live at 43 Cottonwood Circle in the Terraces complex and am inquiring about the proposed height of the multi-family condominiums to be built at 28220 Highridge Road. It appears to me the flags have been lowered, and our question is, "Has the proposed height been reduced from the original flag level?"

We certainly hope so, because a height of over two stories would become a monster looking down upon us.

Please reply.

Ray Harris

Members of the City Council
City of Rancho Palos Verdes
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

8 September 2008

RECEIVED
SEP 09 2008
PLANNING, BUILDING AND
CODE ENFORCEMENT

Dear Sirs,

The Planning Commission of the City has prepared for your review and consideration the "Notice of Decision" for Planning Case Nos. SUB2007-0003 & Zone2007-00072, dated August 13, 2008.

We must take exceptions to the following items outlined in the report.

- Throughout the body of this report and its predecessors, the Commission has stated that only one Unit of La Cima (Number 7) has a remaining View Impact issue in dealing with the applicant's proposed Condominium Project. The wording uses the term "No significant impact" for the remaining homeowners of La Cima. Over several months, owners of Units 4 through 10 have voiced concerns that the Commission has no "metric" to measure the loss of view. As seen by the attached aerial view of the project, Units 5 through 8 still will have a significant loss of City lights from the LA basin due to the restructuring of the Project. We request that the Council establish a quantifiable method to assess view loss.

- With recommendations from the community and the Commission, the applicant removed the third story of the upper forward section of his plan. But to retain the lost units, he has reduced the size of the pool area and expanded the footprint of the building site and inserted one new unit. It is our opinion that attempting to "squeeze" 28 units, ranging from 776 to 2260 square feet in size, onto the given site is an inappropriate usage of available land and leads to "mass and bulk" problems with the proposed architectural features. The applicant has stated that any more downsizing will make the project financially unacceptable. No figures have been presented to substantiate these claims, which makes his intent to negotiate and work with the Community suspect. The homeowners of La Cima have obtained and submitted the estimated loss in property values from local Real-estate Brokers and expect a similar open exchange of data to understand the issues at hand.

- We have offered several ideas of relocating the pool forward and using its original space for additional three story Units. Statements from the applicant that the Fire Department could not get a 150-ft hose to the rear in case of emergencies were offered. We have not seen the Fire Department assessment agreeing to that "fact" and request their review of these or other alternative approaches.

We respectively request the Council review all past documentation and submitted photographs that lay the foundation for a better understanding of the issues presented by this project.

Respectively submitted,

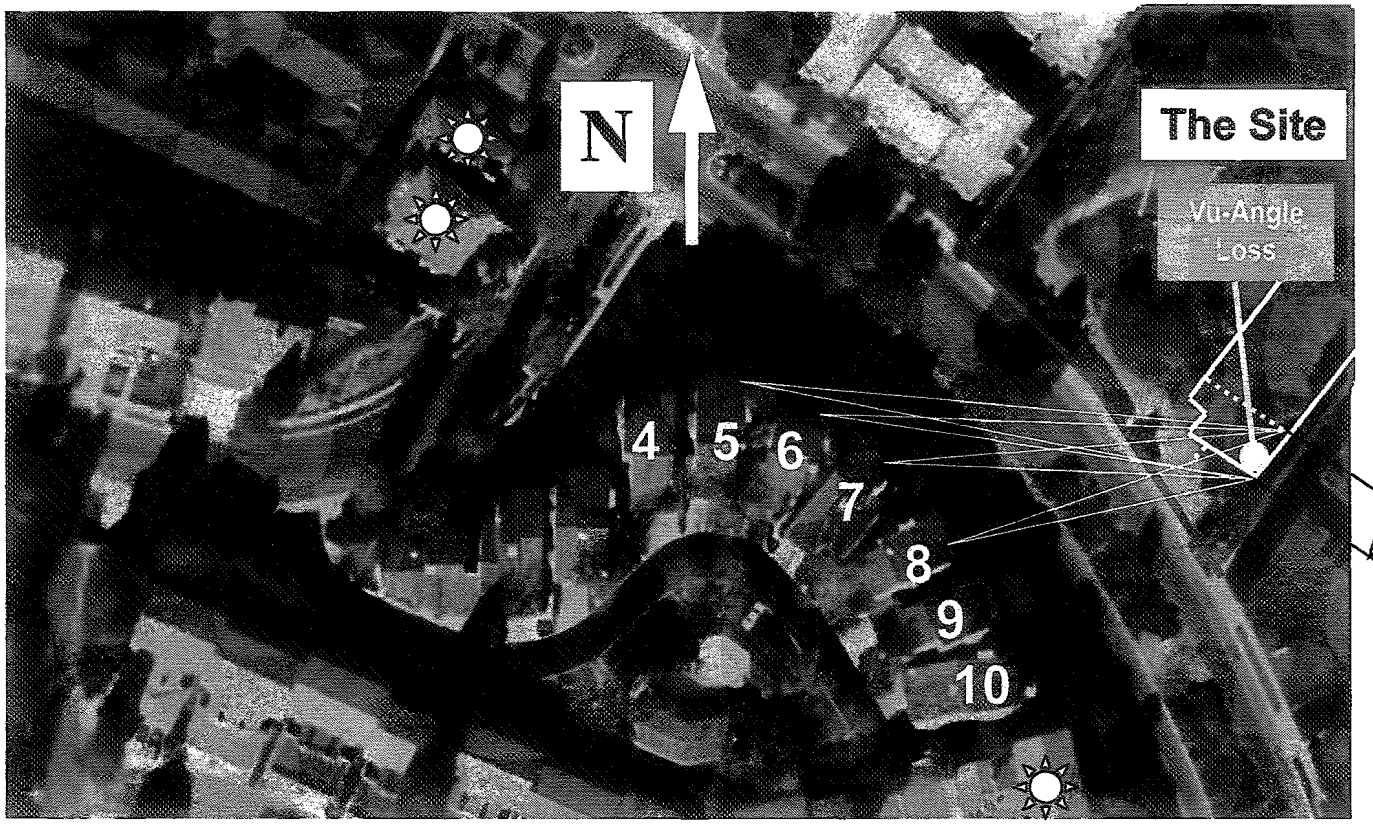
Barry N. Smith

Barbara Sloan Smith

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

La Cima Aerial Plot Plan

Units Affected by Loss of City Lights Due to Building Extension Toward Highridge



21' 9"
Net Extension

4/8/08

7/22/08

Commissioner Tetreault moved to grant a one-time, one-year extension of the approval of the Coastal Permit, Height Variation and Site Plan Review for the property at 13 Sea Cove Drive via minute order, thereby setting the final expiration date as April 10, 2009, with all conditions of approval remaining in full force and effect, seconded by Commissioner Tomblin. Approved, (7-0).

PUBLIC HEARINGS

5. Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit, Variance, Site Plan Review, and Environmental Assessment (Case Nos. SUB2007-00003 & ZON2007-00072): 28820 Highridge Road

Associate Planner Fox presented the staff report, explaining the scope of the project. He explained that the Vesting Tentative Tract Map, General Plan Amendment, and Zone Change all require final approval by the City Council, and therefore the Planning Commission's review of this project will be advisory with recommendations to be made to the City Council for their final decision. He discussed the need for the various applications and how staff felt the various findings could be made. In discussing the Site Plan Review, however, he noted that the proposed stair tower will significantly encroach upon views of the San Gabriel and Santa Monica Mountains above the 36 foot by-right height limit from homes on Via La Cima. Therefore, staff was recommending denial of this portion of the application. He discussed letters received as a result of the public notice, which included issues of view impact, the mass of the building, decreased property values, and traffic. In conclusion, he stated that staff was recommending the Planning Commission receive the presentation from the applicant and comments from the public, and continue the matter to give staff time to respond to the comments on the mitigated negative declaration prior to its certification.

Commissioner Ruttenberg asked if the only need for the General Plan Amendment was for the annexation of a small portion of land from Rolling Hills Estates.

Associate Planner Fox answered that was correct.

Commissioner Knight asked staff if they knew what the original elevation of this lot was, and if there is any evidence that dirt had been dumped on this lot in the past to raise the elevation.

Associate Planner Fox answered that staff had no evidence one way or the other.

Commissioner Knight asked staff how they were going to respond to the City of Rolling Hills Estates request that green house gases be addressed in the Negative Declaration. He noted that the City form does not include green house gases.

Director Rojas answered that the State is currently working on guidelines and thresholds for cities to use in assessing certain emissions when doing their CEQA analysis. Therefore, at this time there is no requirement to perform such an analysis as part of a project's CEQA review. The City Attorney agrees that until there are guidelines and thresholds established by the State, the City is not legally bound to include this in their CEQA analysis.

Commissioner Tetreault discussed the cumulative traffic issue, and asked staff if there are any other projects in this area that are being contemplated.

Associate Planner Fox answered that there are a number of mixed use projects in the Peninsula Center area in Rolling Hills Estates that have been approved or are in the process of being reviewed. In the City of Rancho Palos Verdes there is another application for the Crestridge property, as well as the Marymount College expansion, the additional homes to be built at Trump, and the Terranea project.

Commissioner Tetreault acknowledged that twenty seven units will most likely not have a big impact on traffic, however he was concerned that all of these projects are being looked at, in terms of traffic, on an individual basis and was very concerned that approval of all of these projects will cause significant traffic problems on the Peninsula. He asked that some type of traffic analysis be done which includes all of the recently approved and known future projects in the area.

Chairman Perestam discussed the proposed left turn area, and felt that creating a new cut in the median would impact the traffic in the area, as there are two other existing cuts in the very near vicinity. He asked staff to have the traffic engineer review this situation.

Chairman Perestam opened the public hearing.

Zafar Hassanally (applicant) stated that his architect and engineer are both present if the Planning Commission has any questions for them.

Dan Withee (architect) explained that he has been working with staff for almost a year in designing the proposed project before the Planning Commission, and that the concept for the project has always been to create a very high-end luxury condominium project. He stated that he has tried to minimize the amount of mass and bulk and lowered the building down as low as he could. He discussed the grading, explaining that he has tried to step the building down, and stated that there are no large roof elements, and all the vertical planes have been broken. He explained that the stair tower is a requirement by the L.A. County Fire Department, but thought he could remove the stair roof which will lower it to the height of the parapet. He stated that he had worked very hard to create a design that would be an asset to the neighborhood.

Commissioner Lewis asked Mr. Withee to comment on the memo from Rolling Hills Estates regarding their concerns over the amount of export from the site.

Mr. Withee agreed with their estimate that approximately 1,000 truck loads of export would leave the site, and noted that he will be required to produce a haul route for the trucks.

Commissioner Tomblin discussed the landscape plan proposed for the guest parking area, the public area, and the parkway area in front. He felt it was sparse and lacked a high-end type of design. He felt it looked more like landscaping for an apartment complex.

Mr. Withee responded that landscaping in front may be sparse because they tried to include as much surface guest parking as possible.

Commissioner Knight noted that an area of mitigation in the Mitigated Negative Declaration is to add drought tolerant landscaping, and asked Mr. Withee if he had any issue with that.

Mr. Withee answered that he had no issue with that, adding he was hoping to be able to construct a “green” building.

Dan Bolton (Bolton Engineer) explained that he has estimated there will be approximately 825 truck loads of dirt exported from this site during the grading stage of the project. He explained that the haul route will be straight down Hawthorne Boulevard, and felt that because of the location of this proposed project, it will have much less of an impact on residential neighborhoods. He discussed the left-turn situation, noting that the proposed design was done partially with input from the City’s traffic engineer, and he felt this was a good design in so far as this was a better option than a U-turn made further down the street.

Commissioner Knight noted in the staff report there is an area identified by the project geologist as having a potential for earthquake induced landslides, and asked Mr. Bolton if he was familiar with this area.

Mr. Bolton answered that there is an area off-site that was identified by the project soils engineer in his report. He explained that the City’s soils and geology consultant has reviewed the report and have concurred with the project experts that the site can be developed in a safe and stable manner.

Mike Connor questioned if the grading can be lowered even more on the site to help preserve he views from Via la Cima. He did not think the photographs presented by staff truly showed the loss of view the residents will have, and felt that the Commissioners would have a better understanding if they visited the homes on Via la Cima. He understood that the owner of the property has the right to develop his property, he was just hoping for a bit of compromise so that the neighborhood views can be preserved, as well as the property values of the homes. He also questioned the height of the proposed roof mounted equipment.

Nancy Bradley stated she was concerned about the property values in her neighborhood, the proposed left-turn into the project, and the view loss for her neighbors.

Nina Ito explained that this project will block a portion of their city view, and would appreciate anything that can be done to preserve as much of the view for the community as possible.

Marlene Resing, 7 Via la Cima, stated that utilities have always been on the subject land and it was everyone's understanding that there would never be anything on the property but utilities. She also felt that the pictures do not show what the views being lost and that none of the pictures shown were taken from inside her residence. She asked the Commissioners to come to her house to see the true view impact to her residence, as she will be looking at a solid wall. She questioned how the City can preserve views by cutting trees, but could not preserve views by allowing a solid structure to be constructed directly into her view. She felt that the developer has all the rights, and questioned what rights the residents on Via la Cima have, and questioned why their views can't be grandfathered in, since they have had the view for over 25 years.

D.W. Hagenburger, 6 Via la Cima, stated that, while the residents on Via la Cima have spoken tonight, there is a greater interest in other neighborhoods as well. He explained that the residents have not had the time and have not been well enough organized to gain everyone's interest and attention. He noted that there will be another hearing on this matter in May, and asked if they will again have the chance to speak and voice concerns, and if they will be able to bring more people who are concerned with this project. He also agreed that the picture displayed by the applicant is very misleading and invited the Planning Commissioners to view the area from their homes to get a true picture of what is being proposed and how it affects their views. He was also concerned with the proposed lef- turn into the project, noting that there are numerous children on this street who walk to school or the park.

Commissioner Tomblin asked Mr. Hagenburger, if the project could be brought down to a lower height, would he have any other objections to the project.

Mr. Hagenburger answered that if that happened it would be a more acceptable project.

Commissioner Gerstner noted that in order to lower the project, a significantly larger amount of grading will take place, and asked Mr. Hagenburger if that is also something he would support.

Mr. Hagenburger answered that he would support the additional grading.

Claudia Smith, 3 Via la Cima, stated that this project will not impact her view but will impact her driving, noting the very difficult corner involved on Highridge. She was

concerned that the proposed height of the project will financially impact the value of the properties on Via la Cima.

Dan Withee (in rebuttal) stated there will be no roof mounted equipment associated with the project. He explained that he did not intend to misrepresent any views in the photos submitted, and that it's the best and most accurate photo digitally available.

Commissioner Tomblin asked Mr. Withee how much he estimated he would have to grade down in order to lower the buildings so that they would be below the tree line shown in the photograph.

Mr. Withee estimated he would have to lower the building five to six feet before it would be below the tree line in the photograph. He noted that grading down further will cause the construction of some very large retaining walls.

Commissioner Knight asked about the drainage on the property if the grade is lowered.

Mr. Withee answered that the grade may be able to be lowered approximately two feet before drainage becomes a concern. He felt that the lot could be graded down a couple of feet lower and remove the top of the tower to help lower the overall height of the project.

Commissioner Ruttenberg asked staff to clarify if the thirty six foot height limit staff discussed in the staff report and if is analogous to the sixteen foot by right height limit in residential zoning districts.

Associate Planner Fox explained that the height limit established for a multi-family zoning district is treated the same in the Development Code as the height limit established in single family districts. Therefore, in keeping consistent with how the City treats the 16 foot height limit as a "by-right" height limit, in this district impairment below 36 feet in height is considered not protected, and impairment above that level is subject to analysis of significance.

Commissioner Tomblin asked staff to clarify where that 36 foot measurement would be taken from.

Associate Planner Fox explained that the measurement would be taken from any point within the building footprint that is either the lower of existing or finished grade. Because this project is proposing lowering the level of the lot, the measurement would be taken from finished grade.

Commissioner Tomblin asked staff if the developer will be asked to landscape the median on Highridge Road as part of the project.

Associate Planner Fox answered that there is no obligation on the part of the developer to landscape this median.

Commissioner Tetreault asked staff if there is a maximum percentage of lot coverage requirement for this project.

Associate Planner Fox explained that there is a maximum lot coverage allowed in multi-family zoned districts, however the calculation is different from that for a lot in single-family district.

Commissioner Tetreault asked if it was possible, with all of the hardscape proposed, to have a more permeable surface for this hardscape so there is not quite so much runoff from the property.

Associate Planner Fox felt that there may well be a way to reduce the runoff, especially in the pool deck area. He noted there may be issues with the emergency access turnaround in terms of the types of surface treatments the Fire Department will require or accept. However he felt that the developer could look at more permeable surfaces in other areas.

Commissioner Knight stated that it would be useful if staff would extrapolate out all of the mitigation measures from the Mitigated Negative Declaration in the form of a list of recommended conditions for the Planning Commission to review.

Associate Planner Fox explained that staff will supply that when this item is at the point where staff feels the Planning Commission is ready to make a decision. He explained that there will be a Resolution with the standard conditions of approval. He stated that any Mitigated Negative Declaration that does get certified will include a mitigation monitoring program that will call out all of the mitigation measures and who is responsible for making sure they take place and when.

Commissioner Ruttenberg asked staff to clarify what their purview is in a case like this and in what ways the Planning Commission can condition the project.

Director Rojas explained that although this project is residential, the Code requires that this project be approved through a Conditional Use Permit. While there are not neighborhood compatibility findings and significant view impact findings to be made, the Conditional Use Permit has its own set of findings that are quite broad. He referred to Finding No. 6 on page 10 of the staff report, and explained that this finding will allow the Planning Commission to impose whatever conditions are necessary to protect the health, safety, and general welfare of the community.

Commissioner Ruttenberg noted, however, that a neighborhood compatibility analysis will not be done with this type of project, nor will bulk and mass be looked at. He felt this limits the Planning Commission, as his first concerns were that this seems to be a large project for the acreage, yet that is something he cannot consider.

Director Rojas referred to Finding No. 3 of the Conditional Use Permit, which says that in approving the subject use in the specific location there will be no significant adverse affect on adjacent properties. He stated that this broad finding of the Conditional Use Permit can be use for whatever significant adverse affects the Planning Commission identifies. He stated that staff's discussion of view impacts are under this finding. He explained that staff's approach to this application has been to be consistent with the way other applications are handled. While the City Council clarified the by-right height limit, that discussion was specific to the 16-foot height limit. He explained that for consistency, staff is applying the findings for the 16-foot height limit to this project. He stated that he will have to check with the City Attorney to verify how much discretion the Planning Commission has on this issue given the CUP application that is required.

Chairman Perestam summarized the concerns raised by the Planning Commission as: decreasing the height of the stair tower; the value of the left hand turn cut in the median as opposed to the convenience of having the cut in place; the landscaping plan and possible upgrade of the landscaping; the possibility of decreasing the overall height of the building area through additional grading; and guidance from the City Attorney and staff on the limits and bounds the Planning Commission has in regards to the Conditional Use Permit.

Commissioner Knight added that he would like to see a condition that no roof mounted equipment be allowed, that the drainage and different types of permeable surfaces be looked at to reduce the amount of runoff from the site, and a mitigated pest management plan to reduce and control the amount of pesticides used on the property.

Commissioner Tetreault added that he would like to see something from the City Attorney in regards to the letter from Rolling Hills Estates regarding their concerns with cumulative traffic impacts.

Chairman Perestam asked staff to provide the Planning Commission with contact numbers of residents on Via la Cima so that, if desired, Commissioners can make arrangements to visit their residences.

Commissioner Knight moved to continue the public hearing to the meeting of May 13, 2008 so staff and the applicant can address issues raised by the Planning Commission and the public speakers, seconded by Commissioner Tetreault. Approved, (7-0).

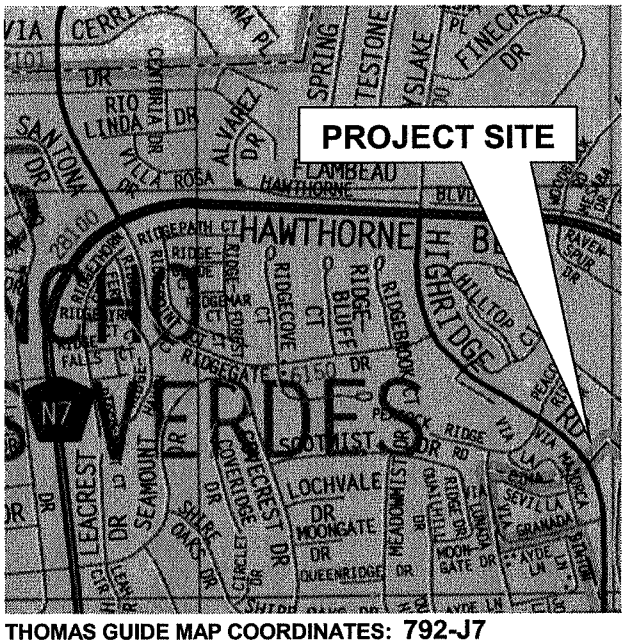
CONTINUED BUSINESS

4. Residential Development Standards Code Amendment & Zone Change (Case No. ZON2007-00377)

Associate Planner Fox presented the staff report, explaining that at a previous meeting the Planning Commission had voiced concern regarding possible conflicts of interest. He stated that there is a lengthy section in the staff report prepared by the City Attorney

STAFF REPORT

RANCHO PALOS VERDES
DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT



THOMAS GUIDE MAP COORDINATES: 792-J7

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,

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

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:

RM-22 Standard	Minimum Requirement	Existing	Proposed
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.

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

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 are 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

RM-22 Standard	Required	Proposed
Minimum Front Setback[1]	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[2]	35%	37.5%

[1] The front setback for subterranean portions of the structure may be reduced by fifty percent (50%).
[2] 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).

RM-22 Standard	Required	Proposed
Maximum Height[3]	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[4]	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 that the current 7th 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

[3] For multi-family projects, building height is measured from the lower of either preconstruction or finished grade at any point within the building footprint.
[4] The guest parking requirement is equal to twenty-five percent (25%) of the total resident parking requirement.

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;

- 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:

	Cut	Fill	Total Earth Movement	Net Earth Movement
Under Building	8,432 CY	442 CY	8,874 CY	<7,990 CY>
Outside Building	2,810 CY	904 CY	3,714 CY	<1,906 CY>
Total	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.**

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

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 **[NOT CONSISTENT]**
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 down-slope wall proposed
	One 3½'-tall up- or downslope wall in each sideyard [§ 17.76.040(E)(9)(e)(iii)]	One 2½'-tall down-slope 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.

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.

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) proving 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 <u>not</u> 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

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:

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

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

	Land Uses	Significant Features
Southwest	10-unit multi-family residential complex (*La Cima*) 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 condo-minium 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

Highridge
Rancho Palos Verdes, CA

FOCUS360
Architectural Communications

Photographic Simulation of Proposed Project

Environmental Checklist
Case Nos. SUB2007-00003 & ZON2007-00072
March 19, 2008

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 indicted by the checklist on the following pages.

☐ Land Use and Planning	☐ Biological Resources	☐ Aesthetics
☐ Population and Housing	☐ Energy/Mineral Resources	☐ Cultural Resources
☐ Geology and Soils	☐ Hazards and Hazardous Material	☐ Recreation
☐ Hydrology and Water Quality	☐ Noise	☐ Agricultural Resources
☐ Air Quality	☐ Public Services	☐ Mandatory Findings of Significance
☐ Transportation and Circulation	☐ 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

EVALUATION OF ENVIRONMENTAL IMPACTS:

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. LAND USE AND PLANNING. Would the proposal:					
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

Comments:

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:

LUP-1: 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 Commissioner (LAFCO). The applicant shall be responsible for all City costs associated with processing the annexation request.

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.

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.

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.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. POPULATION AND HOUSING. Would the proposal:					
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

Comments:

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.

c-d) There are no existing dwelling units on the subject property. Therefore, the proposed project will not displace any existing residences or people.

3. GEOLOGY AND SOILS. Would the proposal:					
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	

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

Comments:

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:

GEO-1: 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.

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-then-significant levels.

e) The project will be connected to the existing public sanitary sewer system; septic systems or alternative wastewater disposal systems will not be permitted.

4. HYDROLOGY AND WATER QUALITY. Would the proposal:					
a) Violate any water quality standard or wastewater discharge requirements?	18			X	

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

Comments:

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

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 run-off from the project site. As such, the hydrology and water quality impacts of this project will be less than significant. 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. g-h) There are no Federally-mapped 100-year flood hazard areas in the City of Rancho Palos Verdes. i) There is no dam or levee anywhere in the vicinity of the project site. 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.					
5. AIR QUALITY. Would the proposal:					
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		

Comments:

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_3), carbon monoxide (CO), and suspended particulate matter (PM^{10} and $PM^{2.5}$). 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:

AIR-1: 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.

AIR-2: 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.

AIR-3: Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR-4: 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. AIR-5: 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. 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.					
6. TRANSPORTATION/CIRCULATION. Would the proposal:					
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		

Comments:

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 that the current 7th 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:

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
TRA-1: 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. 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. 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. e) The proposed project is a residential condominium and has no impact upon air traffic patterns. f) There are no adopted policies, plans, or programs supporting alternative transportation that include the subject property and/or any abutting right-of-way. 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: TRA-2: 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. TRA-3: 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. TRA-4: 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.					
7. BIOLOGICAL RESOURCES. Would the proposal result in:					
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?					X
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?					X

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Comments:

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.

8. ENERGY AND MINERAL RESOURCES. Would the proposal:					
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

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Comments: 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.					
9. HAZARDS AND HAZARDOUS MATERIAL. Would the proposal involve:					
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 complied 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

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 complied 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.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. NOISE. Would the proposal result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?				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

Comments:

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.

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:

NOI-1: 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.

NOI-2: The project shall utilize construction equipment equipped with standard noise insulating features during construction to reduce source noise levels.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
NOI-3: All project construction equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts is generated. NOI-4: 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. e-f) The subject property is not located within two (2) miles of Torrance Municipal Airport or in the vicinity of any private airstrip.					
11. PUBLIC SERVICES.					
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:					
i) Fire protection?	15			X	
ii) Police protection?	15			X	
iii) Schools?	15			X	
iv) Parks?	15			X	
v) Other public facilities?	15			X	
Comments: 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.					
12. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	18			X	
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?	18			X	
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?	18			X	

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 statures and regulations related to solid waste?	18			X	

Comments:

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.

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:

UTL-1: 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.

UTL-2: 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:

- Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve;
- Install water-conserving clothes washers;
- Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and,
- Install one-and-one-half gallon, ultra-low flush toilets.

UTL-3: 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:

- Extensive use of native plant materials.
- Low water-demand plants.
- Minimum use of lawn or, when used, installation of warm season grasses.
- Grouped plants of similar water demand to reduce over-irrigation of low water demand plants.
- Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity.
- Drip irrigation, soil moisture sensors, and automatic irrigation systems.
- Use of reclaimed wastewater, stored rainwater or grey water for irrigation.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. AESTHETICS. Would the proposal:					
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		

Comments:

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:

AES-1: 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.

AES-2: 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.

AES-3: 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.

AES-4: 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).

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.

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:

AES-5: 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.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AES-6: Exterior lighting fixtures on the grounds shall be low, bollard-type fixtures, not to exceed forty-two inches (42") in height. AES-7: 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. AES-8: No internally-illuminated signage may be used on the project site.					
14. CULTURAL RESOURCES. Would the proposal:					
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		
Comments: 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. 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: CUL-1: 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. CUL-2: 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.					
15. RECREATION. Would the proposal:					
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		

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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	

Comments:

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:

REC-1: 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.

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.

16. AGRICULTURE RESOURCES: Would the project:					
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

Comments:

a-c) Although commercial agriculture on properties over one (1) acre is 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.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. MANDATORY FINDINGS OF SIGNIFICANCE.					
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	
Comments: 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	
Comments: 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	
Comments: 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.					
18. EARLIER ANALYSES.					
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) **Earlier analysis used.** Identify earlier analyses and state where they are available for review.					
Comments: There has been no previous analysis of this site under CEQA.					

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

b) **Impacts adequately addressed.** 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.

Comments: There has been no previous analysis of this site under CEQA.

c) **Mitigation measures.** 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.

Comments: There has been no previous analysis of this site under CEQA.

Authority: Public Resources Code Sections 21083 and 21087.
Reference: Public Resources Code Sections 21080 (c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 321094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonofff v. Monterey Board of Supervisors*, 222 Cal. App. 3d 1337 (1990).

19. SOURCE REFERENCES

1	City of Rancho Palos Verdes, Rancho Palos Verdes General Plan, 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. CEQA AIR Quality Handbook. 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, Natural Communities Conservation Plan. 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, Focused Traffic Analysis for 28220 Highridge Road in the City of Rancho Palos Verdes. Irvine, California, August 2007.
10	Institute of Traffic Engineers, ITE Trip Generation, 7th Edition.
11	Waterstone Environmental, Inc., Phase I Environmental Assessment Report. Anaheim, California, August 2006.
12	South Central Coastal Information Center, Record Search Results for 28220 Highridge Road. Fullerton, California, August 2006.
13	Hu Associates, Inc., Preliminary Soil Investigation, Proposed Condominium Complex, 28220 Highridge Road. Santa Fe Springs, California, September 2006.
14	Hu Associates, Inc., Response to City of Rancho Palos Verdes Geotechnical Investigation Report Review Sheet, Proposed Condominium Complex, 28220 Highridge Road. Santa Fe Springs, California, August 2007.
15	State of California, Department of Finance, 2007 Population and Housing Estimates. Sacramento, California, accessed via website March 2008
16	South Coast Air Quality Management District, Rule 445 "Wood Burning Devices." Diamond Bar, California, accessed via website March 2008

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17	State of California, Department of Forestry and Fire Protection, Very High Fire Hazard Severity Zone Maps. Sacramento, California, accessed via website, March 2008				
18	Withee Malcolm Architects, Project Plans and Applications.				

ATTACHMENTS:

Mitigation Monitoring Program

WATER RECLAMATION
SOLID WASTE MANAGEMENT

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

MAR 25 2008

PLANNING, BUILDING & CODE ENFORCEMENT

March 24, 2008

File No: SBC-00.04-00

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, 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, 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

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

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MAR 26 2008

PLANNING, BUILDING &
CODE ENFORCEMENT

March 26, 2008

Dr. and Mrs. Carl L. Hejna
#1 La Cima
Rancho Palos Verdes,
CA, 90275

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

Attention: Planning Commision 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 25 YR 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 & ZON2007-00002
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

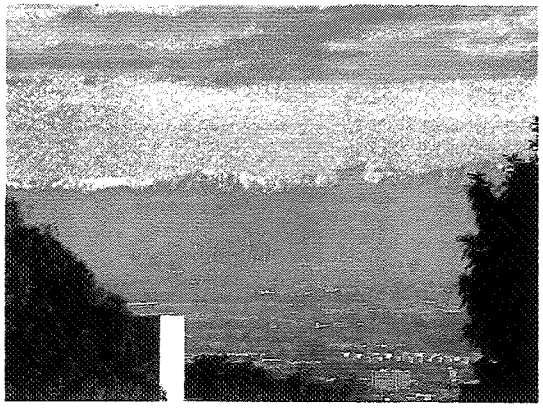
View from 5 Via La Cima

View Line established at existing roof lines

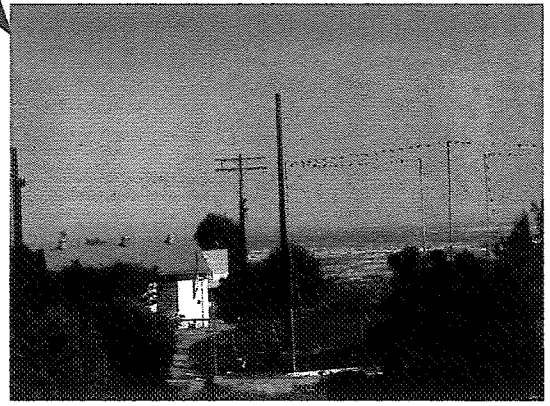
Existing one story Verizon building already at view line

Proposed roof line of new Condo (Flag line)

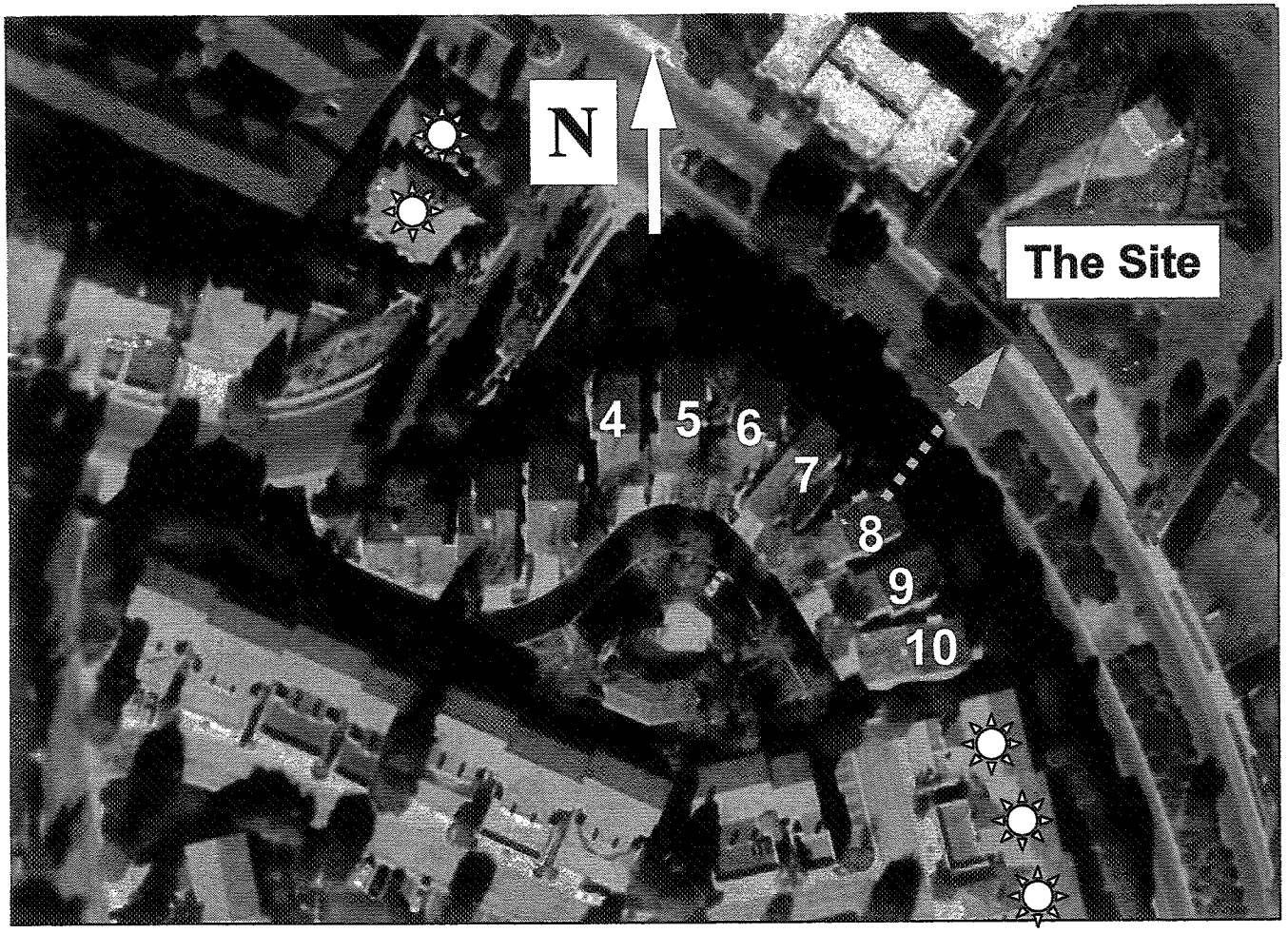
Downtown L.A.



City view in background



La Cima Aerial Plot Plan
Units Affected by View Blockage



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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 Mike Conner

X Carl Hejna

X Jane Hejna

X Nancy M Bradley-Selfridge
Nancy Selfridge

X William Smith

X Claudia Smith

X Sheen Shimpei

X Nina Ito

X Barry Smith

X Barbara Smith

X Dek Hagenburger

X Karen Hagenburger

X Mervyn L Resing

X 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

Nancy M. Bradley

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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 8th.

Regards,

Shimpei Ito Nina Ito

4 Via La Cima
Rancho Palos Verdes, CA 90275

RECEIVED

MAR 31 2008

PLANNING, BUILDING &
CODE ENFORCEMENT

Delivered by Hand

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 loose 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

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

RECEIVED

MAR 3 1 2008

PLANNING, BUILDING &
CODE ENFORCEMENT

March 29,2008

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,

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 trees
on Highridge

11-132

7 Via La Cresta

#1 AFTER

NO city VIEW
NO city Lights
NO MOUNTAINS
GONE

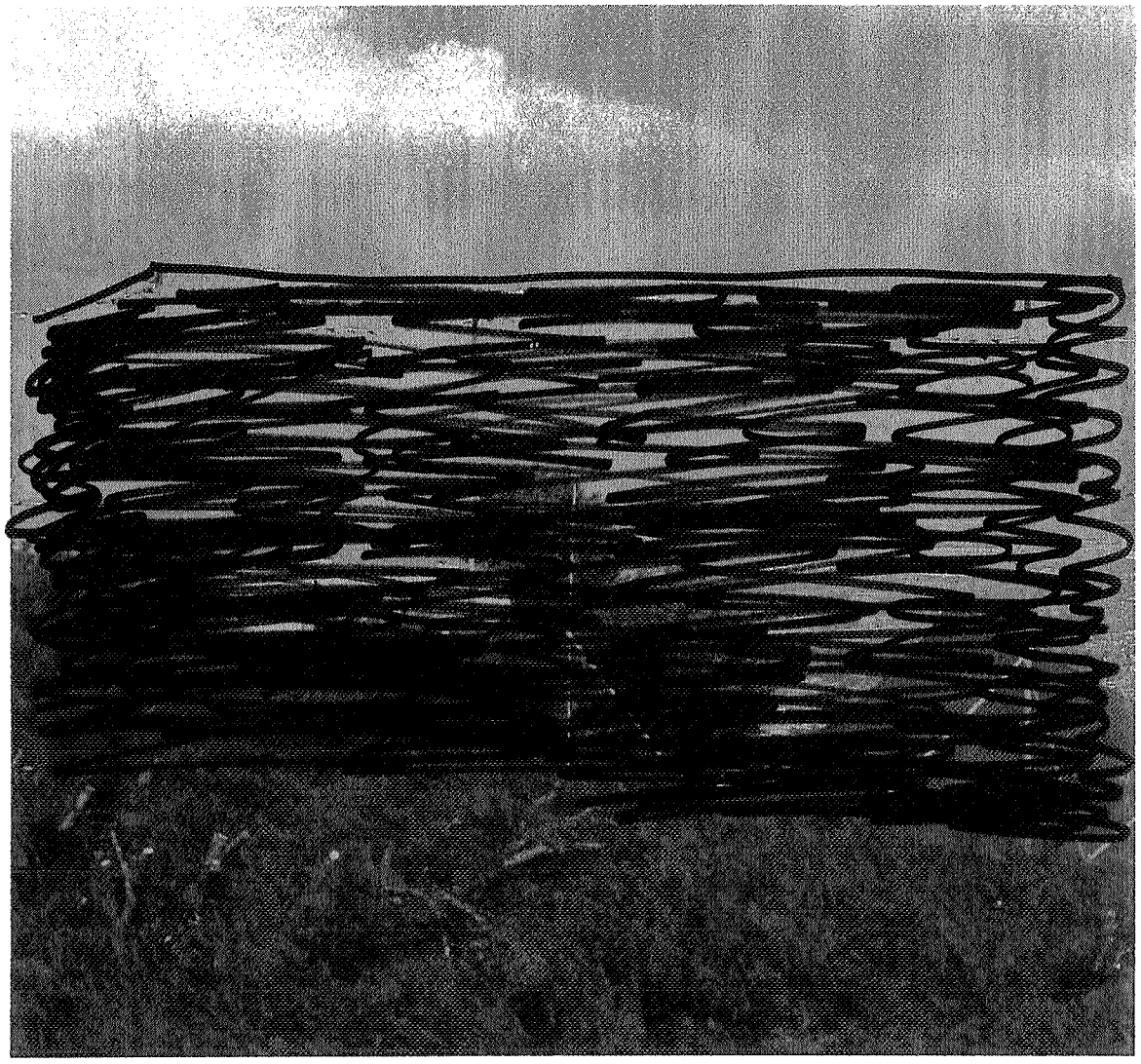
#2 Now

Top of pepper trees on Hisheridge

7 Via Lalesma

#2 AFTER

NO CITY LIGHTS
NO CITY DAY
NO MOUNTAINS } GONE



#3 NOW

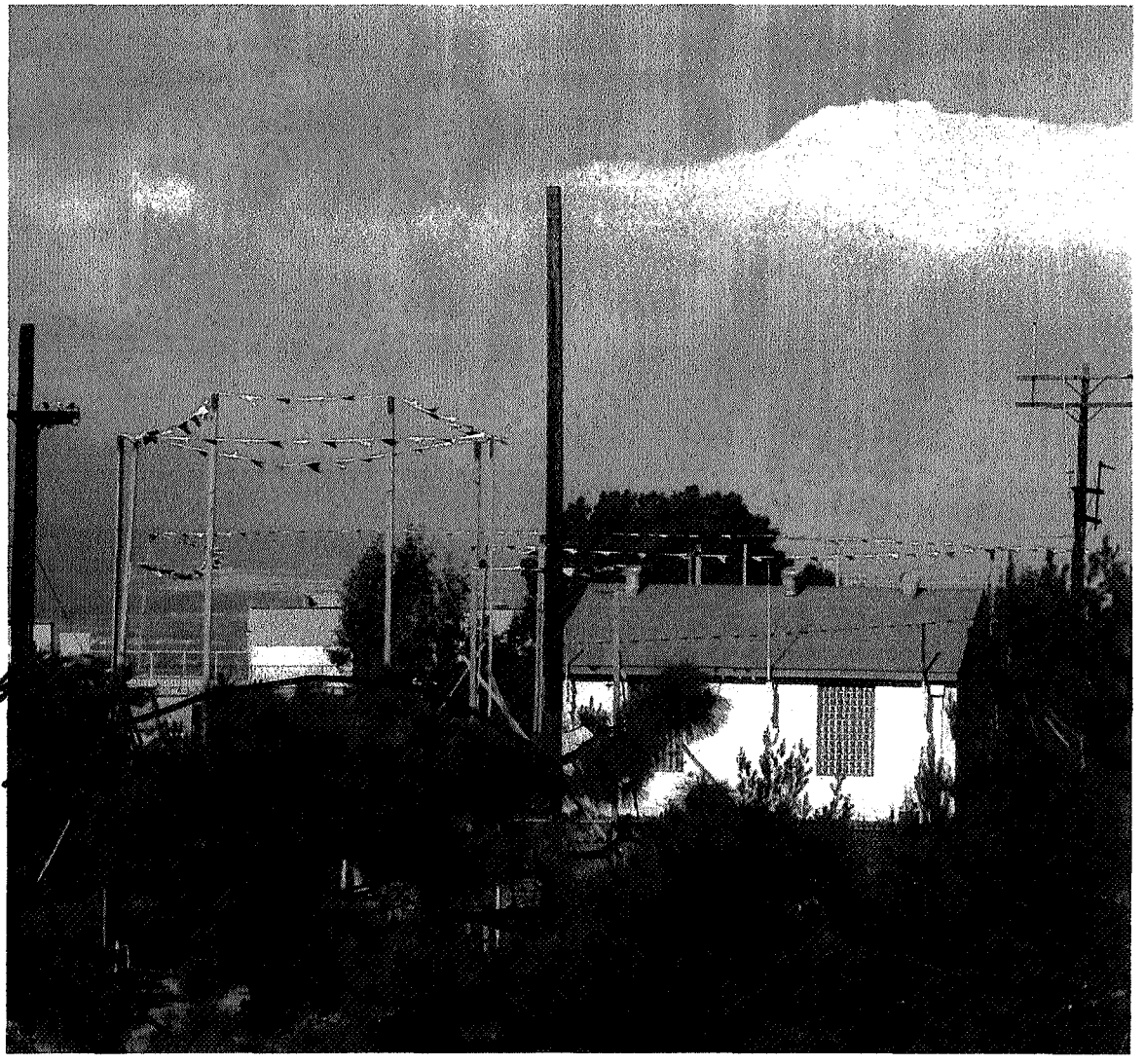
From: "Timaree Hagenburger" <discovernutrition@sbcglobal.net>
Date: March 19, 2008 12:42:35 PM PDT
To: "marlenereeting@cox.net"
Cc: "Dek Hagenburger" <dekhost@mcn.com>
Subject: Pictures of your view - email 2 of 3

3 more pictures...

From: Timaree Hagenburger [mailto:discovernutrition@sbcglobal.net]
Sent: Wednesday, March 19, 2008 12:42 PM
To: 'marlenereeting@cox.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!

Scot and Timaree Hagenburger
discovernutrition@sbcglobal.net



city toppe
pinetree
for
view

7 Via La Cresta

11-136

#3 AFTER

NO City Lights
NO City View
NO MOUNTAINS

GONE

From: "Timaree Hagenburger" <discovernutrition@sbcglobal.net>
Date: March 19, 2008 12:42:35 PM PDT
To: "marlenereasing@cox.net"
Cc: "Dek Hagenburger" <dekhnszl@msn.com>
Subject: Pictures of your view - email 2 of 3

3 more pictures

From: Timaree Hagenburger [mailto:discovernutrition@sbcglobal.net]
Sent: Wednesday, March 19, 2008 12:42 PM
To: 'marlenereasing@cox.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!

Scot and Timaree Hagenburger
discovernutrition@sbcglobal.net

#4 now

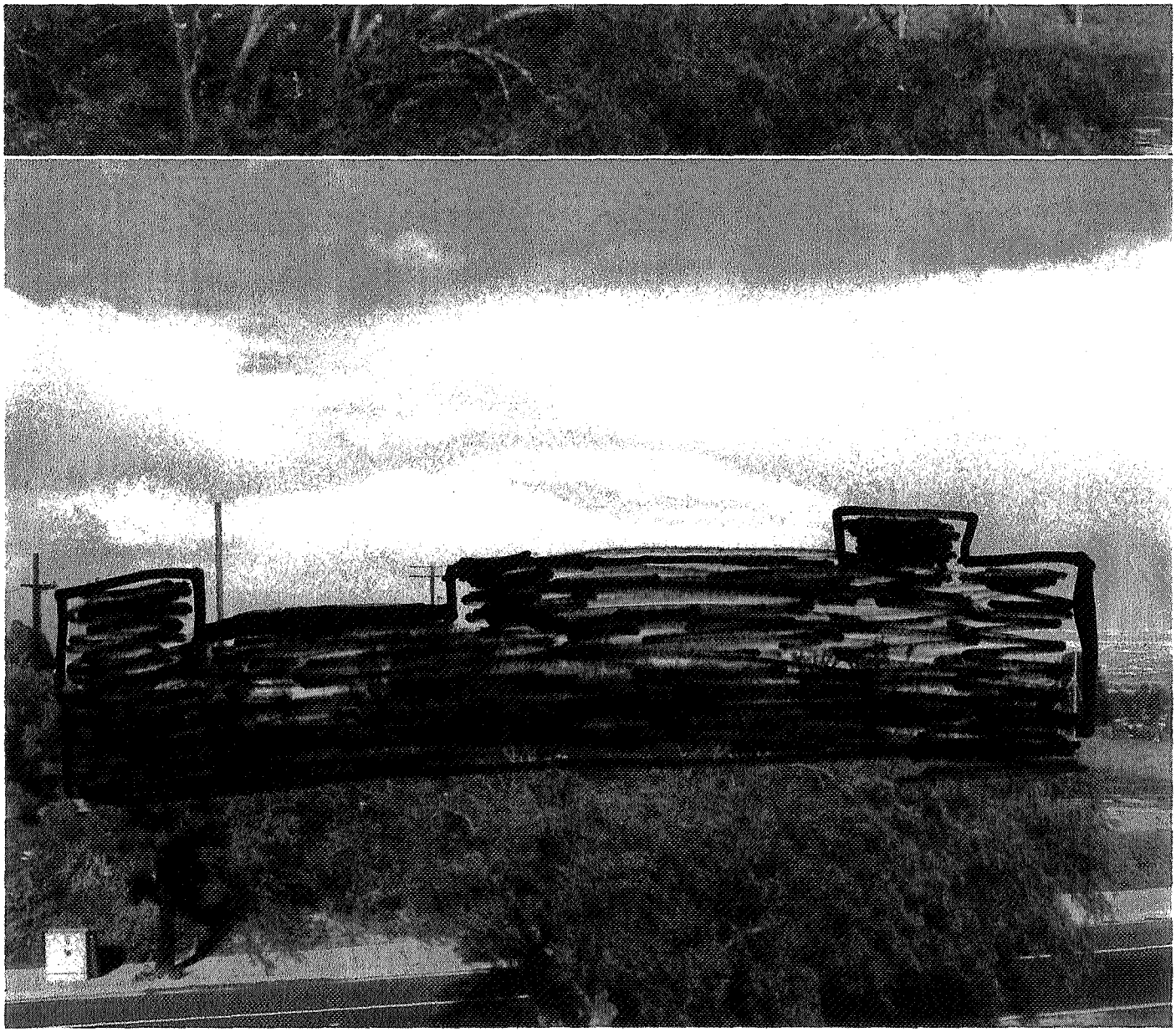
Trimmed by R.P.V.

Trimmed by R.P.V.

7 Via La Cima

#4 AFTER

NO city views
NO city lights
NO MOUNTAINS
GONE



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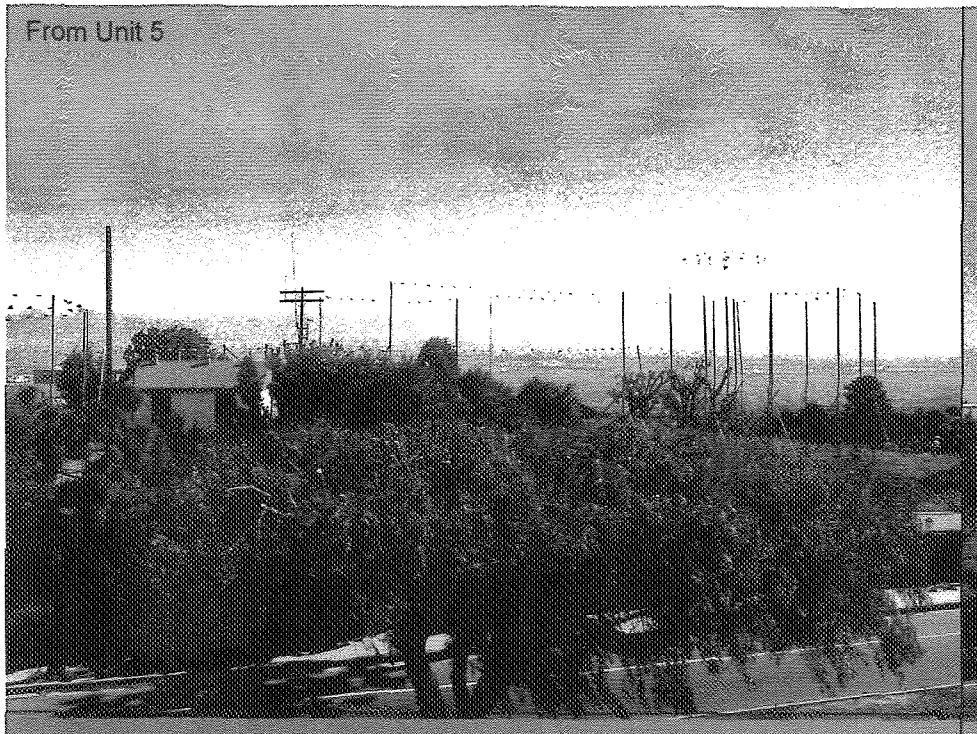
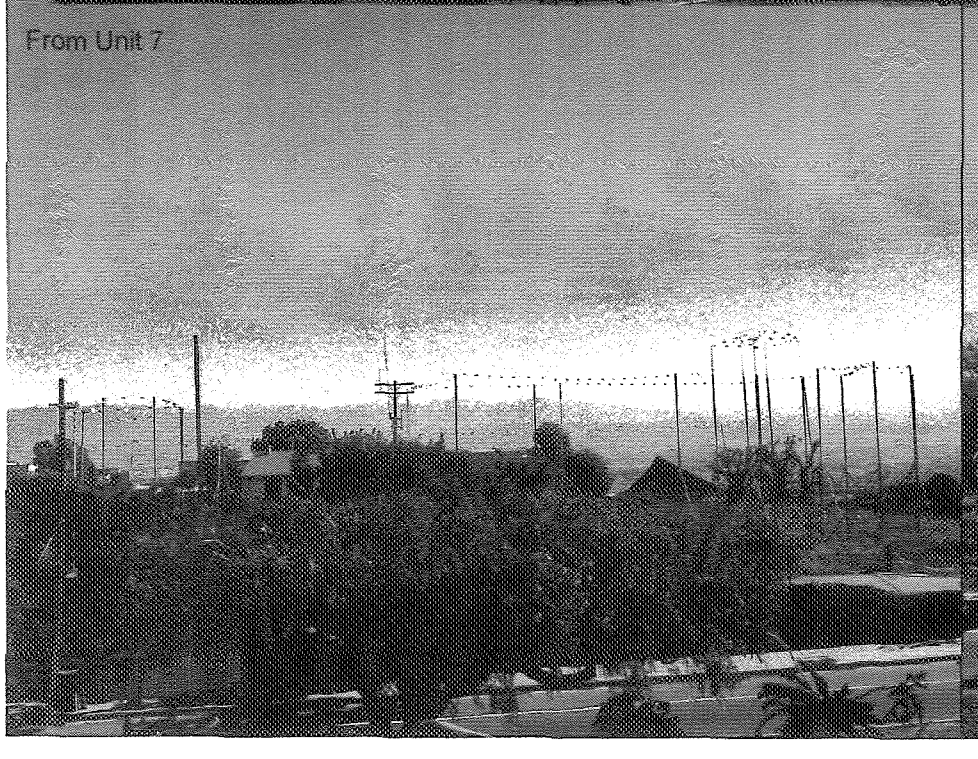




11-140

#12

SUNRISE
@
4 Via La Cima

11-141

DKS *Associates*
TRANSPORTATION SOLUTIONS

RECEIVED

SEP 10 2007

PLANNING, BUILDING &
CODE ENFORCEMENT

August 24, 2007

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*, 7th 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).

DKS 25 YEARS

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 In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates								
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
Trip Generation								
Proposed Condominiums (per LA County)	27 DU	**216**	**2**	**13**	**15**	**13**	**7**	**20**
Proposed Condominiums (per ITE Trip Rates)	27 DU	**158**	**2**	**10**	**12**	**9**	**5**	**14**

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.

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.

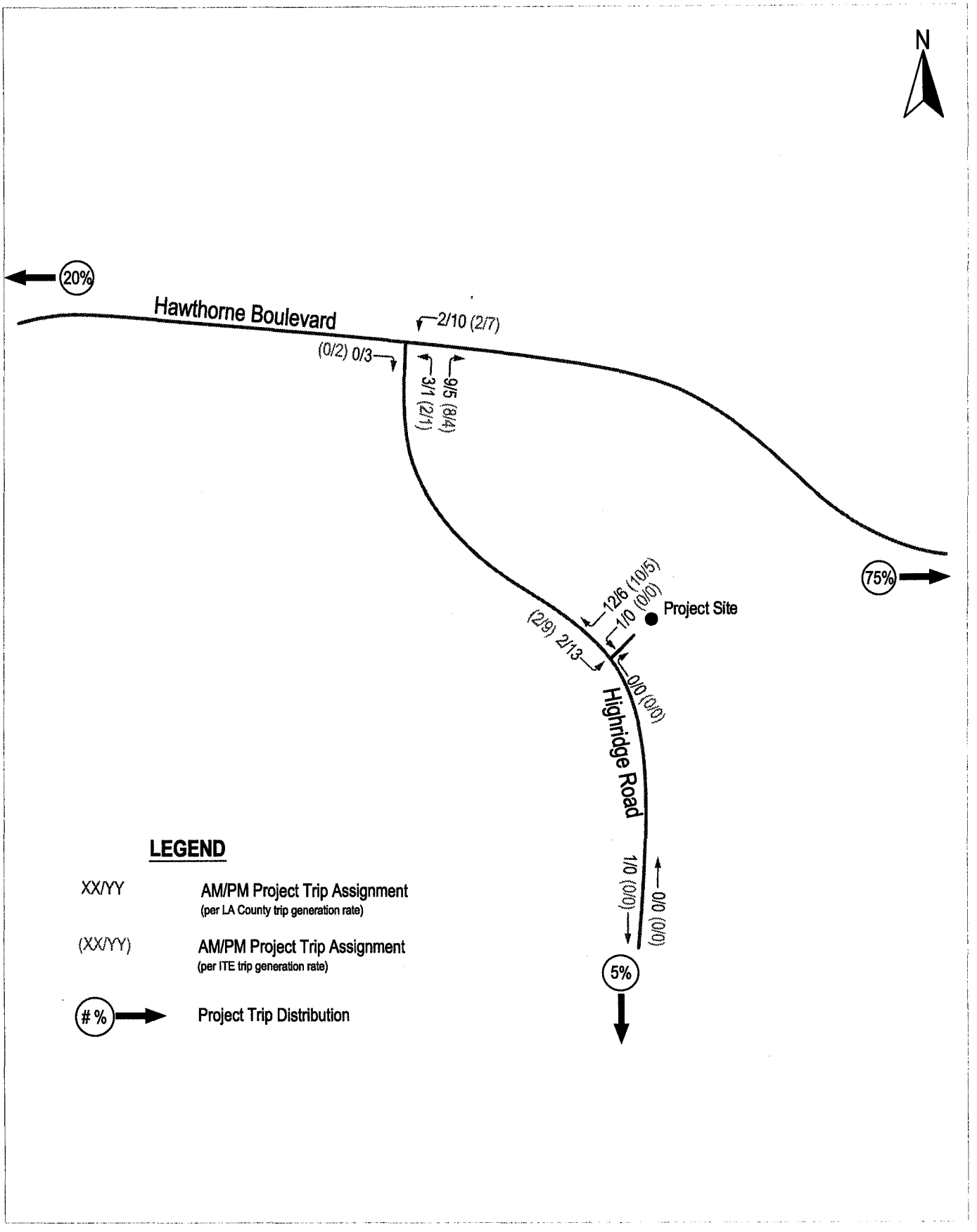
I trust this information will serve your planning purposes. Please call me at (949) 863-0041 if you have any questions.

Sincerely,

***DKS** Associates*
A California Corporation

Dennis M. Pascua, PTP
Senior Transportation Planner

Attachment: Figure 1 – Project Trip Distribution and Assignment



DKS Associates
TRANSPORTATION SOLUTIONS

Figure 1
Project Trip Distribution and Assignment

Existing Condition

View from Balcony of Adjacent Residential Unit

Proposed Development

Highridge

Rancho Palos Verdes, CA

FOCUS 360
Architectural Communications

Highridge

Rancho Palos Verdes, CA

fOCUS360
Architectural Communications

Commissioner Knight explained that it was not the content of the definition being used, but the context in which it was being used that he objected to. He explained that in this particular condition No. 9 his understanding was that the context was the facilities at Marymount would be used by an independent contractor who would hire their own teachers and provide their own educational material, using Marymount facilities in coordination with Marymount College. He stated the primary separation would be that the usage is not generated by Marymount College and their own registration. He felt what was being addressed this evening is the content.

Commissioner Tetreault explained that he will be satisfied if this motion passes, however he was going to vote no on the motion. He explained that he did not want the vote to be unanimous because he wanted the City Council to see there is a concern about the vagueness of the Conditional Use Permit.

The motion to adopt P.C. Resolution 2008-17 as modified was approved, (5-2) with Commissioners Knight and Tetreault dissenting.

CONTINUED BUSINESS:

3. **Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit, Variance, Site Plan Review & Environmental Assessment (Case Nos. SUB2007-0003 & ZON2007-00072): 28220 Highridge Road**

Associate Planner Fox presented the staff report, noting that a corrected set of plans have been distributed, and noting the changes made to these plans. He explained that at the previous hearing, the Planning Commission had requested additional information from the applicant and staff. He stated that, while much of the information has been provided, there are some items that remain outstanding and staff needs additional time to review these materials. Therefore, staff is recommending that the Planning Commission continue this matter after receiving additional information that is available at this time. He briefly reviewed the items that were discussed at the close of the last meeting and the current status of those items, as discussed in the staff report.

Vice Chairman Lewis asked staff if the Via la Cima homes considered adjacent properties, even though they are across the street.

Associate Planner Fox responded that the definition of adjacent includes properties located across the street.

Commissioner Ruttenberg asked about the Planning Commission's authority under the Conditional Use Permit. He noted that the information in the staff report was now a significant change from what was presented to the Planning Commission at the last meeting.

City Attorney Lynch explained that staff posed the question and she researched the uses permitted as a matter of right that do not require a Conditional Use Permit as well as uses permitted that require a Conditional Use Permit, which requires certain findings be made. She stated that for a condominium project there is discretion and the Planning Commission is required to make the findings regarding eliminating, to the extent possible, any adverse impacts on adjacent properties.

Commissioner Ruttenberg asked if in making that finding if the Planning Commission is allowed to consider height and bulk and mass.

City Attorney Lynch answered that the Planning Commission should consider height and bulk and mass.

Commissioner Ruttenberg asked if the 36-foot "by right" height limit was still valid.

City Attorney Lynch explained that since this is a condominium project the Code requires the Planning Commission to make the finding regarding eliminating any adverse impacts on adjacent properties, and therefore they have the ability to make adjustments for bulk, mass, and adverse impacts. She noted that there is no by-right height limit for a condominium project.

Chairman Perestam opened the public hearing.

Zaffar Hassanally (applicant) stated that he has lived in, and has been a part of this community for many years. He also stated that he wants to be a good neighbor and has made many changes to the plans since the last hearing.

Dan Withee (architect) began by explaining he increased the amount of trees and shrubs in the landscaping in the front of the project, and if the project goes forward he will have a landscape architect design the landscaping for the project. He discussed the permeable paving, explaining that there won't be a problem using it around the pool area, however there may be problems in other areas such as the parking area. He discussed traffic, noting that the city's traffic engineer did not feel there will be an impact to certain intersections in the City. In discussing roof equipment, he noted that he had wanted to use photovoltaic equipment which will have flat panels on the roofs. He discussed the view issue, and explained that he looked at lowering the building. He noted that the biggest problem with lowering the building would be that he could no longer surface drain the water from the property to the street. He also explained that the ramp to the garage would have to be longer, which would push the garage and building farther back and into views. He stated that he went to units 6, 7, and 9 on Via la Cima and he felt that lowering the buildings would not do anything to enhance the views from these units, noting that the city light view will be lost no matter what is built and it is only the far mountain view the he considered. He explained that this project was started well over a year ago and designed with the understanding that their building could be 36 feet high by right, as explained by staff. He didn't feel it was fair to change the rules at this late stage.

Commissioner Ruttenberg stated that he visited unit 7 on Via la Cima and was very concerned with the view impact from that unit. He felt that this proposed project has been designed to get the most views from the new units as possible and that the consideration was view and cost rather than there might be another way to configure the building in order to reduce the view impacts to adjoining neighbors. He questioned how the development down the street, which has approximately 250 units, can be built low and this project can't.

Mr. Withee explained that the lot is a different configuration and the adjacent project has more room to do more with the grading. He stated that he has dropped this proposed building down as far as he feels he can to still maintain drainage. He also explained that the configuration is the way it is because of fire department issues and subterranean issues. He stated that he looked at other configurations, but these configurations were not feasible.

D.W. Hagenburger 6 Via la Cima thanked the Commissioners for coming to the different units to see how the views will be impacted by this proposed project. He explained that the primary viewing area from the homes on Via la Cima is not the deck where staff and the applicant took pictures, but inside the home. He questioned why the developer has to have 27 units and can't redesign the building with a lesser number of units. He stated that he knows a building will be built at this site and that residents on Via la Cima will lose a portion of their view, however they are not prepared to lose the large area of view under this current proposal.

Commissioner Ruttenberg asked Mr. Hagenburger what he felt would be fair in terms of the type of building built versus the views from Via la Cima.

Mr. Hagenburger felt that if the third floor were removed, some restitution of the city light and mountain view was provided, and the building was possibly lowered by additional grading then the residents on Via la Cima would feel more comfortable. He added that their objective was not to stop the project, but rather would like to see a building that does not block the resident's views.

Commissioner Knight noted that to do additional grading to lower the height of the building, additional truck traffic and work will result and he asked Mr. Hagenburger if that was something that the community would be willing to accept.

Mr. Hagenburger answered that would be acceptable.

Karen Hagenburger 6 Via la Cima, discussed how this proposed project will take away her view of the sunrise which she enjoys every morning.

Mike Conner 10 Via la Cima mentioned the view impairment, excess bulk and mass, and increase traffic and congestion this project will cause. He was hopeful that now that

this project does not have to be 36 feet in height by-right, that there will be some leeway and compromise in the design.

Nina Ito 4 Via la Cima stated that the reason she bought her home was for the view and would be very unhappy if she lost it. She noted that the proposed project would block the view she currently has of Long Beach. She asked that the Planning Commission do what is discretionarily allowed to reduce the size, bulk, and mass of the proposed project to help protect the views of the residents on Via la Cima.

Shimpei Ito 4 Via la Cima stated that he has a panoramic view from Long Beach to Malibu and that the proposed plan will completely block his view of Long Beach. He asked the Planning Commission to take the views, which are very important to the residents, into consideration when making their decision.

Merv Resing 7 Via la Cima felt that his home will be the most impacted by this proposed project. He stated that he had personally knocked on at least sixteen doors and not one of the residents had received a notice for this proposed project. He stated that he and several other neighbors are not only concerned with the view issue, but also parking. He questioned where the construction vehicles will park during construction.

Nancy Bradley 2 Via la Cima stated that her view is not impacted, but her neighbor's views are. She felt that the proposed structure is too large, too tall, and did not show enough landscaping to be pleasing. She felt this building looks more like a hotel than a high-scale condominium project.

Dick Baker expressed his concern over the loss of view and the bulk and mass of the proposed project.

Carl Hejna 1 Via la Cima stated that his view is not impacted, but he is speaking in support of his neighbors. He asked that the Planning Commission take his neighbors views into consideration when looking at this project.

Barry Smith 5 Via la Cima stated that his concern was view impairment, noting that the proposed project was much too tall and should be lowered. He questioned why the City can't measure the 36 foot height of the new building be measured from the lowest point on the property. He was concerned with traffic impacts, noting that there is already a high density of cars using Highridge Road throughout the day.

Marlene Resing 7 Via la Cima brought pictures taken from her residence of the view on a clear day. She invited the Planning Commissioners to call her any time to see the view from her residence during the day and at night with the city lights. She questioned if the architect has explored all of the options to lower the building and noted that the Highridge Apartments has underground parking and no problem with the Fire Department access or drainage. She felt that this project could be redesigned to lessen the impacts to the neighbor's views.

Barbara Sloan Smith 5 Via la Cima stated that the loss of view and impact to the Via la Cima neighborhood because of this proposed project has significant adverse affects. She stated that she will lose her view of Mt. Baldy and a significant amount of the city light view.

Helen Banos 17 Via Sevilla stated that she shares the concerns of the other speakers. She was very concerned with the traffic and the potential increase, noting that there are quite a few children that walk on the street during school hours.

Claudia Smith 3 Via la Cima stated that her view will not be impacted, but she felt her property value will go down because of the development. She understood what the architect was trying to design but felt that it could still be achieved by lowering the height of the buildings.

Jacob Chang stated he was representing the Rolling Hills Seventh Day Adventist Church. He explained that the church was concerned that the contractors would be using the church parking lot and church property to park their vehicles and store some of the construction materials. He also noted that the increased traffic would make it difficult to exit the church parking lot.

Zaffar Hassanally (in rebuttal) explained that before he bought the property he checked with the City and was told that by right he could have a building up to 36 feet in height and the property is zoned for twenty seven units. He stated that today is the first time he has heard that these parameters have changed. He understood the neighbors' concerns and stated that he will continue to work with the neighbors to address their concerns.

Commissioner Tomblin asked Mr. Hassanally how many of the top third floor units will have a view.

Mr. Hassanally answered that there are three third floor units, and two of the three will have views.

Commissioner Knight discussed the construction traffic and safety issues, and asked staff who will monitor the safety issues in terms of construction traffic along Highridge Road.

Associate Planner Fox answered that it will be a combination of the Building Official and the Public Works Department. He added that in response Mr. Chang's concern that the church parking lot would be used by the contractors for parking, he explained that the contractors could not use any portion of private property for any reason without the express permission of the property owner.

Commissioner Tomblin asked staff how the number of needed parking spaces is determined for the project.

Associate Planner Fox explained that parking requirements are based on bedroom count.

Commissioner Tomblin asked if there was a way that the required fire road access could be put in the setback area on the boundary of the property line.

Associate Planner Fox stated that he knew of projects within the City that have fire lanes around the perimeter of the property, however he did not think he was qualified to state whether or not this would be permissible for this project.

Commissioner Gerstner asked staff how the applicant could have been told there was a thirty-six foot by right height limit for building on this property and only tonight he learns that it may be something different.

Director Rojas explained that there is a thirty-six by right foot height limit in this zone, which was conveyed to the applicant, and the applicant designed the building to meet this height limit. However, at the last Planning Commission meeting a number of residents expressed concerns regarding views, which raised the question as to whether or not the building can be lowered. It was determined by staff and the City Attorney that there is a Conditional Use Permit finding that would allow the building to be lowered, and that determination was relayed to the applicant last week.

Commissioner Knight stated that after reading the letter from Dan Bolton regarding the permeable pavement and his concerns regarding geologic issues, he was satisfied to leave the issue to the discretion of staff to see what permeable paving could be installed. Regarding placement of mechanical equipment on the roof, he felt that the placement of photovoltaic equipment should be allowed. Regarding the 36 foot by right height limit, he felt that the Planning Commission does have discretion under the Conditional Use Permit to limit the height of the project, and felt that currently the height, bulk, and mass are all issues with regards to the view impacts to the neighbors at Via la Cima.

Vice Chairman Lewis was sympathetic to the applicant in that they may have been misled by staff as to the 36 foot by right height limit, however he did not think the Planning Commission had the discretion to consider that when making their findings and decisions, and he was not going to consider what the applicant had been told by the City for the past year when making his decision. He was looking forward to staff's report regarding the view issues, noting however that 6 and 7 Via la Cima have significant view impacts from their homes and unless something significantly different happens he will not be able to support the project as proposed.

Commissioner Tetreault was also sympathetic to the applicant regarding the 36 foot by right height limit, but stated that he cannot ignore the Development Code and regulations regarding the evaluation of a Conditional Use Permit. He stated that he cannot waive the rights of the rest of the community based upon some misinformation that was given to an applicant. He was concerned that one of the design parameters

used by the applicant seems to have been how many units can fit onto this square footage of land. He felt that the project was designed to use the most allowable lot coverage and to be as high as high as possible to fit the most number of units onto the lot. He felt that this project will most likely have to be scaled back to reduce the view impacts to the neighbors.

Commissioner Tomblin was troubled with the City Attorney's opinion regarding the 36-foot by right height limit. He felt that if it was represented to the applicants when they bought this land that they could build something up to 36 feet in height, that they should be allowed to do so. He felt there were too many inconsistencies and questions that need to be clarified regarding the height limit. However, he explained that he has problems with the design of the project, and agreed with Commissioner Tetreault that it looks like it was designed to fit as much square footage onto the lot as possible. He explained that he can support 27 units on the property, but cannot support the amount of square footage currently proposed which contributes to the view impact to the neighboring residents. He stated that he would like to see the penthouse units, or possibly the entire third floor eliminated and the area redesigned. He added that he would also like to see the fire access and parking redesigned.

Commissioner Ruttenberg stated that the City Attorney has said the Planning Commission now has discretion regarding the height of this building, and he plans on using that discretion. He felt that he might be able to support a project that is lowered out of the view of the neighbors, but was unable to say how much he thought the project should be lowered.

Commissioner Gerstner was also sympathetic to the applicant. He felt that, given the height of the project, it did not appear that the Planning Commission would be able to approve the project as currently designed. He explained that in order to reduce the significant view impact to the neighbors, a majority of the building would have to be less than three stories in height. He stated that to do this, there needs to be some significant design changes to the structure. He noted that this will most likely increase the lot coverage and that some of these design changes may not be agreeable to the neighbors. He asked that everyone try to work together to reach a compromise in this situation.

Chairman Perestam generally agreed with the comments made by the Commissioners. He asked staff, that when doing their view analysis, they include to the best of their ability, the height at which there is a view impact to the different residents. He also explained that he will not support the currently proposed median cut for the left turn, as he felt it created a dangerous situation.

Commissioner Knight moved to continue the public hearing to the June 10, 2008 to allow staff and the applicant the chance to address issues that have been brought up by the speakers and the Planning Commission.

Associate Planner Fox noted that because of the scope of changes, staff and the applicant agree that June 10th may not give them enough time, especially if the Planning Commission would like the project re-silhouetted. He therefore suggested that the public hearing be continued to the June 24th meeting, or to a meeting from that date.

Commissioner Knight modified the motion to continue the public hearing to June 24, 2008, seconded by Commissioner Tetreault. Approved, (7-0).

2. Residential Development Standards code amendment & zone change

Associate Planner Fox presented the staff report, reporting on the additional research staff had done in regards to subdivision potential under the suggested change in the RS-4 zoning to the RS-5 zoning in the Eastview area.

Commissioner Tetreault moved to accept staff's recommendations, seconded by Commissioner Knight.

Chairman Perestam recalled from the last meeting that the Planning Commission had discussed not approving the proposed zone change because the proposed overlay district would give the flexibility they were looking for.

Associate Planner Fox recalled there was discussion about that at the previous meeting, however he did not recall that being the consensus. He pointed out that the overlay district would only give the flexibility in the actual areas covered by the overlay and not the entire RS-4 zoning district.

The motion to accept staff's recommendation for the RS-4 zoning district was approved, (7-0).

Associate Planner Fox explained that at the last meeting there was a question regarding the flag lots and why Councilman Gardner had asked the Planning Commission to look at the issue. He explained that staff had looked at the video of the City Council meeting and also provided the definitions of "driveway" and "private street", and explained staff's recommendation as written in the staff report.

Commissioner Knight was concerned about the use of the term "reciprocal easement" as used in staff's recommendation and didn't feel it should be used in this circumstance.

Associate Planner Fox referred to page 12 of the staff report, which is the language staff is recommending, and suggested striking the word "reciprocal" and simply say "an access easement".

Commissioner Tetreault moved to approved staff's recommendation (alternative No. 2) with the deletion of the word "reciprocal", seconded by Commissioner Knight. Approved, (7-0).

CITY OF RANCHO PALOS VERDES

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)[1] 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

[1] 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

M:\Projects\SUB2007-00003 (REC Development, 28220 Highridge Rd)\20080513_StaffRpt_PC.doc

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 – 2ND 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

RANCHO PALOS VERDES

MEMORANDUM

TO: SAIMAK MOTAHARI, P.E.
SENIOR ENGINEER

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

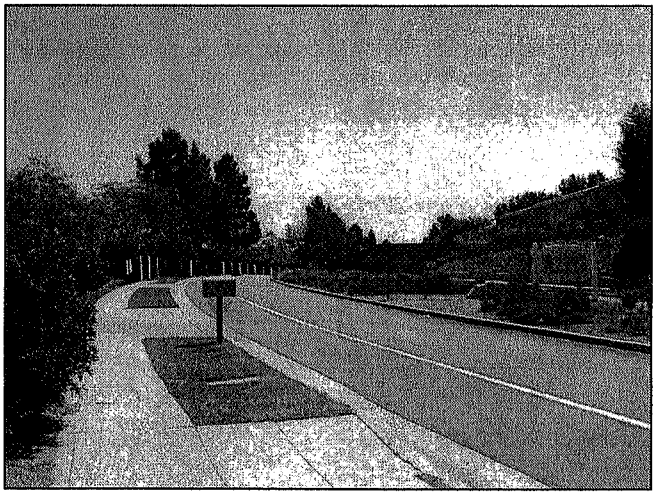
DATE: MARCH 29, 2007

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.



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

RW&G ADVISOR

WINTER 2007

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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.

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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APR 18 2008

PLANNING, BUILDING & CODE ENFORCEMENT

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

LAVERNE JONES, Planning Technician
Program Development and Evaluation Division

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> 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 8th). A second meeting is scheduled for May 13th 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

From: Joel Rojas [mailto:joelr@rpv.com]
Sent: Tuesday, April 29, 2008 5:11 PM
To: 'Gwen Ariza'; pc@rpv.com; 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; 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 nofitied 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

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

www.rollinghillssdachurch.org

6 May 2008

RECEIVED
MAY 05 2008
PLANNING, BUILDING AND
CODE ENFORCEMENT

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

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

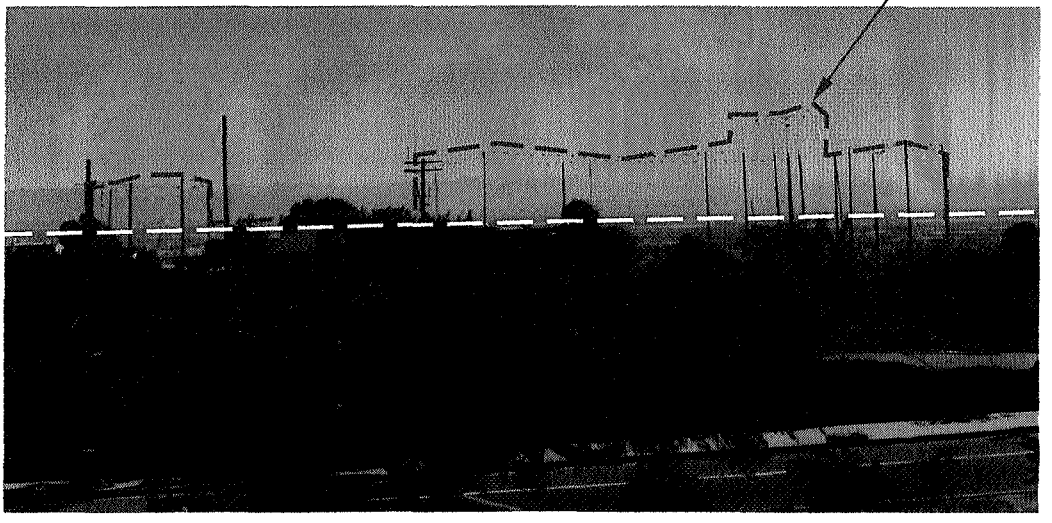
We, Barry N. and Barbara Sloan Smith of 5 Via La Cima, wish to introduce the following additional information for the Planning Commission's consideration on the proposed Project.

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.**

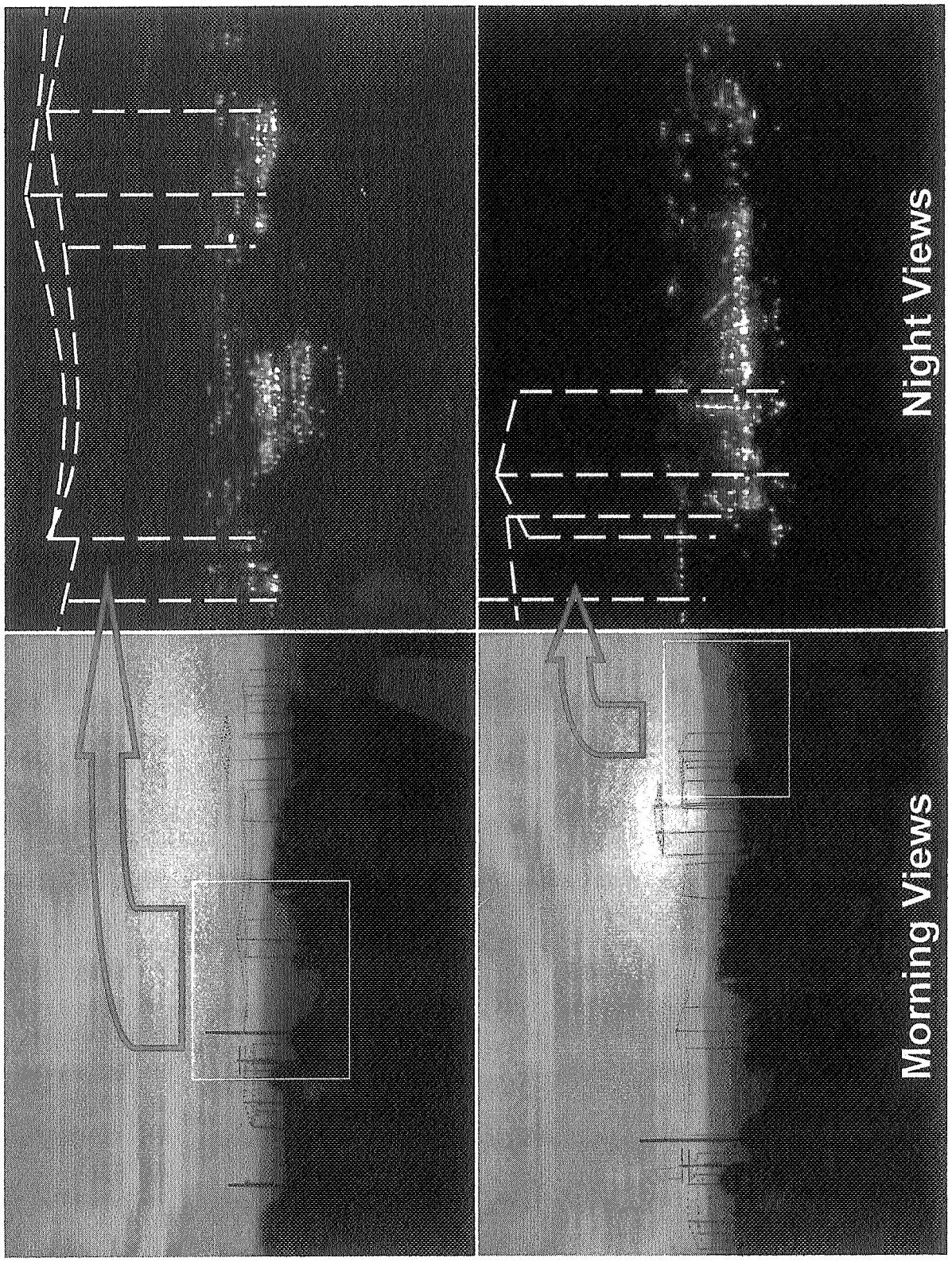
Although the above View Impairment is our largest issue, we also wish to bring to the Commission's attention the "Concerns List" outlined in the following pages and the supporting photographic documentation.

Outline of Proposed Condominium



482 Ft Elevation

View Blockage from 5 Via La Cima



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[3] 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 Clma - 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.

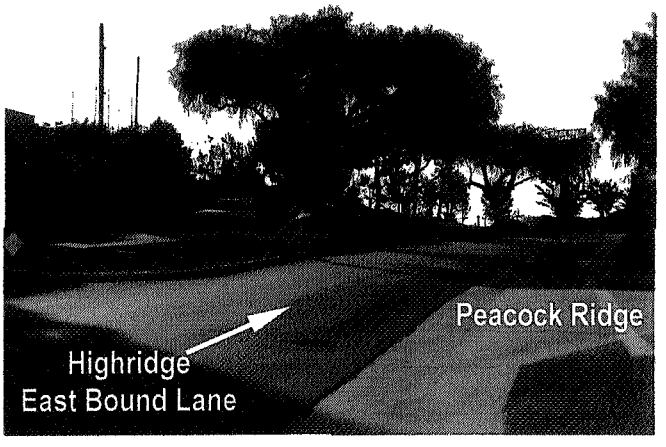
We submit that the loss of property value equates into direct loss of tax revenue for the City. Although highly subjective, we believe consideration by the Planning Commission is essential in the total findings of the Staff.

Traffic Issues at Corner of Highridge and Peacock Ridge

Occluded View of Oncoming Westerly Traffic

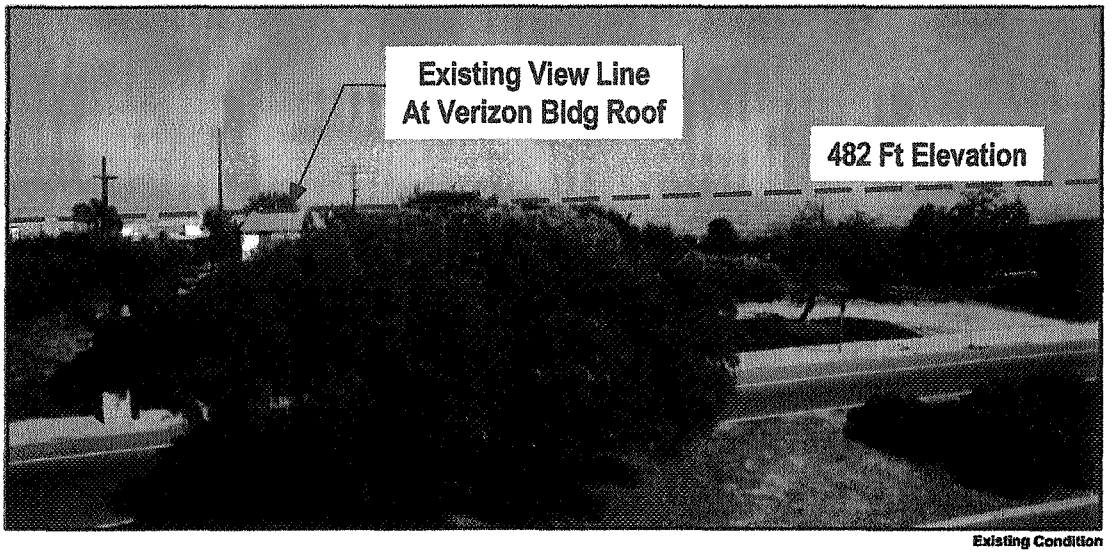
View From East Corner of Intersection

Zoomed Close-up

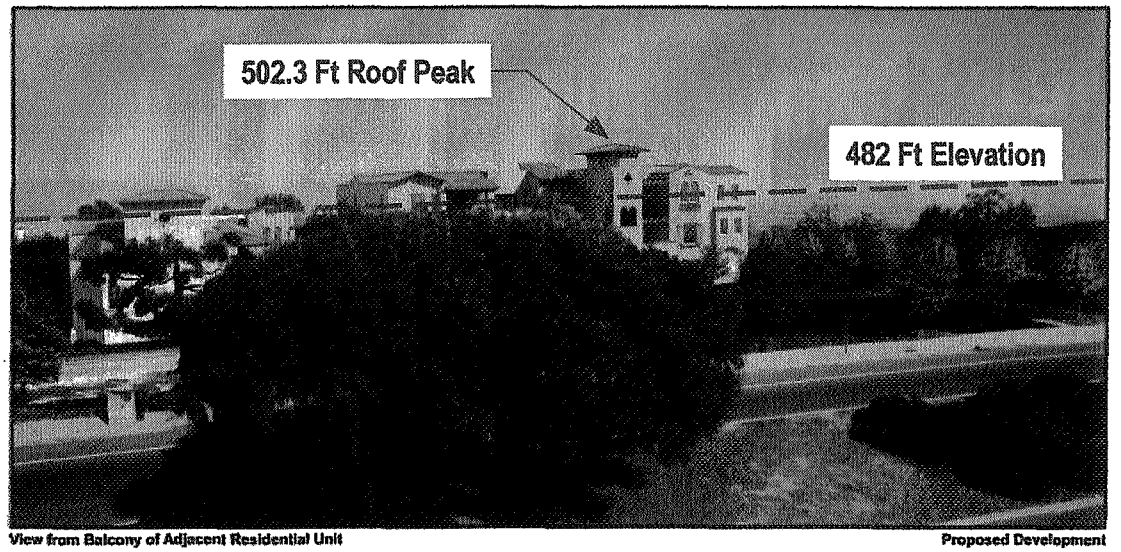


View From West Corner of Intersection

Proposed Project Rendering - View Impairment



Existing Condition



View from Balcony of Adjacent Residential Unit

Proposed Development

Highridge
Rancho Palos Verdes, CA

FOCUS360

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 05 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

May 2nd, 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,

This is our second letter to you. We will attend the May 13th 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

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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 chilren.

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.

Thank you.

Nancy M Bradley

Nancy M. Bradley

P.S. Forgive the bad quality of printing
NB

11-183

walking dogs on the property is a health factor and allowing pedestrian access could be a safety factor.

Commissioner Tetreault moved to continue the public hearing to August 1, 2008, seconded by Vice Chairman Lewis. Approved, (6-0).

4. <u>Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit & Environmental Assessment (Case nos. Sub2007-00003 & ZON2007-00072):</u> 28220 Highridge Road

Associate Planner Fox presented the staff report, giving a brief history of the project and explaining how the project has been modified since it was last before the Planning Commission. He stated that staff performed a view analysis from most of the ten residences on Via la Cima, and determined that the revised project still results in significant view impairment from 7 Via la Cima. He explained that the City Attorney has stated that the Planning Commission has the discretion to determine the acceptable view impairment threshold for the project; 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 project modifications that might make development infeasible could be considered a taking. He stated that staff felt the project could be slightly lower, however in doing so the view from 7 Via la Cima would not be appreciably improved. Therefore, staff felt that notwithstanding the view impairment to 7 Via la Cima, all of the required findings for the approval of the requested Conditional Use Permit component of the project could be made. Further, as discussed at the previous meeting, staff felt that the appropriate findings for the other components of the application could be made. He discussed the traffic analysis and the proposed traffic mitigation discussed in the analysis. He stated that the revised traffic study will be forwarded to the City Engineer for review. He reported that the applicant has submitted a request for a density bonus, and explained the proposed request.

Director Rojas added that the density bonus request came in very recently and staff has not had a chance to get a thorough analysis to the Planning Commission regarding state laws. He stated that at this point there is a difference of opinion between staff and the applicant in terms of interpretation of state law that governs the density bonus issues. Given there is a continuance recommendation for the project, staff will address this issue in more detail in the next staff report.

Associate Planner Fox stated that, with the exception of the density bonus issue, staff believes the necessary findings to approve the proposed project can be made. Staff is recommending the public hearing be continued to July 22, 2008 to allow the revised Mitigated Negative Declaration to be re-circulated and to further research and form an opinion on the application of state and city density bonus law as it applies to this project. He stated that the applicant will also proceed with finalizing the revised architectural plans, revise the grading plan and Vesting Tentative Tract Map, and finalize the traffic study.

Commissioner Knight stated that he was still troubled by the significant view impact to 7 Via la Cima. He could not remember seeing in any past cases a situation where the reduction of three view impacts to only one significant view impact justify the findings of the project, and therefore making the finding for this project was inconsistent with previous findings made by the City.

Associate Planner Fox stated the City Attorney has reviewed the staff report and discussed the revised project with staff. He explained that unlike a height variation where there is a 16-foot "by-right" height limit, there is no "by-right" height limit in this case. Therefore the issue becomes subjective and at the discretion of the Planning Commission as to what they find to be significant and acceptable in terms of impact. The City Attorney has advised the Planning Commission that they must also balance of the project's impact on views from neighboring properties with the right of the property owner to develop the property.

Director Rojas added that there is no finding before the Planning Commission with this application that requires the Planning Commission to make a determination of significant view impact. The applicable finding before the Planning Commission is whether the project results in adverse affects to adjacent properties. Thus, as the City Attorney has stated, it is up to the Planning Commission to establish the threshold of what constitutes adverse affects to adjacent properties. He stated that the Planning Commission has several factors to consider, one being that the project has been reduced in height and how much lower can the project go before it's not feasible. Another factor to consider is how low the project has to go before the view is not significantly impaired from the neighboring residence.

Zaffar Hassanally (applicant) stated that since the last Planning Commission this project has gone through a complete redesign to address the concerns of the Planning Commission and the neighbors. He stated that these changes have significant financial impacts on the project, as views will be lost from several units, the large 2,800 square foot unit has been eliminated, and the project has been pushed back resulting in a smaller pool area.

John Waldon (architect) stated that this redesign is a drastic change from the prior design. He noted that because the entrance has been moved there is no longer a frontage road or the surface parking spaces, and although the building has come closer to the street, quite a bit more landscaping has been added along Highridge Road.

Commissioner Knight stated that at the previous meeting the architect had stated that it was infeasible to lower the building more than two feet, and questioned how the building has now been lowered approximately 12 ½ feet.

Mr. Waldon explained that ten feet was chopped off of the top of the building and the other 2 ½ feet came about because the access to the site is actually now 2 ½ lower than it was before.

Commissioner Tetreault asked if it would be feasible to flip things and have the pool area towards the front of the development and move the units farther back on the lot. He felt that by doing so it would decrease the view impact to the neighbors considerably.

Mr. Waldon explained that the pool area creates a view corridor for the units in his project and by moving the pool it would eliminate views to even more of the proposed project's units.

Commissioner Ruttenberg noted in the staff report a statement that the height may be able to be lowered a foot or so, and asked how that could be done.

Mr. Waldon felt that the project is at the lowest point possible at this time.

Associate Planner Fox explained that in speaking with another architect in the firm it was indicated the plate heights in the units may be able to be lowered by a foot or so, however doing so may create a problem with respect to ducting and mechanical work between the units.

Mr. Waldon added that currently there are 9-foot ceilings proposed, and anything on the Peninsula now has at least a 10-foot ceiling. Therefore he felt he was currently at the minimum marketable ceiling height.

Barbara Sloan Smith 5 Via la Cima read a letter from the owner of 8 Via la Cima in which she expresses concerns that this project will completely eliminate her view. She explained that in her own home the view will be blocked from key areas. She understood that something will be built at this site, however she was hoping that the City will be able to continue working with the applicant to find modifications that will lessen the loss of views from Via la Cima.

Commissioner Ruttenberg asked Ms. Smith for her comments regarding the changes that have been proposed as opposed to what was originally proposed.

Ms. Smith felt this new proposal was more of a solid mass, as opposed to something that is more lovely and gracious as originally proposed.

Shimpei Ito 4 Via la Cima stated that the first silhouette was massive and not compatible with other buildings, and completely blocked his view. The new silhouette is lower, however it is much wider and still completely blocks his view of Long Beach.

Nancy Bradley stated that the new silhouette has grown in girth and there are fewer green areas than originally proposed. She felt this new proposal looks more like a downtown apartment building.

Marlene Resing 7 Via la Cima stated that now that the building is lower it has saved some of her mountain view, however it now takes the city light views from both of her rooms. She noted that locating the pool at the front of the building as suggested earlier would preserve many views from Via la Cima, but the architect stated it would reduce the views from many of the proposed units and therefore reduce the profitability of the project. She asked if her view and property value were less important than the applicant's.

John Waldon (in rebuttal) explained that it is not a simple task to move the pool to the front of the development, and that moving the project over will cause him to lose two of the larger units. He also explained that going deeper into the site will cause problems for fire department access.

Chairman Perestam asked Mr. Waldon how many view and non-view units are currently proposed.

Mr. Waldon answered that sixteen units currently will not have views where there previously were ten units without views.

Chairman Perestam stated that there are at least three areas where the Planning Commission needs more input: 1) A better understanding of the affordable housing and density bonus, 2) An exact location for the proposed left turn pocket, and 3) The revised Mitigated Negative Declaration.

Commissioner Ruttenberg stated that this will be a difficult decision, as he felt the applicant has made significant improvements in regards to the design, at great sacrifice to him, while the residents on Via la Cima are not at all unreasonable in what they are seeking. He acknowledged the fact that the developer has proposed ten units without a view, which is a good compromise by the developer. He also felt that, aside from 7 Via la Cima, some residents' views will be impacted, but they will still have a magnificent view. He explained that he is not an architect, and is unsure whether or not moving the pool to the front of the development would be a viable solution. He asked that the applicant put some thought into the suggestion and explain at the next meeting why it would or would not work. He also noted that the residents on Via la Cima should be careful what they wish for, because they might get it. He noted that the City regulations treat apartment buildings differently than condos, and if the situation becomes one in which the condos are infeasible to build, the applicant may change the plan to apartments, where they can be built to 36 feet in height.

Commissioner Tomblin commended the architect, stating that he felt this redesigned project is a much nicer project than the one previously submitted. He stated that if asked to vote now, he would support the project.

Commissioner Knight also felt the architect has made a good effort to address the neighbors and Commissioner's concerns. He felt that there are still possibilities that can be explored in terms of the building becoming wider and the issues of fire department

access. He stated that if something is truly infeasible, he would like it to be shown to be so, and not because it is less profitable or less marketable.

Commissioner Tetreault stated there are a number of factors that he needs clarification on, which is why he will support a continuance. In terms of the design of the building, he was concerned with the view impact to the residents on Via la Cima, adding that there is still a significant view impairment to one resident and he was not comfortable sacrificing the view from the one unit for the rest. He stated that he would like to see as much as possible can be done to help the owner maintain as much of the view as possible from 7 Via la Cima.

Vice Chairman Lewis stated that the view from 7 Via la Cima is completely blocked and he cannot support this project as long as that blockage exists. He added that if he has a choice of protecting views of long-term residents versus potential new views to help make a few extra dollars for a real estate developer, he will chose the residents' views.

Chairman Perestam felt there will be some additional relief for views with the elimination or cutting of the trees to the far right and towards the back of the property.

Commissioner Tetreault moved to continue the public hearing to the meeting of July 22, 2008, seconded by Vice Chairman Lewis. Approved, (6-0).

PUBLIC HEARINGS

5. Revision to Conditional use Permit, Grading Permit, Minor Exception Permit, Site Plan Review & Environmental Assessment (Case No. ZON2007-00598): 5448 Crest Road

Commissioner Tomblin disclosed that he is a member of St. John Fisher Church, and in consulting with the City Attorney on whether or not to recuse himself from this item he was told to consider whether or not he was a paid employee or consultant of the church and/or if he could hear this item without bias. He stated that he is not a paid employee or consultant of the church and assured the Planning Commission that he could hear this item without bias and could make a fair and impartial decision.

Associate Planner Mikhail presented the staff report, giving a brief overview of the proposed project and showed several photographs and renderings. She stated that staff is recommending the Planning Commission direct the applicant to modify the steeple height and continue the public hearing to a future meeting.

Commissioner Knight noted asked staff what type of conditions being suggested to regulate the days and hours the bells can be rung.

Associate Planner Mikhail explained that staff has suggested a number of conditions of approval in regards to the bells. She stated that these conditions include limiting the sounding of the bells to 60 seconds and during the times provided by the applicant.

CITY OF RANCHO PALOS VERDES

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.

RM-22 Standard	Required	Previous Proposal	Revised Proposal
Minimum Lot Area/Unit	2,000 SF	2,017 SF	2,017 SF
Maximum No. of Units	27	27	27
Minimum Front Setback[1]	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[2]	35%	37.5%	41%
Maximum Height[3]	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[4]	13	15	14
Total Parking	65	67	67

[1] The front setback for subterranean portions of the structure may be reduced by fifty percent (50%).
[2] 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).
[3] For multi-family projects, building height is measured from the lower of either preconstruction or finished grade at any point within the building footprint.
[4] 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.

Address	Owner(s)	View Impairment
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 is 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[5] 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.

[5] 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 agendized 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

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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", 2nd 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, 2nd 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, 1st paragraph – This paragraph needs to be revised to reflect the change in Table K.

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

Q:\jn16887 RPV TE services\Development Review\28220 Highridge Road\Comments to 5-6-08 Draft TIA.doc

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

***DKS** Associates*
Denis R. Bilodeau, P.E.
Dennis M. Pascua, PTP
Rudy J. Garcia, E.I.T

2222 Martin Street, Suite 150
Irvine, California 92612
Telephone (949) 863-0041
Facsimile (949) 863-1339

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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

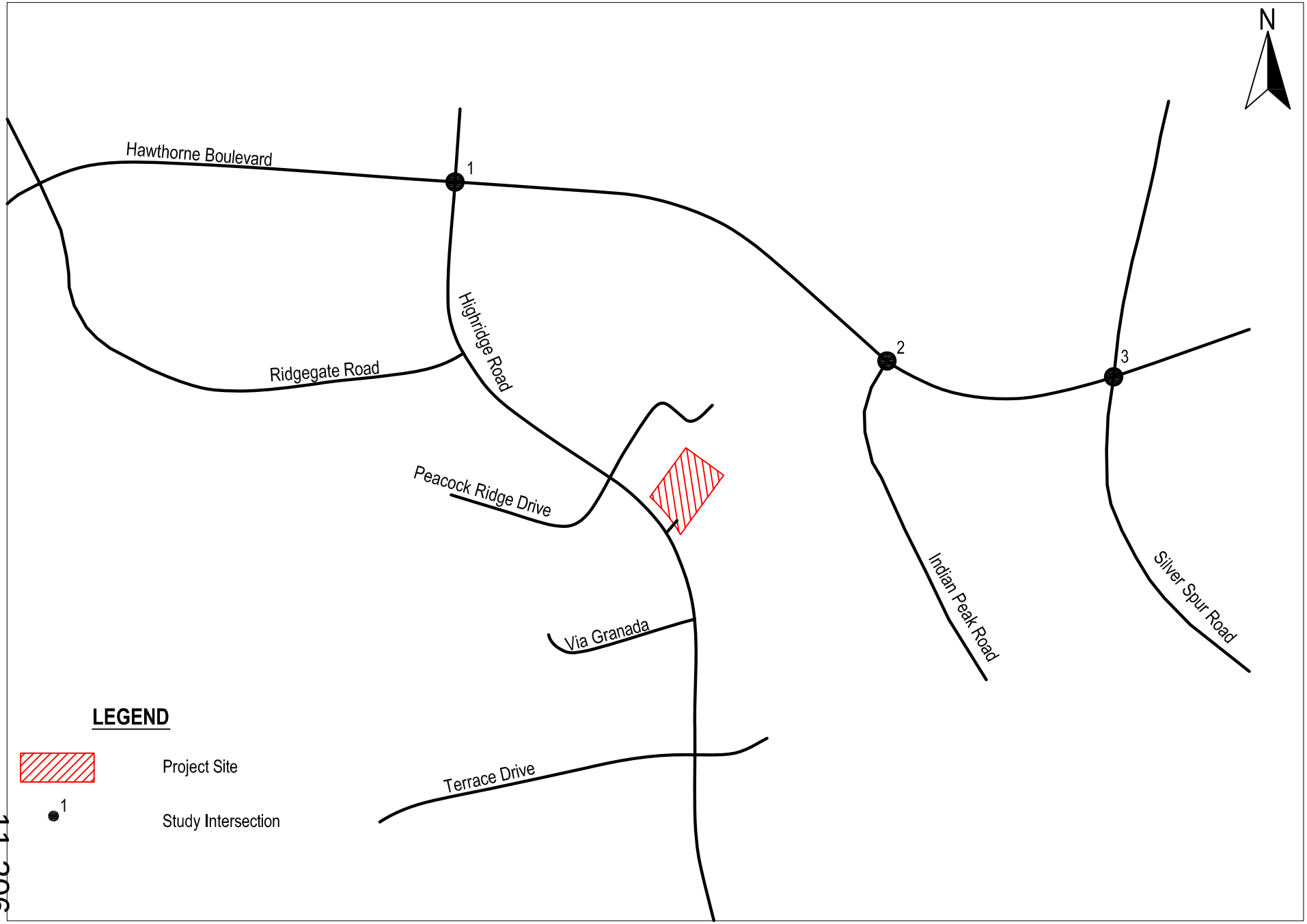
The project site is located within the City of Rancho Palos Verdes and currently consists of vacant land. Specifically, the project site is located at 28220 Highridge Road, between Peacock Road and Via Granada.

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.



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DKS Associates
TRANSPORTATION SOLUTIONS

Figure 1
Site Location and Study Area

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 the 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

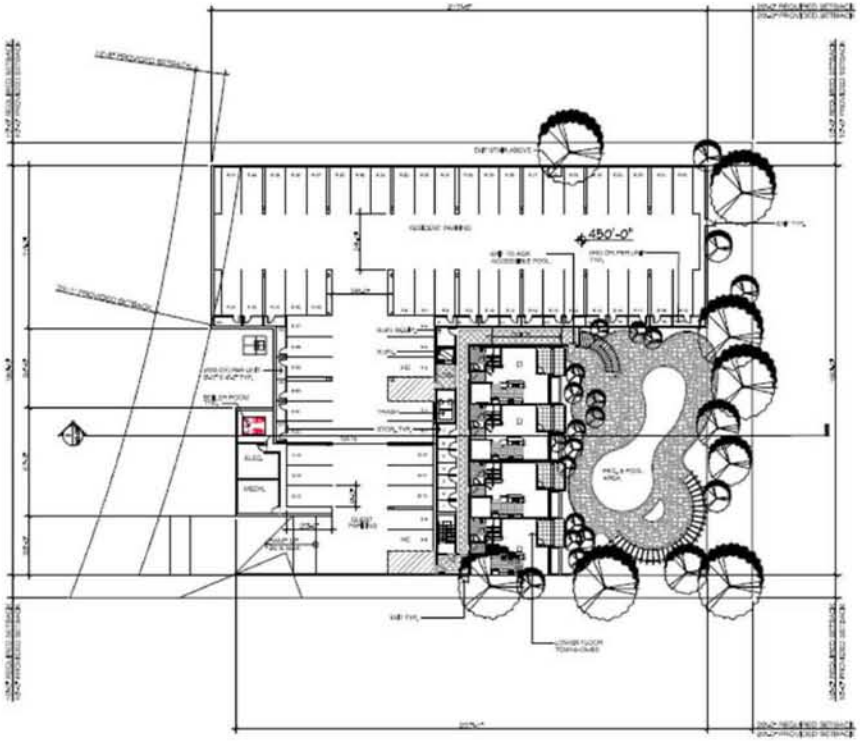
Trip Generation

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 / PARKING PLAN

SITE / PODIUM BUILDING PLAN

Table E – Project Trip Generation Estimates

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

Note:
[1] Trip rates based on Los Angeles County Traffic Impact Report Guidelines, January 1, 1997.
[2] 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.

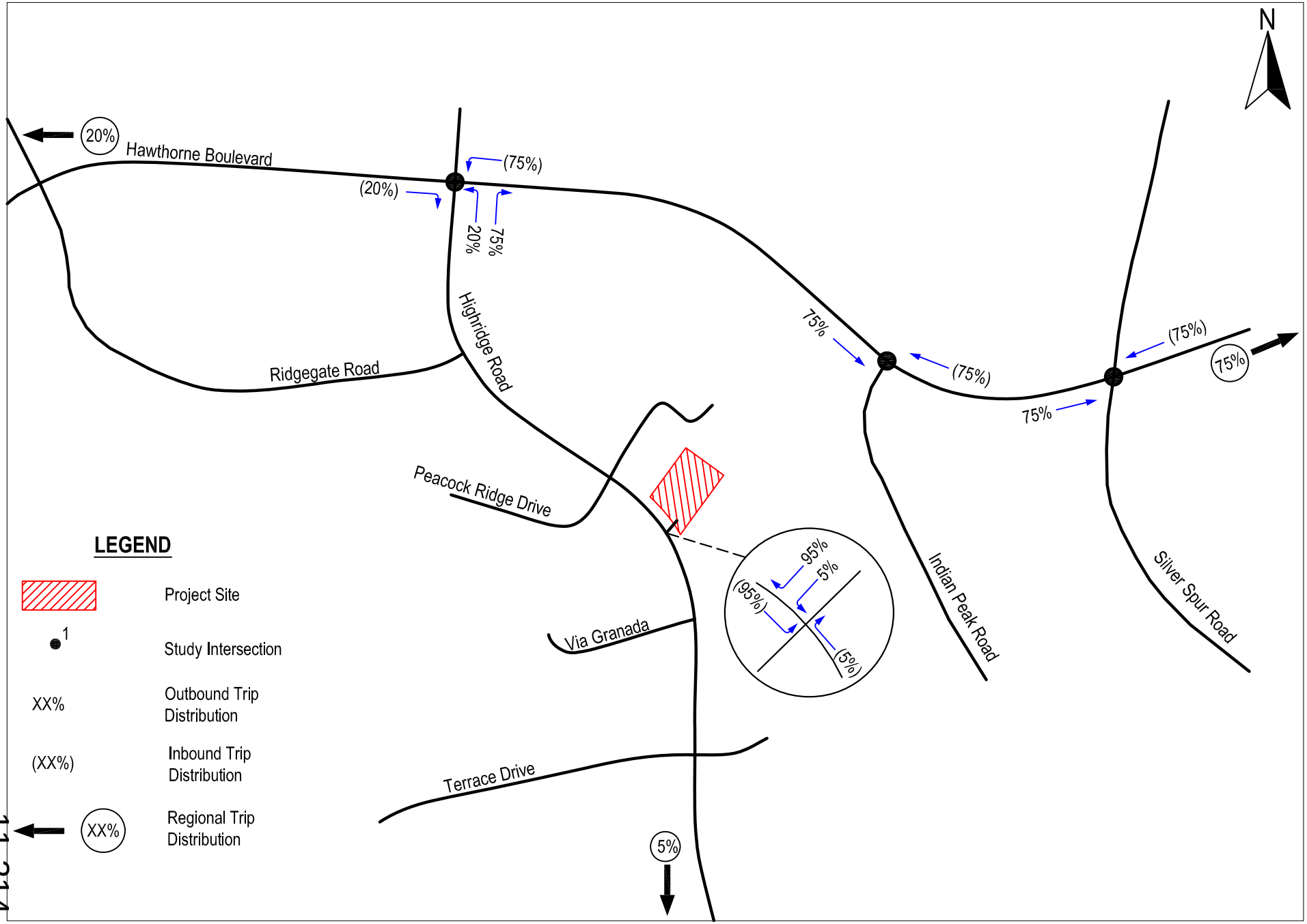


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Figure 3
Project Trip Distribution

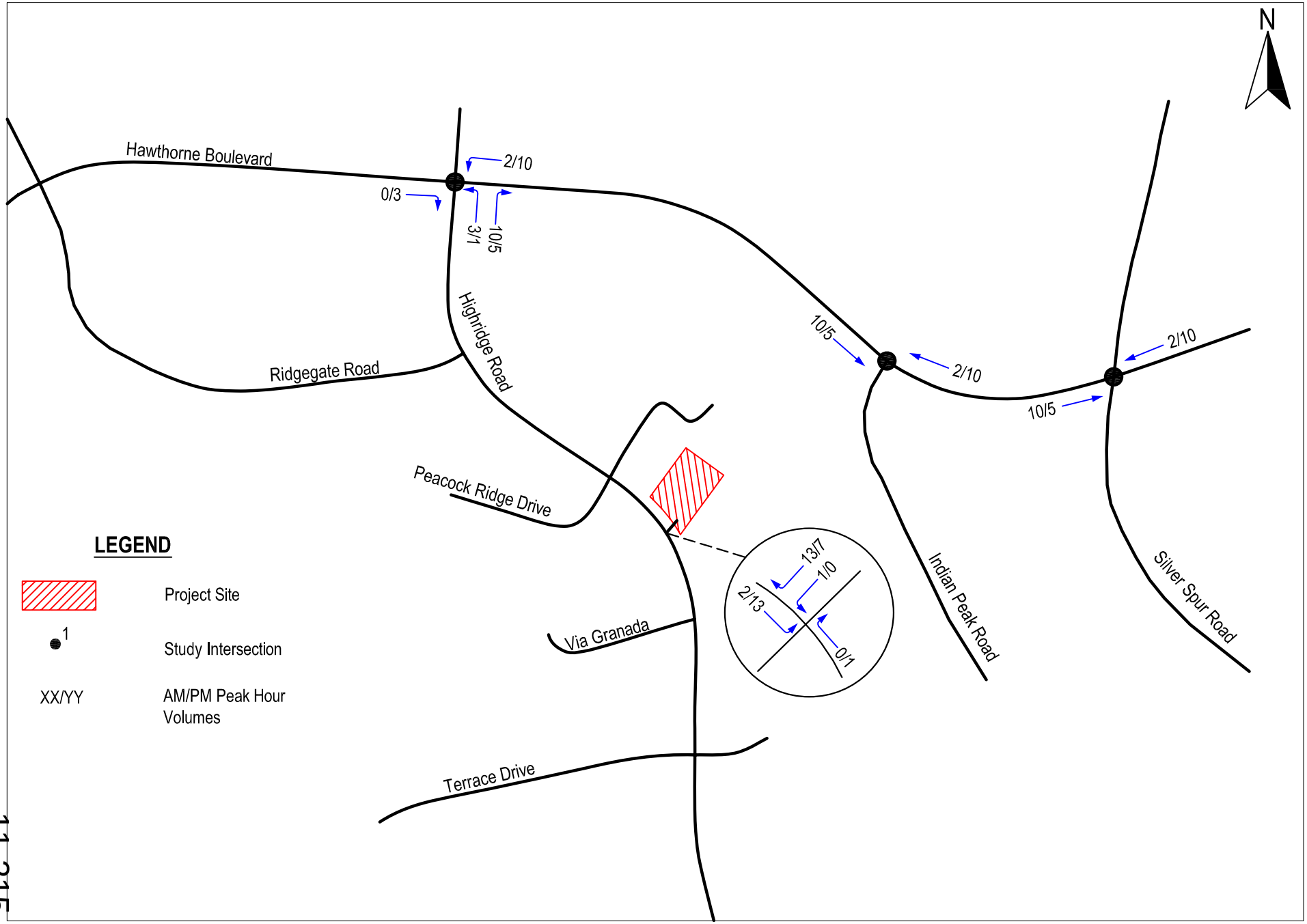

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Figure 4
Project Trip Assignment

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

		AM Peak Hour		PM Peak Hour	
Intersection	Control	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.

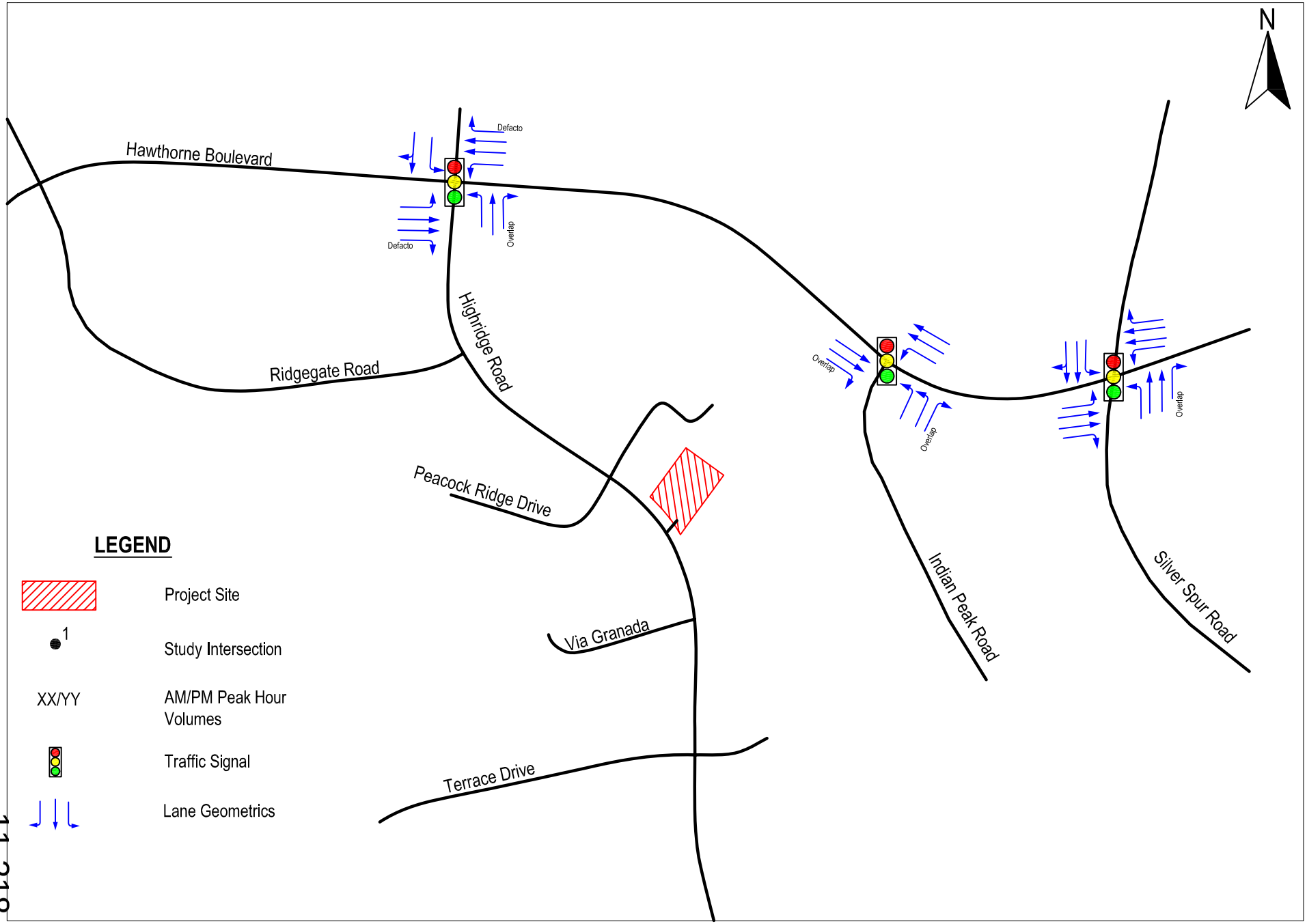

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Figure 5
Existing Geometrics and Traffic Controls

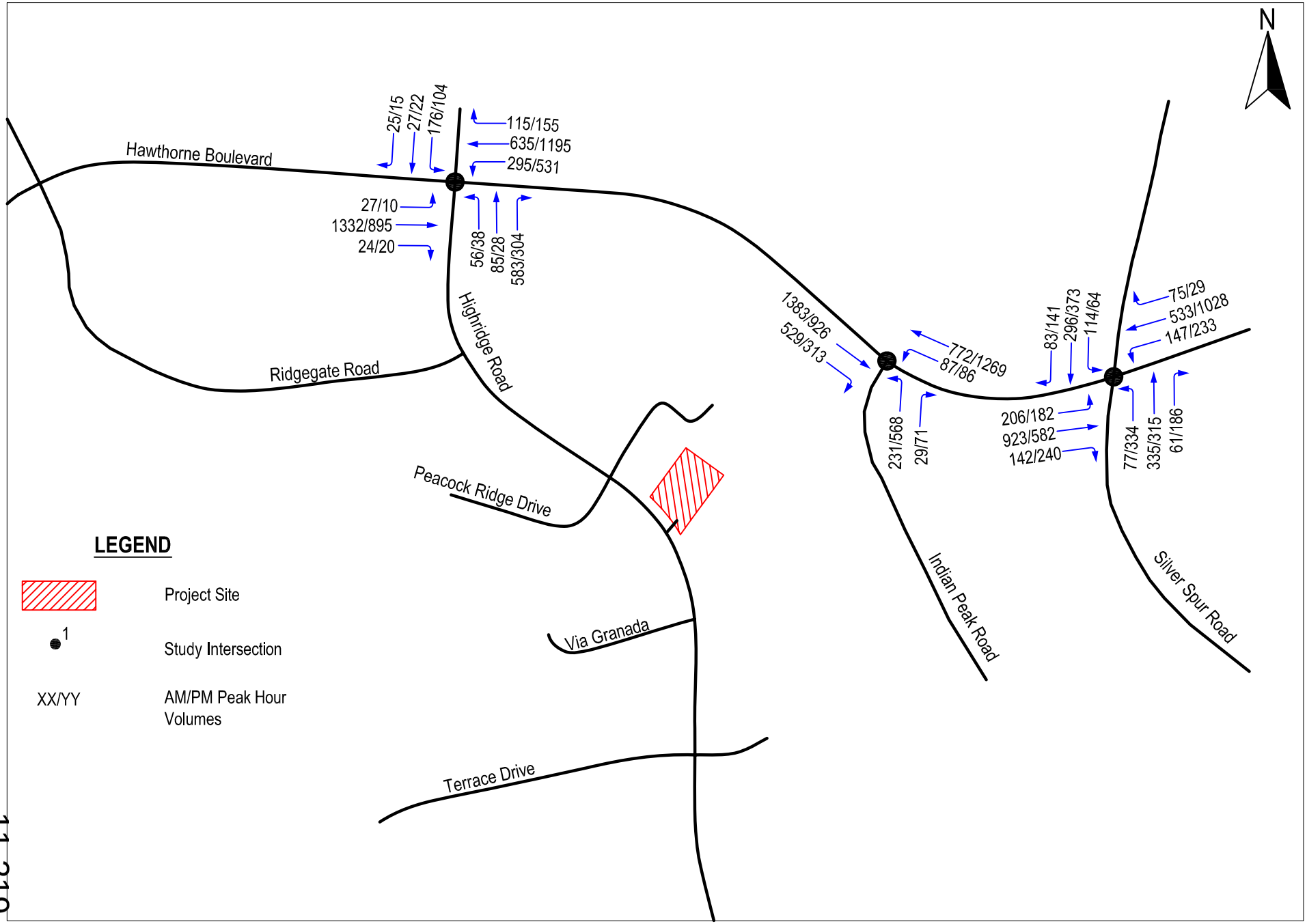

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Figure 6
Existing Traffic Volumes

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*, 7th 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[2]	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation								
Trump National Golf (Ocean Trails) - Palos Verdes Drive Southwest of Shoreline Park [1]								
-Single Family Detached Housing	75 DU							
-Affodrdable Housing Units	4 DU							
-18 Hole Golf Course	18 Holes							
Total Trip Generation for Trump National Golf - Palos Verdes Drive Southwest of Shoreline Park		*1,399*	*47*	*52*	*99*	*73*	*56*	*129*
Point View - Palos Verdes Drive South [1]								
-Single Family Detached Housing	84 DU							
Total Trip Generation for Point View - Palos Verdes Drive South		*804*	*16*	*47*	*63*	*54*	*31*	*85*
Long Point Resort Hotel - Palos Verdes Drive South [1]								
Total Trip Generation for Long Point Resort Hotel - Palos Verdes Drive South		*6,263*	*195*	*118*	*313*	*247*	*252*	*499*
Pointe Vicente Interpretative Center [1]								
-General Office	2.000 TSF							
Total Trip Generation for Pointe Vicente Interpretative Center - Palos Verdes Drive South		*170*	*6*	*3*	*9*	*4*	*9*	*13*
Marymount College Facilities Expansion - 30800 Palos Verdes Drive East [1]								
-College Facilities Expansion	136.008 TSF							
Total Trip Generation for Marymount College Facilities Expansion - 30800 Palos Verdes Drive East		*416*	*35*	*3*	*38*	*32*	*14*	*46*
TTM No. 52666 - 3200 Palos Verdes Drive West [1]								
-Single Family Detached Housing	13.000 DU							
Total Trip Generation for TTM No. 52666 - 3200 Palos Verdes Drive West		*124*	*2*	*7*	*9*	*8*	*5*	*13*
Ocean Front Estates - Palos Verdes Drive South and Hawthorne Blvd. [1]								
-Single Family Detached Housing	79.000 DU							
Total Trip Generation for Ocean Front Estates - Palos Verdes Drive South and Hawthorne Blvd.		*756*	*15*	*44*	*59*	*51*	*29*	*80*
Golden Cove Shopping Center - Palos Verdes Drive West and Hawthorn Blvd. [1]								
-Addition to Shopping Center	12.600 TSF							
Total Trip Generation for Golden Cove Shopping Center - Palos Verdes Drive West and Hawthorne Blvd.		*487*	*8*	*5*	*13*	*15*	*17*	*32*
7-11 Convenience Market/Gas Station - 31186 Hawthorne Blvd. [1]								
-Convience Market and Gas Station	2.754 TSF							
Total Trip Generation for 7-11 Convenience Market/Gas Station - 31186 Hawthorn Blvd.		*118*	*2*	*1*	*3*	*5*	*5*	*10*
Hawthorne/Crest Office Building - 29941 Hawthorne Blvd. [1]								
-General Office Uses	7.232 TSF							
Total Trip Generation for Hawthorne/Crest Office Building - 29941 Hawthorne Blvd		*177*	*20*	*3*	*23*	*15*	*72*	*87*
Highridge Condominium Project - 28220 Highridge Road [1]								
-Condominiums	27 DU							
Total Trip Generation for Highridge Condominium Project - 28220 Highridge Road		*158*	*2*	*8*	*10*	*8*	*4*	*12*
Salvation Army Crestridge [1]								
-Apartments	20 DU							
-Retail	28.627 TSF							
Total Trip Generation for Salvation Army Crestridge - 30840 Hawthorne Blvd		*134*	*2*	*8*	*10*	*8*	*4*	*12*
Total Trip Generation for the City of Rancho Palos Verdes Cumulative Projects		*11,006*	*350*	*299*	*649*	*520*	*498*	*1,018*

Note:

[1] Land use and trip generation data taken from *Focused Traffic Analysis and Parking Study for Mediterranean Village, May 7, 2007* .

[2] TSF GLA = thousand square feet of gross leasable area, TSF GFA = thousand square feet of gross floor area, DU = dwelling unit

[3] Trips may be off by 1 due to rounding.

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

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

Note:

[1] Land use and trip generation data taken from *Focused Traffic Analysis and Parking Study for Mediterranean Village, May 7, 2007* .

[2] TSF GLA = thousand square feet of gross leasable area, TSF GFA = thousand square feet of gross floor area, DU = dwelling unit

[3] Trip rates for condominiums based on LA County Traffic Impact Study Guidelines.

[4] Trip generation calculated from ITE Trip Rates.

[5] Trips may be off by 1 due to rounding.

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

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

Note:

[1] Project data and trip generation data taken from *Draft Environmental Impact Report for the Ponte Vista Project, November 2006*.

[2] DU = dwelling unit

[3] Trips may be off by 1 due to rounding.

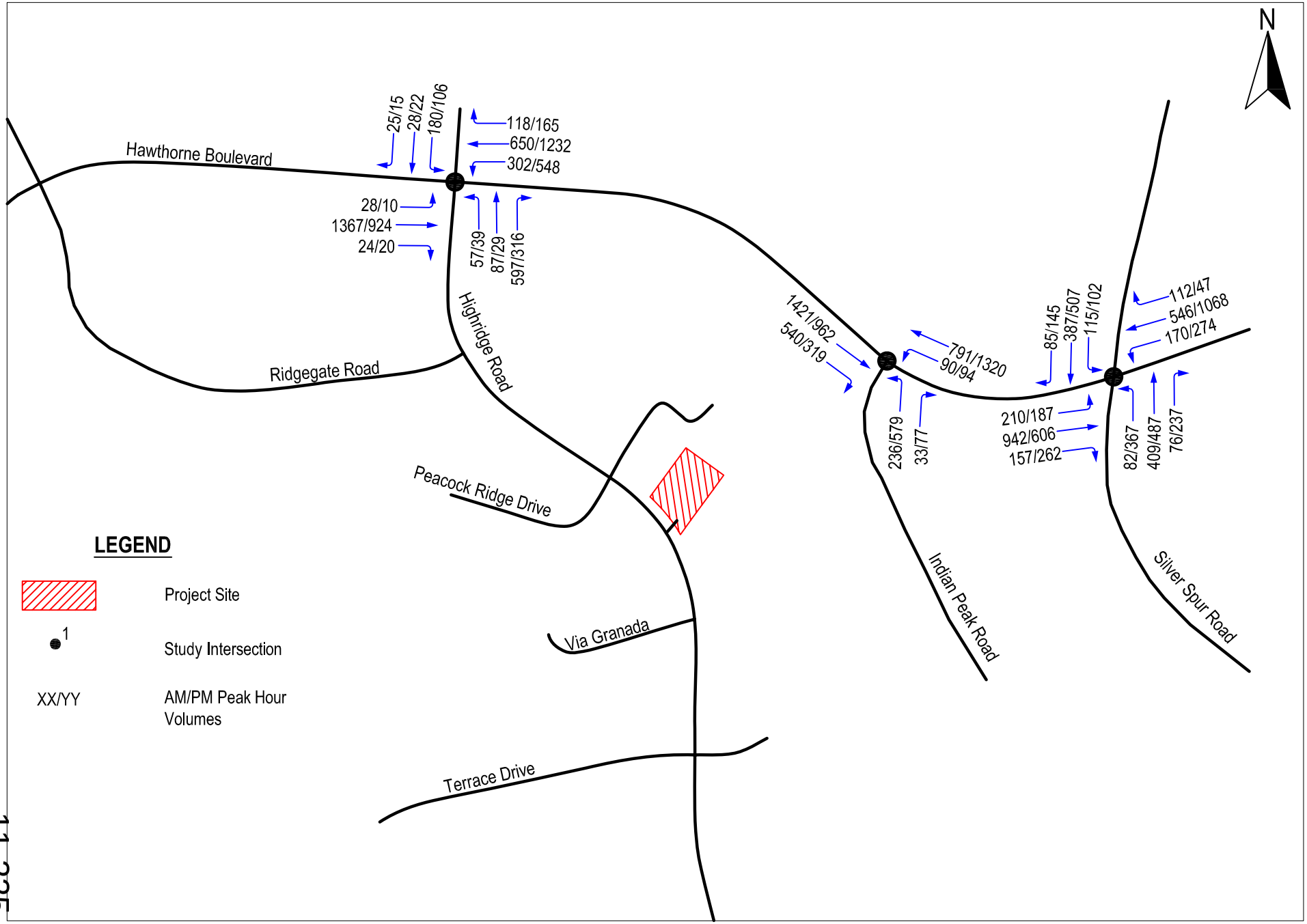

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Figure 7
2010 Opening Year Traffic Volumes

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

		AM Peak Hour		PM Peak Hour	
Intersection	Control	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	0.80	D	1.06	F

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).

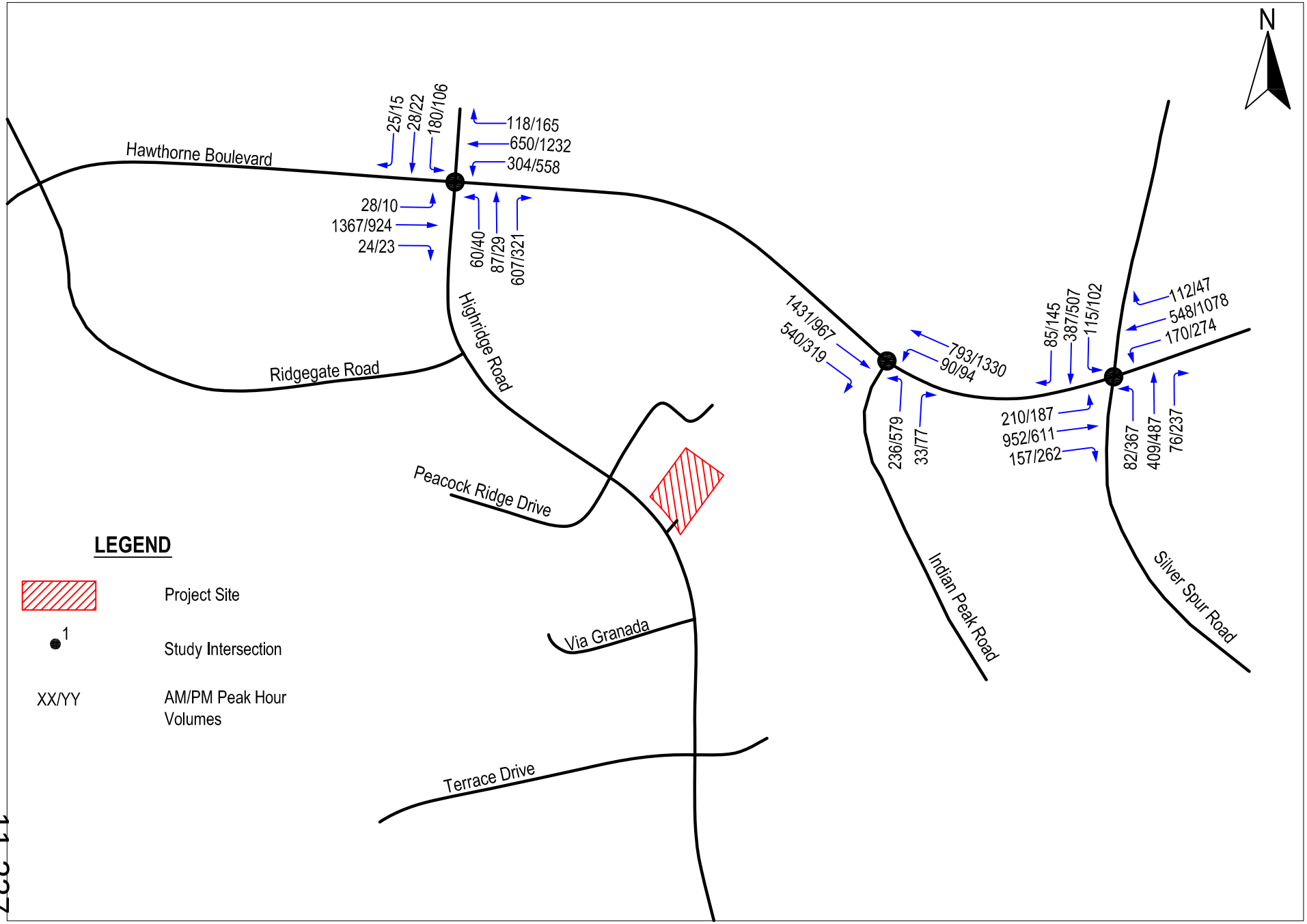
Traffic Volumes

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:



DKS Associates
TRANSPORTATION SOLUTIONS

Figure 8
Opening Year 2010 plus Project Traffic Volumes

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

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

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

11-228

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:

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

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
PROPOSED USES			
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
		Total Spaces Required	66 spaces

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

Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Highridge Rd/Hawthorne Blvd

Project #: 08-2218-001

SOUTHBOUND APPROACH LANES

Highridge Rd

	TOTAL	PM	NOON	AM
.5	40	15	0	25
.5	49	22	0	27
1	280	104	0	176

N

Hawthorne Blvd

Hawthorne Blvd

EASTBOUND APPROACH LANES

	TOTAL	AM	NOON	PM
1	37	27	0	10
2	2227	1332	0	895
0	44	24	0	20

AM	NOON	PM	TOTAL	
115	0	155	270	0
635	0	1195	1830	2
295	0	531	826	1

WESTBOUND APPROACH LANES

Highridge Rd

	TOTAL	AM	NOON	PM
1	94	56	0	38
1	113	85	0	28
1	887	583	0	304

NORTHBOUND APPROACH LANES

TURNING MOVEMENT COUNT

Highridge Rd / Hawthorne Blvd

(Intersection Name)

Thursday — Day

5/1/08 — Date

COUNT PERIODS

am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

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

Intersection Turning Movement

Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Indian Peak Rd/Hawthorne Blvd

Project #: 08-2218-002

SOUTHBOUND APPROACH LANES

Indian Peak Rd

	TOTAL	PM	NOON	AM
	0	0	0	0
	0	0	0	0
	0	0	0	0

N

Hawthorne Blvd

Hawthorne Blvd

EASTBOUND APPROACH LANES

	TOTAL	AM	NOON	PM
	0	0	0	0
2	2309	1383	0	926
1	842	529	0	313

AM	NOON	PM	TOTAL	
0	0	0	0	
772	0	1269	2041	2
87	0	86	173	1

WESTBOUND APPROACH LANES

Indian Peak Rd

	TOTAL	AM	NOON	PM
	799	231	0	568
	0	0	0	0
	100	29	0	71
	2	0	1	

NORTHBOUND APPROACH LANES

TURNING MOVEMENT COUNT

Indian Peak Rd / Hawthorne Blvd

(Intersection Name)

Thursday — Day

5/1/08 — Date

COUNT PERIODS

am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

Intersection Turning Movement

Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Silver Spur Rd/Hawthorne Blvd

Project #: 07-2470-007

SOUTHBOUND APPROACH LANES

Silver Spur Rd

	TOTAL	PM	NOON	AM
1	224	141	0	83
2	669	373	0	296
1	178	64	0	114

N

Hawthorne Blvd

EASTBOUND APPROACH LANES

	TOTAL	AM	NOON	PM
1	388	206	0	182
2	1505	923	0	582
0	382	142	0	240

Hawthorne Blvd

WESTBOUND APPROACH LANES

AM	NOON	PM	TOTAL	
75	0	29	104	1
533	0	1028	1561	2
147	0	233	380	1

Silver Spur Rd

	TOTAL	AM	NOON	PM
1	411	77	0	334
2	650	335	0	315
0	247	61	0	186

NORTHBOUND APPROACH LANES

TURNING MOVEMENT COUNT

Silver Spur Rd / Hawthorne Blvd

(Intersection Name)

Tuesday — Day

10/16/07 — Date

COUNT PERIODS

am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

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	
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:	****							****		****			

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	
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	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	
Initial Bse:	568	0	71	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	
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	1091	369	90	1333	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	626	0	78	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	
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:	626	0	78	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:	****						****				****		

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:	****				****		****				****	

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                                 422
------------|---------------||---------------||---------------||---------------|
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                                 0.26
Crit Moves:  ****                                   ****        ****
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                    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
********************************************************************************
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:  1.02 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    0     0     0    0     0
LLG&DKS:        3   67    14    -1   85     0     0    1    12    20    2    35
Initial Fut:   82  409    76   115  387    85   210  942   157   170  546   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  991   165   181  581   119
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  118  591   110   151  508   111   221  991   165   181  581   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  991   165   181  581   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:       ****        ****                  ****        ****
********************************************************************************
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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
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	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
Initial Bse:	579	0	72	0	0	0	0	945	319	88	1294	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
LLG&DKS:	0	0	5	0	0	0	0	17	0	6	26	0
Initial Fut:	579	0	77	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
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:	638	0	85	0	0	0	0	1133	376	98	1387	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	0	85	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
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:	638	0	85	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	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			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

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      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                                422
------------|---------------||---------------||---------------||---------------|
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                                0.26
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			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:	****			****				****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      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   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:       ****        ****                  ****        ****
******************************************************************************
```

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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):         0.736
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
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  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
Initial Bse:  579    0    72     0    0     0     0  945   319    88 1294     0
Added Vol:      0    0     0     0    0     0     0    5     0     0   10     0
LLG&DKS:        0    0     5     0    0     0     0   17     0     6   26     0
Initial Fut:  579    0    77     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
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:   638    0    85     0    0     0     0 1138   376    98 1397     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  638    0    85     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
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:  638    0    85     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 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
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:  1.03 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

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

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

LINSCOTT LAW & GREENSPAN engineers

TABLE 1R

LOCATION AND DESCRIPTION OF UPDATED RELATED PROJECTS

MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

No.	Cumulative Project	Location/Address	Description
City of Rolling Hills Estates[1]			
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

[1] 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
City of Rancho Palos Verdes[2]			
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

2 Source: City of Rancho Palos Verdes.

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TABLE 2R

UPDATED RELATED PROJECTS TRAFFIC GENERATION FORECAST[3]

MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

Related Projects Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Rolling Hills Estates Development							
1. Rolling Hills Covenant Church[4]	--	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
Rancho Palos Verdes Development							
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[5]	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[6]	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[7]	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[8]	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
Total Related Projects (No. 1-25) Trip Generation	**19,675**	**638**	**631**	**1,269**	**963**	**981**	**1,944**

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

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

5 Source: *Long Point Resort Traffic Study*, prepared by Urban Crossroads.

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

7 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%)

8 Source: *Traffic Impact Analysis for Crestridge Villas,* prepared by LLG.

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TABLE 3R

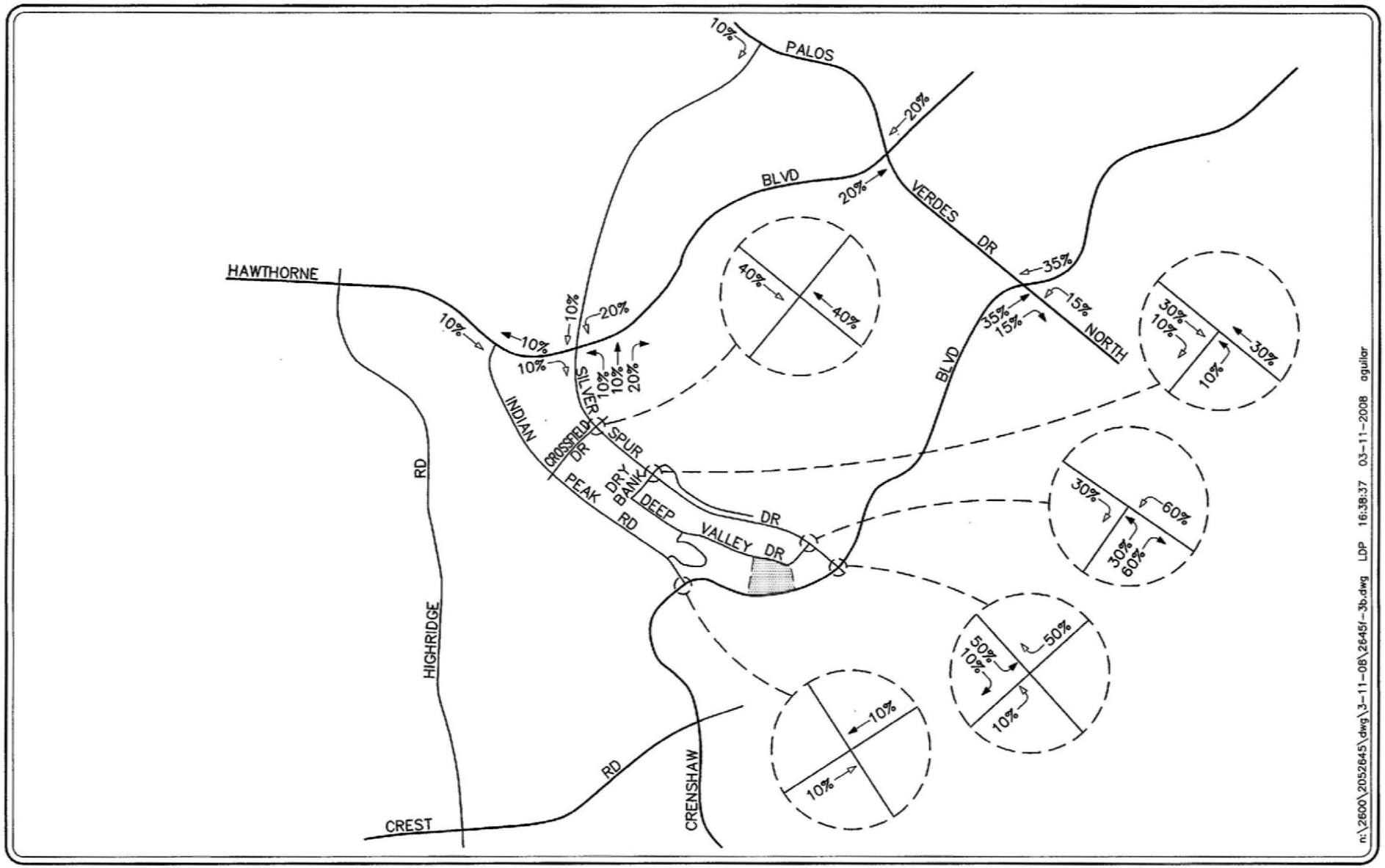
PROJECT TRAFFIC GENERATION FORECAST COMPARISON

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
Generation Rates[9]							
▪ Residential Condominium / Townhouse (TE/DU)[10]	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
Generation Forecast:							
Existing Land Use							
▪ 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)	71	1	0	1	2	2	4
Total Existing Trip Generation	731	47	10	57	20	57	77
Proposed Project							
▪ Residential Condominiums (75 DU)	600	5	36	41	35	20	55
▪ Retail Shops (2,000 SF)	89	1	1	2	2	3	5
Total Alternative Project Trip Generation	689	6	37	43	37	23	60
Net Difference in Trip Generation Potential: Proposed Project minus Existing Land Uses	**- 42**	**- 41**	**27**	**- 14**	**17**	**- 34**	**- 17**

9 Source: *Trip Generation*, 7th 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.

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



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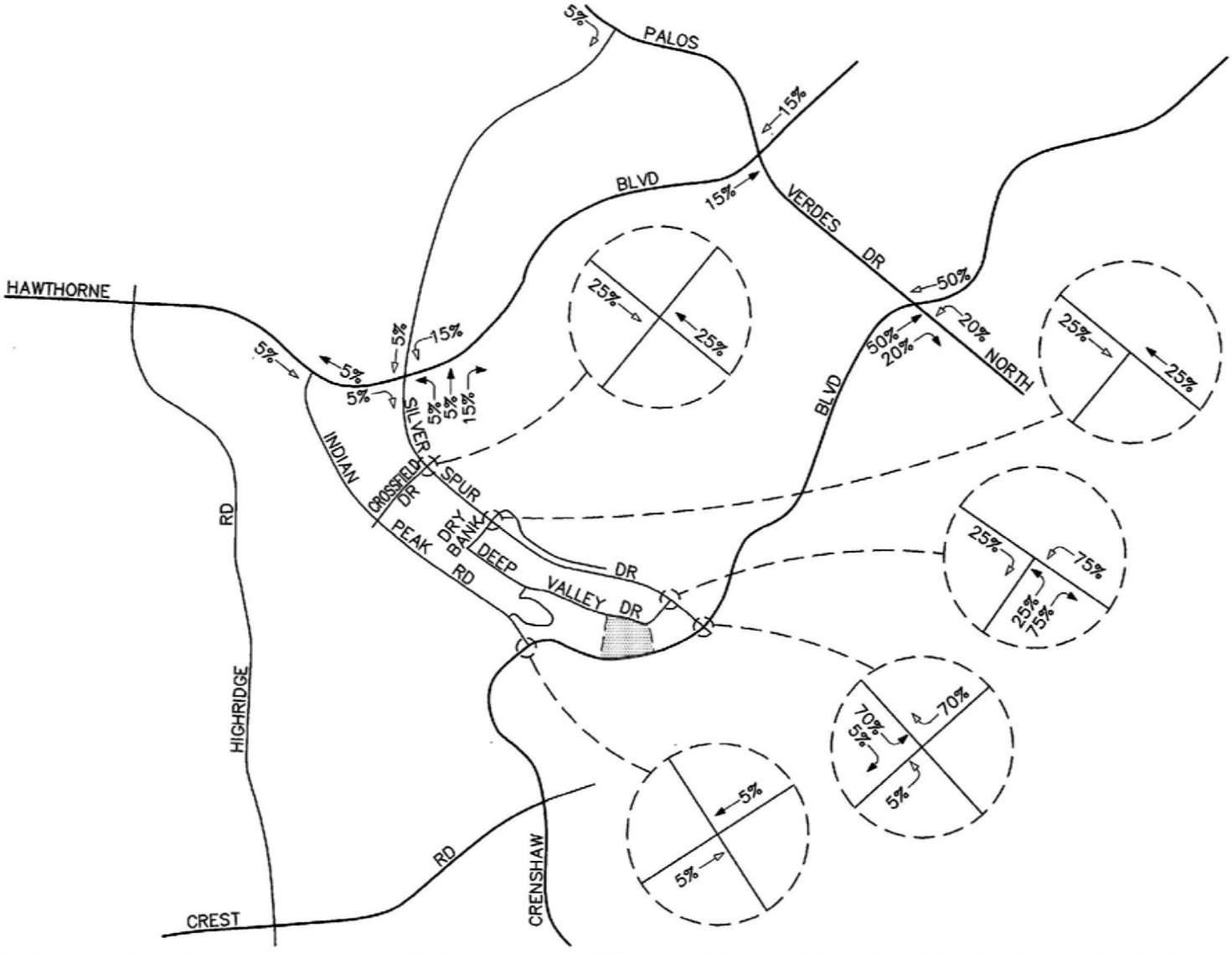
N NO SCALE

KEY
XX% = INBOUND PERCENTAGE
XX% = OUTBOUND PERCENTAGE
= PROJECT SITE

FIGURE 3A

EXISTING OFFICE PROJECT TRAFFIC DISTRIBUTION PATTERN
MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES



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N NO SCALE

KEY

XX% = INBOUND PERCENTAGE

XX% = OUTBOUND PERCENTAGE

= PROJECT SITE

FIGURE 3B

PROPOSED RESIDENTIAL PROJECT TRAFFIC DISTRIBUTION PATTERN

MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

RELATED PROJECT TRIP GENERATION VOLUMES

TOTAL	#1 Rolling Hills	#2 South Coast	#3	#4	#5	627 Deep Valley	627 Deep Valley	827 Deep Valley	#8	#9	Long Point	Point Vicente	Marymount College	#13
RELATED PROJECT	Covenant Church	County Golf Course	Silver Spur Court	Peninsula Villas	Crest Road Building	Retail	Residential	Residential	Ocean Trails	Point View	Resort Hotel	Interpretive Center	Facilities Exp	TTM No. 5
638	68	32	1	3	15	-6	3	1	44	14	195	16	80	2
631	28	8	7	3	2	-2	28	8	43	40	118	4	40	7
963	41	22	6	5	16	16	27	8	62	46	247	6	78	8
981	59	28	3	4	72	14	15	4	51	27	252	18	51	5

Hawthorne Boulevard at Silver Spur Road

TOTAL	#1 Rolling Hills			#2 South Coast			#3			#4			#5			627 Deep Valley			627 Deep Valley			827 Deep Valley			#8			#9			Long Point			Point Vicente			Marymount College			#13
RELATED PROJECT	Covenant	IN	OUT	County Gc	IN	OUT	Silver Spu	IN	OUT	Peninsula	IN	OUT	Crest Roa	IN	OUT	Retail	IN	OUT	Residentia	IN	OUT	Residentia	IN	OUT	Ocean Tra	IN	OUT	Point View	IN	OUT	Resort Ho	IN	OUT	Interpretiv	IN	OUT	Facilities E	IN	OUT	TTM No. 5
AM VOLUMES	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume
1	0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0
79	3	5%		2	5%		0	..		0	..		1	..	30%	0	..		0	..		0	..		2	..	5%	4	..	10%	24	..	20%	1	..	20%	0	..		1
4	0	..		0	..		0	..		0	10%		0	..		-1	20%		0	..		0	10%		0	..		0	..		0	..		0	..		0	..		0
21	0	..		0	..		0	..		1	25%		0	..		-1	15%		1	35%		0	25%		0	..		0	..		0	..		0	..		0	..		0
76	1	..	5%	0	..	5%	0	..		0	..		5	30%		0	..		0	..		0	..		2	5%		1	10%		39	20%		3	20%		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
8	0	..		0	..		0	..		0	..		0	..		-1	20%		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0
0	0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0
5	0	..		0	..		0	..		0	..	10%	0	..		0	..	20%	0	..		1	..	10%	0	..		0	..		0	..		0	..		0	..		0
3	0	..		0	..		0	..		0	..		0	..		0	..	20%	0	..		0	..		0	..		0	..		0	..		0	..		0	..		0
38	0	..		0	..		0	..		1	..	25%	0	..		0	..	15%	10	..	35%	2	..	25%	0	..		0	..		0	..		0	..		0	..		0

TOTAL	#1 Rolling Hills			#2 South Coast			#3			#4			#5			627 Deep Valley			627 Deep Valley			827 Deep Valley			#8			#9			Long Point			Point Vicente			Marymount College			#13
RELATED PROJECT	Covenant	IN	OUT	County Gc	IN	OUT	Silver Spu	IN	OUT	Peninsula	IN	OUT	Crest Roa	IN	OUT	Retail	IN	OUT	Residentia	IN	OUT	Residentia	IN	OUT	Ocean Tra	IN	OUT	Point View	IN	OUT	Resort Ho	IN	OUT	Interpretiv	IN	OUT	Facilities E	IN	OUT	TTM No. 5
PM VOLUMES	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume
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
145	2	5%	0%	1	5%	0%	0	..	0%	0	..	0%	22	..	30%	0	..	0%	0	..	0%	0	..	0%	3	..	10%	3	..	5%	50	..	20%	4	..	20%	0	..	0%	1
12	0	..	0%	0	..	0%	0	..	0%	1	10%	0%	0	..	0%	3	20%	0%	0	..	0%	1	10%	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
48	0	..	0%	0	..	0%	0	..	0%	1	25%	0%	0	..	0%	2	15%	0%	9	35%	0%	2	25%	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
118	3	..	5%	1	..	5%	0	..	0%	0	..	0%	5	30%	0%	0	..	0%	0	..	0%	0	..	0%	3	5%	0%	5	10%	0%	49	20%	0%	1	20%	0%	0	..	0%	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	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
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13	0	..	0%	0	..	0%	0	..	0%	0	..	10%	0	..	0%	3	..	20%	0	..	0%	0	..	10%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
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47	0	..	0%	0	..	0%	0	..	0%	1	..	25%	0	..	0%	2	..	15%	5	..	35%	1	..	25%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0

2666	#14 Ocean Front Estates	Golden Cove Shopping Center	7-11 Market and Gas Station	Hawthorne/Crest Office Building	Crestridge Villas & Peninsula S (85 DU/5DU/12,000SF)	Butcher Subdivision 13 DU	Chandler Ranch 129 DU	930 Indian Peak Townhomes	655 Deep Valley Residential	655 Deep Valley Retail	Silverdes Medical/Retail Bldg (24,532/5,124 SF)	Town & Country Center Exp. 10,472 SF exp.	Highridge Condo 27 DU	Salvation Army Crestridge 28,627 SF W/20DU
	15	8	2	20	18	2	21	4	6	9	55	6	2	2
	44	5	1	3	51	7	63	33	48	6	14	4	10	8
	51	15	5	15	48	8	72	32	47	17	26	22	9	8
	29	17	5	72	38	5	41	18	26	22	73	23	5	4

IN Percent	OUT Percent	#14 Ocean Fro Volume	IN Percent	OUT Percent	Golden Cove Shopping Volume	IN Percent	OUT Percent	7-11 Market and Gas S Volume	IN Percent	OUT Percent	Hawthorne/Crest Office Bui Volume	IN Percent	OUT Percent	Crestridge Villas & Peninsula S (85 DU/5D Volume	IN Percent	OUT Percent	Butcher Subdivision 13 DU Volume	IN Percent	OUT Percent	Chandler Ranch 129 DU Volume	IN Percent	OUT Percent	930 Indian Peak Townhom Volume	IN Percent	OUT Percent	655 Deep Valley Resider Volume	IN Percent	OUT Percent	655 Deep Valley Retail Volume	IN Percent	OUT Percent	Silverdes Medical/Retail Bldg (24,532/5,1 Volume	IN Percent	OUT Percent	Town & Country Center Exp. 10,472 SF Volume	IN Percent	OUT Percent	Highridge Condo 27 DU Volume	IN Percent	OUT Percent	Salvation Army Crestridge 28,627 SF Volume	IN Percent	OUT Percent
..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..	..	0	..	..	0	..	..	0	..	..	1	..	5%	0	..	..
..	15%	11	..	25%	1	..	25%	0	..	25%	1	..	35%	13	..	25%	0	5%		1	5%		8	..	25%	0	..	..	0	..	..	0	..	..	0	..	..	4	..	35%	2	..	30%
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..		0	..		0	..		0	..		0	..		1	5%		0	..		0	..		0	5%		2	30%	..	1	15%	..	14	..	..	2	25%	..	0	..	..	0	..	..
15%		4	25%		2	25%		1	25%		7	35%		5	25%		0	..	5%	3	..	5%	1	25%		0	..	..	0	..	..	0	..	..	0	..	..	1	35%	..	1	30%	..
..		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	..		0	..		0	..		0	..		0	..		0	..	..	2	25%	..	6	..	..	1	10%	..	0	..	..	0	..	..
..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..	..	0	..	..	0	..	..	0	..	..	0	5%	..	0	..	..
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..		0	..		0	..		0	..		0	..		3	..	5%	0	..		0	..		2	..	5%	14	..	30%	1	..	15%	4	..	..	1	..	25%	0	..	..	0	..	..

IN Percent	OUT Percent	#14 Ocean Fro Volume	IN Percent	OUT Percent	Golden Cove Shopping Volume	IN Percent	OUT Percent	7-11 Market and Gas S Volume	IN Percent	OUT Percent	Hawthorne/Crest Office Bui Volume	IN Percent	OUT Percent	Crestridge Villas & Peninsula S (85 DU/5D Volume	IN Percent	OUT Percent	Butcher Subdivision 13 DU Volume	IN Percent	OUT Percent	Chandler Ranch 129 DU Volume	IN Percent	OUT Percent	930 Indian Peak Townhom Volume	IN Percent	OUT Percent	655 Deep Valley Resider Volume	IN Percent	OUT Percent	655 Deep Valley Retail Volume	IN Percent	OUT Percent	Silverdes Medical/Retail Bldg (24,532/5,1 Volume	IN Percent	OUT Percent	Town & Country Center Exp. 10,472 SF Volume	IN Percent	OUT Percent	Highridge Condo 27 DU Volume	IN Percent	OUT Percent	Salvation Army Crestridge 28,627 SF Volume	IN Percent	OUT Percent
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	..	0	..	..	0	..	..	0	..	..	0	..	5%	0	..	..
..	15%	7	..	25%	4	..	25%	1	..	25%	25	..	35%	10	..	25%	0	5%	0%	4	5%	0%	5	..	25%	0	..	..	0	..	..	0	..	..	0	..	..	2	..	35%	1	..	30%
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	2	5%	..	3	20%	..	1	..	..	1	5%	..	0	..	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	2	5%	0%	0	..	0%	0	..	0%	2	5%	0%	14	30%	..	3	15%	..	7	..	..	6	25%	..	0	..	..	0	..	..
15%	0%	13	25%	0%	4	25%	0%	1	25%	0%	5	35%	0%	12	25%	0%	0	..	5%	2	..	5%	8	25%	0%	0	..	..	0	..	..	0	..	..	0	..	..	3	35%	..	2	30%	..
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..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	..	0	..	..	0	..	..	0	..	..	0	5%	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	1	..	5%	4	..	20%	4	..	..	1	..	5%	0	..	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	..	6	..	25%	7	..	..	2	..	10%	0	..	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	2	..	5%	0	..	0%	0	..	0%	1	..	5%	8	..	30%	3	..	15%	18	..	..	6	..	25%	0	..	..	0	..	..

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Table C – Project Trip Generation Estimates

Land Use	Size[2]		Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
ITE Trip Rates [1]									
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
Trip Generation									
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

Note:
[1] Trip rates based on Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition
[2] 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.

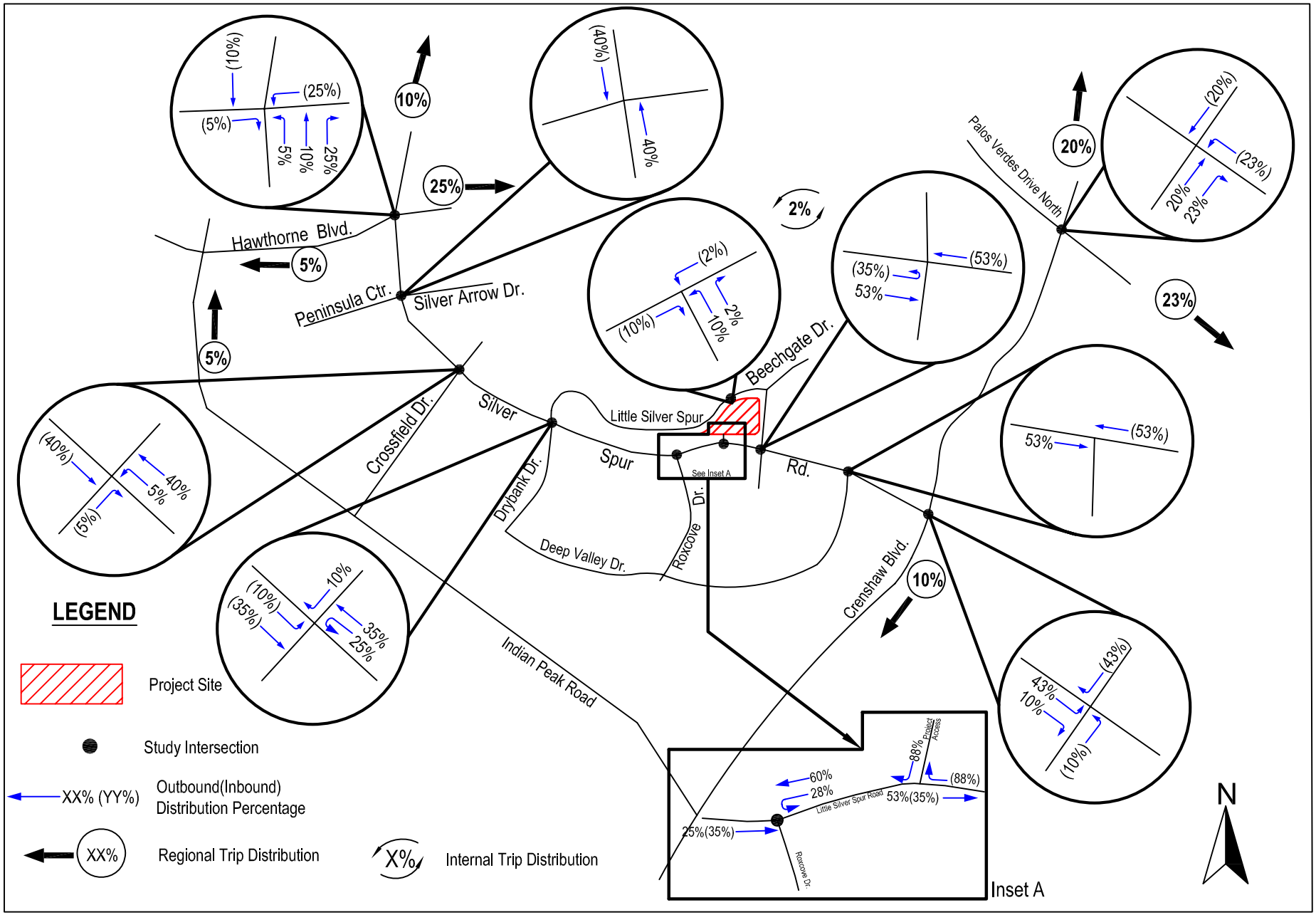

Figure 3
Project Trip Distribution

DKS Associates
TRANSPORTATION SOLUTIONS

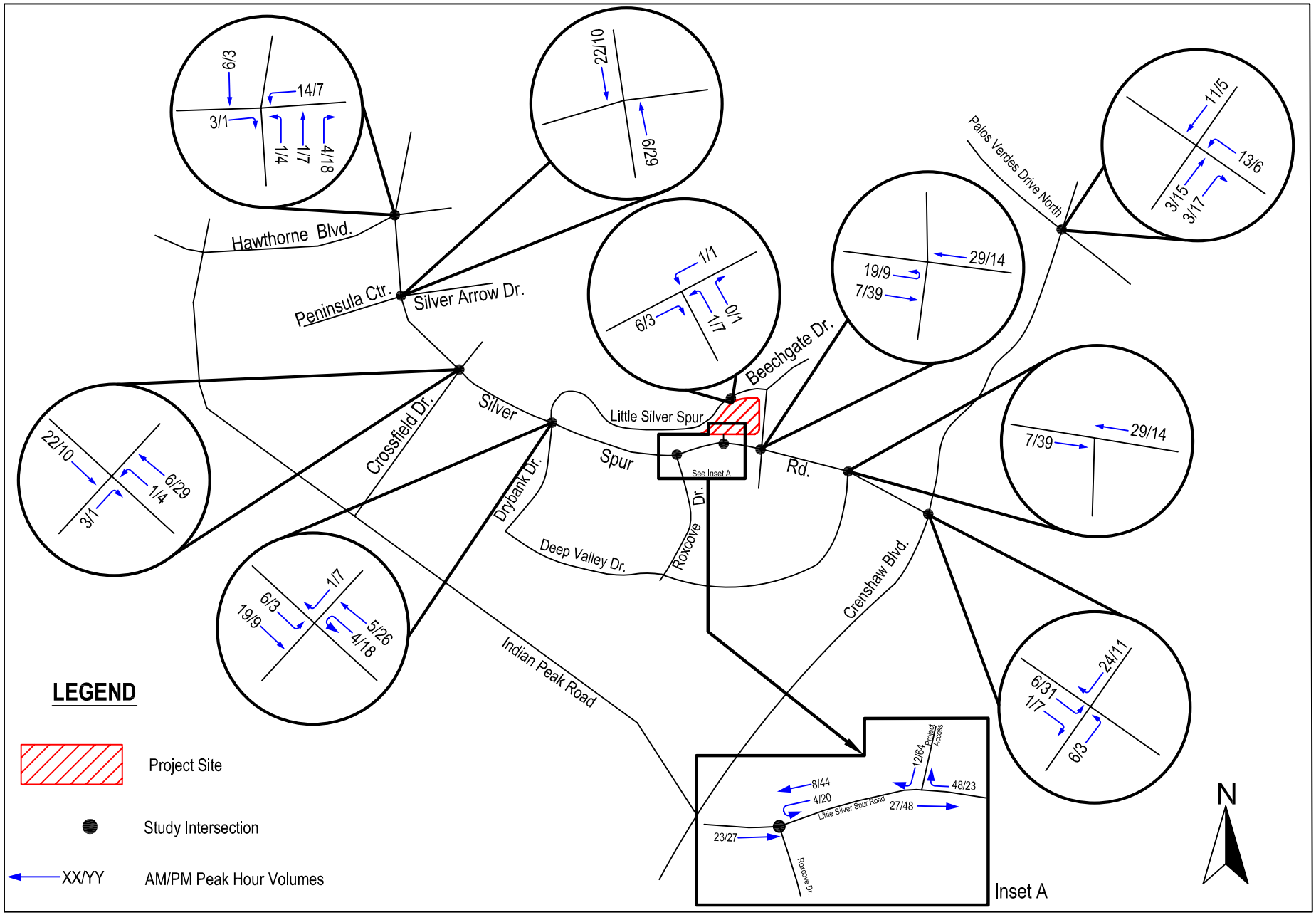

Figure 4
Project Trip Assignment

DKS Associates
TRANSPORTATION SOLUTIONS

Turning Movement Report
Project AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#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

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#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

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Turning Movement Report
Project PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#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

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#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

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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 8th needed to have happened last night. Since the Commission continued the public hearing to a date certain (June 24th), 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 24th. 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 24th meeting write a letter requesting that the Commission not make a final decision on June 24th 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 24th.

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 8th. Five of the most affected people will be out of the state on June 24th. 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 1 2 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. Hagenburger

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

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

CITY OF RANCHO PALOS VERDES

PLANNING, BUILDING, & CODE ENFORCEMENT

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*.

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

30940 HAWTHORNE BLVD. / RANCHO PALOS VERDES, CA 90275-5391
PLANNING/CODE ENFORCEMENT (310) 544-5228 / BUILDING (310) 265-7800 / DEPT. FAX (310) 544-5293 / E-MAIL: PLANNING@RPV.COM

Kit Fox

From: Sarah Fischer [sfischer@witheemalcolm.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@witheemalcolm.com

WITHEE MALCOLM ARCHITECTS, LLP
Architecture + Planning + Interiors
Los Angeles | San Diego
2251 W. 190th Street
Torrance, California 90504
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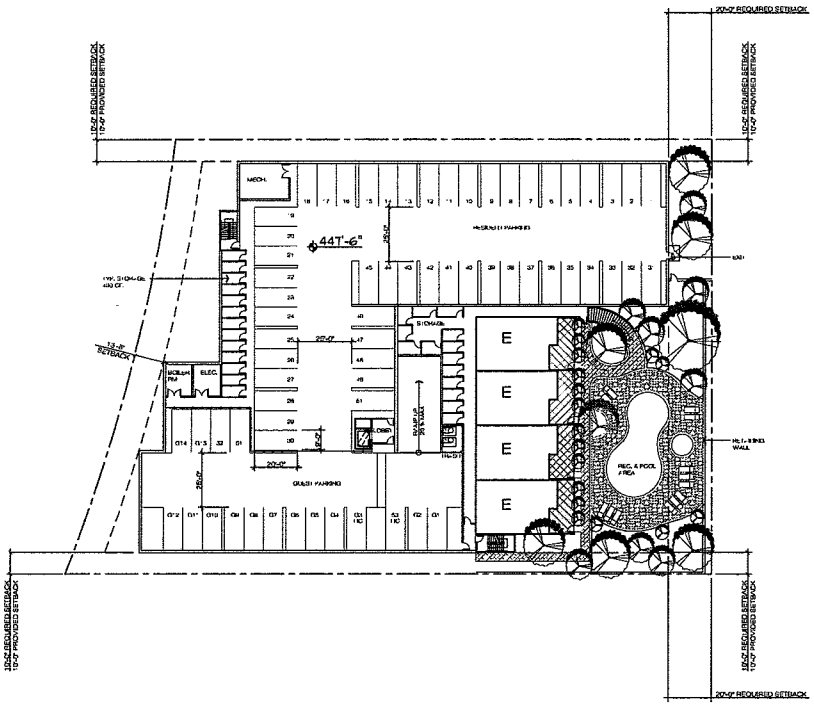
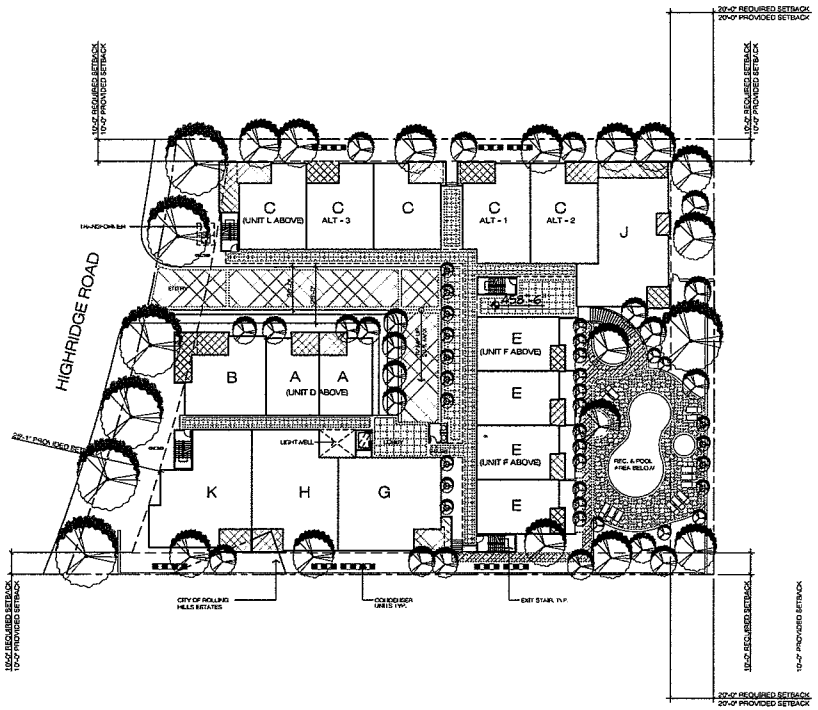




SITE / PODIUM BUILDING PLAN

BUILDING A - PARKING SUMMARY	
RESIDENTIAL:	
Required: 66 spaces	residential (1 bedrm.) 3 units x 1 space = 3 spaces residential (2 bedrm.) 25 units x 2 spaces = 50 spaces residential guest parking (25 x 52 units) = 14
RESIDENTIAL PARKING REQUIRED:	67 parking spaces
	standard spaces = 53 spaces standard guest spaces = 14 spaces
RESIDENTIAL PARKING PROVIDED:	67 parking spaces

BUILDING A - PROJECT SUMMARY	
LOT AREA:	1.24 acres gross (54,021 S.F.)
TOTAL UNITS:	28 residential units provided
DENSITY:	22.58 du/ac (1,929 s.f. per unit)
BUILDING AREA:	
RESIDENTIAL:	43,420 SF. (1,550 SF. per unit)
CIRCULATION:	7,799 SF.
PRIVATE OPEN - REC.	5,813 SF.
BUILDING AREA TOTAL:	57,032 SF.
BUILDING COVERAGE:	26,219 S.F.
BUILDING HEIGHT:	26'-0 / 35'-0"
GARAGE AREA	30,445 S.F.
OPEN SPACE:	22,674 S.F. COMMON OPEN SPACE 0.50 acre 41% of lot (794 S.F. per unit) 5,813 S.F. PRIVATE DECK OPEN SPACE
TOTAL OPEN SPACE:	27,800 S.F. OPEN SPACE
HARDSCAPE AREA :	2,715 S.F. (0.06 acre 5.0% of lot)

BUILDING A - RESIDENTIAL SUMMARY									
UNIT TYPE	PLAN	DESCRIPTION	QUANTITY	GROSS AREA	SUBTOTAL	NET AREA	SUBTOTAL	BALCONY (MIN-MAX)	SUBTOTAL
attached flat	A	1 BR / 1 BA	2	778 S.F.	1,552 SF.			130 S.F.	260 SF.
attached flat	B	2 BR / 2 BA	3	1,151 S.F.	3,302 SF.			153 - 350 S.F.	600 SF.
attached flat	C	2 BR / 2 BA	3	1,102 S.F.	3,306 SF.			153 - 185 S.F.	550 SF.
attached flat	C-alt1	2 BR / 2 BA	3	1,093 S.F.	3,528 SF.			153 - 185 S.F.	315 SF.
attached flat	C-alt2	2 BR / 2 BA	3	1,208 S.F.	2,812 SF.			153 - 325 S.F.	315 SF.
attached flat	C-alt3	1 BR / 2 BA	1	1,102 S.F.	1,122 SF.			156 S.F.	150 SF.
attached flat	D	2 BR - DEN / 2.5 BA	1	1,552 S.F.	1,552 SF.			200 S.F.	200 SF.
attached 2 story townhome	E	3 BR - DEN / 2.5 BA	4	1,716 S.F.	6,360 SF.			320 S.F.	1,280 SF.
attached flat	F	2 BR / 2 BA	2	1,795 S.F.	3,590 SF.			150 S.F.	300 SF.
attached flat	G	3 BR / 2 BA.	2	1,922 S.F.	3,844 SF.			152 - 210 S.F.	362 SF.
attached flat	H	3 BR - DEN / 2.5 BA.	2	1,078 S.F.	2,156 SF.			152 S.F.	304 SF.
attached flat	J	3 BR \ 3 BA.	2	1,950 S.F.	3,900 SF.			153 - 403 S.F.	556 SF.
attached flat	K	3 BR \ 3 BA.	2	1,996 S.F.	3,992 SF.			157 S.F.	314 SF.
attached flat	L	3 BR \ 3 BA.	1	2,259 S.F.	2,259 SF.			240 S.F.	240 SF.
TOTALS:			28 units provided		42,420 SF.				5,616 SF.

SITE / BUILDING PLANS

N

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

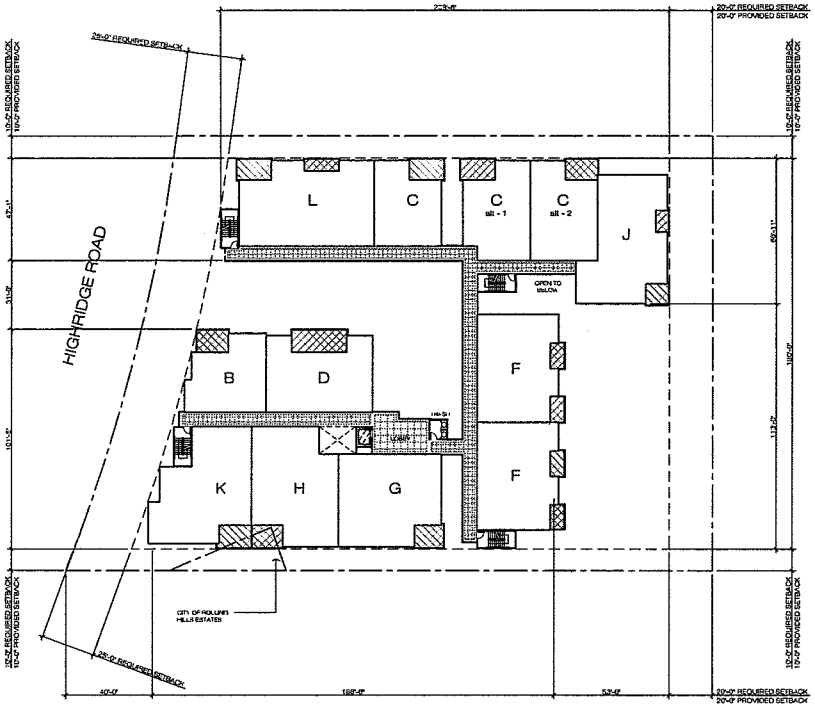
CLIENT
REAL ESTATE CONNECTION
3812 Sepulveda Blvd, Suite 540, Torrance, CA 90505
tel. (310) 378-1557

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-6585
Fax (310) 217-0425

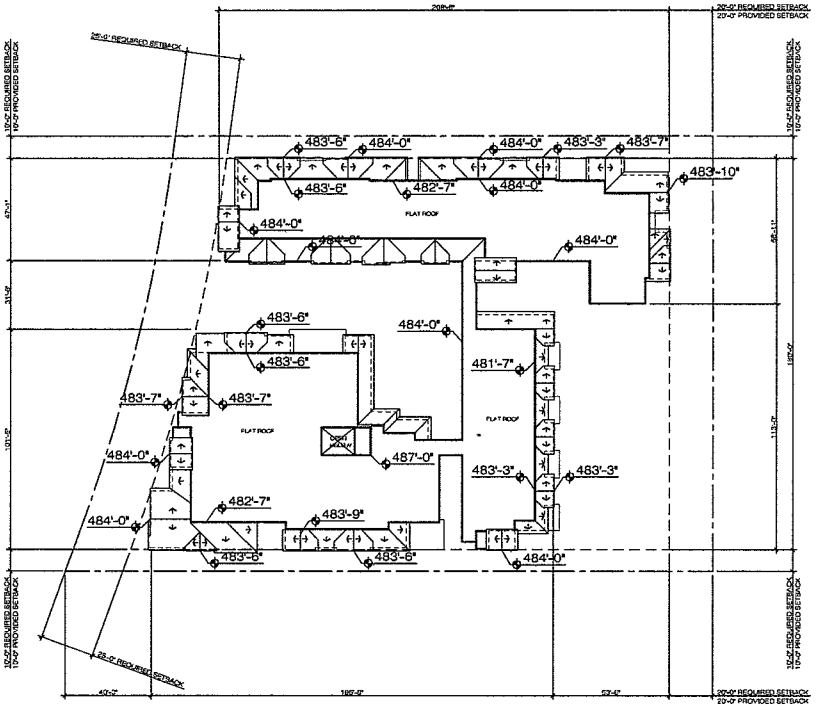
JOB NO. A5074.200
DATE: June 18, 2008
PRINTED: June 18, 2008

scale: 1" = 20'-0"
0 20 40 60 80

11-281



SECOND FLOOR BUILDING PLAN



ROOF PLAN

N

BUILDING PLANS

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

CLIENT
REAL ESTATE CONNECTION
3812 Sepulveda Blvd. Suite 540, Torrance, CA 90505
tel. (310) 378-1557

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-5585
Fax (310) 217-0425

JOB NO. A5074.200
DATE: June 18, 2008
PRINTED: June 18, 2008

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11-282

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.

Vice Chairman Lewis stated that he is still undecided in this case, however he too agreed with Commissioner Tetreault's comments. He added that just because the church has the rights to do certain things, doesn't mean that they should. He strongly suggested that the neighborhood groups and the church representatives meet and work together towards a compromise. Regarding the bells, he suggested that at the next meeting the church representatives play for the Planning Commission a recording of what these proposed bells will sound like so that everyone has an idea of what is being discussed.

Commissioner Ruttenberg moved to continue the public hearing to September 23, 2008, seconded by Commissioner Tetreault. Approved, (6-0).

3. Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit, Density Bonus & Environmental Assessment (Case Nos. SUB2007-00003 & ZON2007-00072): 28220 Highridge Road

Commissioner Gerstner stated that since he was absent from the meeting when this item was last heard, he had reviewed the tape of the meeting and felt that he was able to participate and vote on this project.

Associate Planner Fox presented the staff report, giving a brief history of the project and explaining the modifications made to the project since the last hearing. He explained the density bonus being requested by the applicant, and that the City Attorney and staff believe the density bonus, under State law, applies after a developer has already satisfied the City's five-percent set-aside requirement. Therefore, staff and the City Attorney feel that in order to qualify for a density bonus the applicant will need to provide three units, or ten percent, to be set aside for very-low-income households. He explained that the developer believes the State law rules, and only requires five percent to be set aside. He explained that the City has offered to accept the proposed two units for very-low-income housing with the payment of an in-lieu fee for the third unit. Staff felt that this a reasonable position, as it would uphold staff's position that three units are required but does not obligate the applicant to provide the third unit and the design and scope of the project would not have to be modified. Therefore, staff is recommending the Planning Commission recommend to the City Council that the City approve the density bonus and accept the dedication of two units for very-low-income housing with the in-lieu fee for the third. Staff was also recommending that public testimony be heard and if the Planning Commission feels all concerns have been adequately addressed that the public hearing be closed and the item continued to August 12th to adopt the appropriate Resolutions.

Commissioner Ruttenberg noted that the applicant has requested deferral of payment of the in-lieu fee until after the twenty-fifth unit is sold, and questioned what would happen if the applicant decides to lease a portion of the units rather than sell them.

Associate Planner Fox answered that would have to be factored into any condition of approval that is written for the project.

Commissioner Tetreault referred to the staff report discussion of the density bonus and how state law applies. He asked if the applicant so desired, if he could actually build a project up to 33 units with three units set aside for very low income households. He noted that the height of the project would have to be increased to accommodate those three units, possibly resulting in something higher than the 36 foot height limit, and because the state's program supersedes the local laws, the project could be built, even if it blocked the views of the homeowners across the street.

Associate Planner Fox answered that was correct.

Commissioner Ruttenberg asked if the 33 units would be allowed with a density bonus, even though the property is zoned for fewer units.

Associate Planner Fox answered that was correct.

Bill Finer (speaking on behalf of the owner) felt that the project before the Planning Commission takes into consideration the concerns expressed by staff, the Planning Commission, and the neighbors, and felt everything possible has been done to help preserve the neighbors' views. He hoped the Planning Commission would approve the project as presented.

Dan Withee (architect) stated that the project has been lowered by 12 ½ feet and he looked at putting the pool in the south west corner, however it could not feasibly be done. He felt that every opportunity has been explored and that they have done quite a bit to minimize any view impairment from the neighboring homes.

Karen Hagenburger, 6 Via la Cima, felt that the owner has definitely made concessions when compared to his original submittal. She noted that Unit K completely blocks 7 Via La Cima's view, and if Unit K goes away everyone will be happy. She felt that the project is still very large and bulky.

Barry Smith, 5 Via La Cima, stated that the proposed median cut on Highridge for entry into the condos will require the removal of two mature Pepper trees owned by the City. He felt that taking those two particular trees out will present an open view from La Cima homeowners directly into the property during the construction phase and after construction is completed. He asked if there was an alternative to work around that cut to save the two trees, noting that the cut can be made approximately five feet to the east to save the trees. Secondly, he noted that the staff report only refers to view impairment from 7 Via La Cima, however units 5, 6, 8, and 9 are also impacted by the structure. He also agreed that eliminating Unit K would greatly improve the view from these homes. He was still concerned with the increased traffic on Highridge, especially with the children walking to and from school. He felt that the applicant and homeowners were much closer to an agreement, however they weren't quite there.

Marlene Resing, 7 Via la Cima, stated that the modifications made by the applicant have done nothing to restore her lost view. She was disappointed that Commissioner Knight was not present, as he seemed to understand her concern with the entrance driveway configuration which has not been modified. She acknowledged that the top floor has been removed from the proposal, however the footprint also changed. She felt that if the footprint had remained in the same location there would not have been a problem, as it would have opened up views for everyone. Instead, the footprint was moved and spread out and more of the land is now being used. She too felt that if Unit K were eliminated that she would get some of her view back. She supported Mr. Smith's request to not remove the two Pepper trees, as they screen the view of a lot of hardscape.

Merv Resing stated that he would be reading a statement from Nancy Bradley at 2 Via La Cima written to the Planning Commission. The statement said that the latest revision to the proposed building does not protect her views. He stated that he has still lost his view because of the proposed structure and no portion of that view has been restored. He would like the Planning Commission to consider not approving the turnout, as it will be extremely dangerous. He noted that it is too close to the Peacock Ridge turnout and too close to the Peacock Ridge left turn lane. Further, the church is also involved with the turnout, which adds to the traffic. He noted there are two bike lanes on Highridge and the turnout will conflict with the bike lanes. He asked that the Planning Commission not approve the low-income bonus units, as he felt the size and mass of the project is much too large for the lot.

Shimpei Ito, 4 Via la Cima stated the latest design change does not help his view, or the views of his neighbors. He requested that more effort be made to improve these views.

Dan Withee (in rebuttal) acknowledged that 7 Via la Cima has an impacted view. He explained that when he took the three units off of the third floor, and in order to gain those three units back he had to cover more of the lot. He stated he has lowered the structure 12 ½ feet and did not know what else to do, as he has worked hard to balance the concerns of the neighbors with the needs of the project and the land constraints. In regards to the left turn pocket, he stated he could not address this, as he is not a traffic engineer.

Vice Chairman Lewis asked if any consideration has been given to eliminating the swimming pool.

Mr. Withee answered that eliminating the swimming pool has not been considered.

Commissioner Gerstner asked if there would be any objection if a left turn pocket could be done in such as way that the trees are not removed.

Mr. Withee answered he would have no objection.

Commissioner Tomblin questioned if the City could waive the payment of the in-lieu fee in exchange for the elimination of Unit K.

Associate Planner Fox explained that waiving the in-lieu fee is not within staff's or the Planning Commission's purview, but rather the City Council's. He also explained that the City Council has made if quite clear in the last few years that they really don't want to accept in-lieu fees and would prefer to have developers provide the units. He also pointed out that when discussing modifications to Unit K, there are actually two stacked flats involved, one above the other.

Commissioner Ruttenberg asked Mr. Finer if he had any doubt that he could work with staff to craft appropriate language that would cover the payment of the in-lieu fee in the event that some of the units are leased.

Mr. Finer did not see any problem, noting that the goal is to sell the units.

Chairman Perestam asked how many units under the current design are without views.

Mr. Withee estimated that there are approximately twelve units that will have views.

Commissioner Tomblin asked staff if there will be a landscape plan submitted that staff will review, and will staff require the applicant to landscape the median.

Associate Planner Fox answered that staff will require a more detailed landscape plan from the applicant prior to building permit issuance.

Director Rojas added that regarding the median landscaping, if the trees are eliminated staff can require some mitigation in terms of landscaping, and can include this in the conditions of approval.

Commissioner Tetreault was concerned with the way state law deals with the density bonus, and the options available to the applicant. He stated that the applicant can seek a 20 percent density bonus and build up to or beyond 36 feet in height, which eliminates all of the height restrictions put in place by the City and taking away the ability to try to protect the views of adjacent property owners. He stated that the Planning Commission can take a position and try to press for the elimination of the K Units to try to open up view corridors, however by doing so there it may be risking the agreement with the property owner to build this structure in a certain way which follows the Development Code. He noted that it is really the applicant's option, and they really don't have to follow the Development Code, in which case the City loses all control. He was very unhappy that the State is able to trump all of the City's carefully crafted Ordinances designed to protect the citizens.

Commissioner Ruttenberg pointed out that the applicant can choose to build an apartment building, which our own regulations allow to go up to 36 feet in height. He stated that he has great sympathy for the residents on Via La Cima, however in this

situation the applicant started the project with the understanding he could build up to 36 feet in height. It was not until later in the process that the determination was made that the City could require the project be lowered, and the applicant responded by cutting off the entire third floor. He felt that the applicant has tried, to the extent he feels he can, to be a good neighbor as he could exercise his rights and build something that might be more profitable for him and less palatable to the neighbors. He stated that he still doesn't like the left turn pocket, but that might be a separate issue to deal with through conditions of approval. As far as the building is concerned, under all of the circumstances, he will vote in favor of it.

Vice Chairman Lewis did not agree with Commissioners Tetreault and Ruttenberg in terms of considering the options available to the applicant. He stated that there is an application before the Planning Commission with specific findings that have to be made. He noted that at past meetings it was agreed that there was significant view impact to some of the neighbors, and he saw no evidence tonight that this view impact has been eliminated. Therefore, he cannot support this project as currently proposed. He stated that he would like to see the upper Unit K eliminated, consideration of the elimination of the swimming pool, and exploring the possibility of moving Unit Es to the area the pool is currently located and moving Unit Ks to where Unit Es are currently.

Commissioner Ruttenberg did not recall that at the last meeting the majority of the Commissioners felt that there was significant view impact. He explained that he is not applying the typical residential standard of 16 feet in height to this project.

Chairman Perestam felt that the Planning Commission has taken this project as far as it can go, and it should move on to the City Council to make the decision as to whether or not the density bonus is viable. He also felt that if this project is appealed to the City Council, the neighbors will have the opportunity to present their views regarding further modifications to the City Council. He stated that he is not in support of the median cut, as it is not safe. Other than that issue, he stated he can support the project.

Commissioner Ruttenberg moved to approve the proposed project with the exception of the proposed left turn pocket, and to modify the proposed payment of the in-lieu fee to be done at either sale or occupancy of the twenty-fourth unit, seconded by Commissioner Tomblin.

In regards to the proposed left turn pocket, Commissioner Tetreault asked staff if the traffic engineer considered the merits and the pluses and minuses of having this proposed left turn lane. He asked if these recommendations considered the traffic flow in the area, safety issues, line of sight issues, etc.

Associate Planner Fox explained that the consultant's traffic engineer recommended modifications to the median to accommodate the left turn pocket into this project as well as the left turn pocket onto Peacock Ridge, and these modifications were accepted by the City's Traffic Engineer. He referred to the staff report where the traffic study is discussed and what considerations were taken into account.

Given that, Commissioner Tetreault asked Chairman Perestam where he felt the conclusions of the traffic consultant and the City's Traffic Engineer were insufficient or incorrect.

Chairman Perestam explained that his concerns stem first from observation. He felt it was a problem to have a median cut so close to the existing left turn lane, especially with the volume of cars that would be using this area to go in and out of the development. He felt it was safer to exit to the right, get into the existing left turn lane at Peacock Ridge, and proceed from there. He felt that the current proposal creates a traffic hazard because of the need to cross lanes. He explained that from an engineering standpoint this proposal may be acceptable, but from a practical standpoint it is not.

Director Rojas clarified that inherent in the motion staff will come back with the appropriate Resolutions at the next meeting on the Consent Calendar for adoption. He also noted that this is not an appealable decision, as the Planning Commission is solely making a recommendation to the City Council.

Chairman Perestam closed the public hearing.

The motion to recommend approval of the proposed project, with the exception of the proposed left turn pocket and the modification of the language regarding the payment of the in-lieu fee was approved, (5-1) with Vice Chairman Lewis dissenting.

PUBLIC HEARINGS

5. Height Variation, Grading Permit, & Conditional Use Permit (Case No. ZON2007-00695): 5 Cayuse Lane

Continued the public hearing to the August 12, 2008 Planning Commission meeting.

6. Height Variation Permit, Grading Permit & Site Plan Review (Case No. ZON2007-00472): 27000 Freeport Road

Continued the public hearing to the August 12, 2008 Planning Commission meeting.

APPROVAL OF MINUTES

8. Minutes of May 27, 2008

Continued to August 12, 2008

9. Minutes of June 10, 2008

CITY OF RANCHO PALOS VERDES

MEMORANDUM

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: DIRECTOR OF PLANNING, BUILDING AND CODE ENFORCEMENT

DATE: JULY 22, 2008

SUBJECT: **VESTING TENTATIVE TRACT MAP NO. 68796, *ET AL.* (CASE NOS. SUB2007-00003 & ZON2007-00072): PROPOSED 28-UNIT CONDOMINIUM PROJECT AT 28220 HIGHRIDGE ROAD**

Staff Coordinator: Kit Fox, AICP, Associate Planner

RECOMMENDATION

1) Review the revised project design and the additional information provided by the applicant to determine whether the modifications and additional information address the Commission's concerns with the proposed project's view and traffic impacts; and 2) if the proposed revisions are deemed acceptable by the Planning Commission, close the public hearing and direct Staff to bring back appropriate resolutions and conditions of approval for consideration at the August 12, 2008, Planning Commission meeting.

BACKGROUND

On June 24, 2008, the Planning Commission considered the applicant's revised 28-unit proposal, which now includes a density bonus request. The matter was continued to tonight's meeting so that the MND could be revised and recirculated to reflect the new project description; the applicant could explore the feasibility of modifying the site plan to reduce view impacts on 7 Via La Cima by placing the pool area at the front of the site and pushing the buildings further back from the street; Staff could more fully analyze and respond to the applicant's request for a density bonus; and the City Engineer could review the revised traffic impact analysis for the 28-unit project. Staff now presents this information for the Planning Commission's consideration.

DISCUSSION

Recirculation of the MND

The project MND has been revised to reflect the 28-unit proposal and the increased grading, as well as the revised traffic impacts analysis. Notice of the recirculated MND was mailed on July 2, 2008 and published in the Palos Verdes *Peninsula News* on July 5, 2008. The 20-day public review period ends on July 22, 2008. As of the date that this report was completed, Staff had received no additional correspondence regarding the recirculated

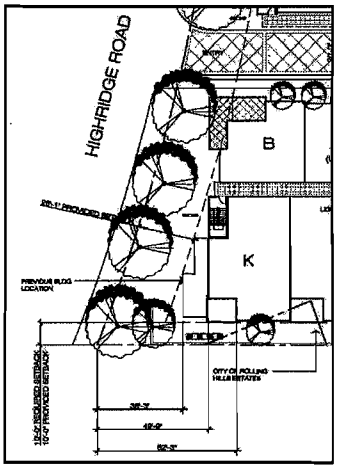
MND, but the City of Rolling Hills Estates did ask to review the revised traffic impact analyses.

Feasibility of Site Plan Modifications

On June 24, 2008, the Planning Commission asked the developer to further explore the feasibility of reducing the view impacts of the project upon the residence at 7 Via La Cima by reconfiguring the site plan to place the pool area at the front of the site and push the buildings further back from the street, possibly placing units in the location of the proposed pool. Staff received an e-mail response from the developer's architect on July 3, 2008 (see attachments). To paraphrase his response:

- Moving the 'K' units to the rear, adjacent or attached to the 'J' units, would require a 20- to 30-foot separation from the 'E' units to meet Building Code requirements. Since a 20-foot rear setback is required and the 'E' units are currently less than sixty feet (60') from the property line, the relocated 'K' units would have to be very small. Furthermore, the relocated 'K' units would be beyond the Fire Department's 150-foot hose pull length requirement.

- Moving the pool area to the southeast corner adjacent to Highridge Road would require the podium level to be raised, increasing the height of the building by three feet (3'-0") to 487.0'. At the rear, the building height would exceed the 36-foot height limit. This would require direct equipment access for the Fire Department, but the slope along the east side of the property would make such access impractical for the Fire Department. The increased height of the building would exacerbate the view impact at 7 Via La Cima, and possibly at other residences on Via La Cima as well.



Notwithstanding the foregoing discussion, the applicant has modified the 'K' units to pull them back further from the front property line. The size of the 'K' units was reduced from 1,999 square feet to 1,730 square feet. As depicted in the site plan detail to the left, the patio and balcony areas were moved to the front facades of the units, which have been moved back eleven feet six inches (11'-6") from the previous proposal. The "notch" at the corner of the building that is provided by the patio/balcony areas serves to step these portions of the front facades back another twelve feet six inches (12'-6"). Staff believes that these changes will help to open up some of the near city-lights view from 7 Via La Cima that would have been blocked by the previous proposal.

Analysis of Density Bonus Request

On June 18, 2008, the applicant submitted a request for a density bonus pursuant to State law and the City's Development Code. The density bonus provisions of State law (Government Code Sections 65915-65918) and the City's Development Code (Section 17.11.060) are intended to serve as incentives for developers to provide a greater number of affordable units than the minimum number required, in exchange for an allowance to build a greater number of units than otherwise would be allowed by the underlying zoning designation and some other concession such as a waiver of a development standard. Due to the lateness of the submission, Staff did not have adequate time to fully assess the implications of this request for inclusion in the June 24, 2008 Staff report or for discussion at that night's meeting. However, since that time, Staff and the City Attorney have spoken with the applicant and his attorney to discuss our respective positions on this issue and to clarify the nature of the applicant's request.

The applicant's density bonus request involves requesting one (1) additional market-rate unit, for a total of twenty-eight (28) units. Of these, the applicant proposes to dedicate two (2) units for sale to very-low-income households, the same number of affordable units as required for the previous 27-unit proposal. With the additional unit in the project, the former 2-space off-street parking surplus is eliminated; the project now provides the minimum number of off-street resident and guest parking spaces required for twenty-eight (28) units, as depicted in the table below.

RM-22 Parking Standard[1]	27 Units (Minimum)	27 Units (Proposed)	28 Units (Minimum)	28 Units (Proposed)
1-Bedroom Units	2	2	3	3
2+ Bedroom Units	50	51	50	50
Guest Parking[2]	13	14	14	14
Total Parking	65	67	67	67

The density bonus request also included a request to reduce the open space requirement for the project. As mentioned above, in addition to providing affordable housing units, the applicant is entitled to some other development concession under the density bonus request. However, in recalculating the open space and lot coverage figures for the 27- and 28-unit proposals, the 28-unit project still provides significantly more open space than the minimum 35-percent open space required by the RM-22 development standards, as

[1] The 27-unit proposal consisted of two (2) 1-bedroom units and twenty-five (25) 2-or-more-bedroom units. The 28-unit proposal consists of three (3) 1-bedroom units and twenty-five (25) 2-or-more-bedroom units.
[2] The guest parking requirement is equal to twenty-five percent (25%) of the total resident parking.

depicted in the table below. As a result, no concession to reduce the Code-required open space is necessary in order to grant the requested density bonus.

Lot Coverage/Open Space	27-Unit Proposal	28-Unit Proposal
Building Coverage	25,557 SF	26,281 SF
Driveway Coverage	2,715 SF	2,715 SF
Subtotal	28,272 SF	28,996 SF
Private Open Space Area[3]	<8,354 SF>	<5,802 SF>
Total Lot Coverage Area	19,918 SF	23,194 SF
Gross Lot Area	54,460 SF	54,460 SF
Lot Coverage (%)	36.6	42.6
Open Space (%)	63.4	57.4

The City's density bonus regulations are not fully consistent with the current State regulations, although a City code amendment is pending to resolve the discrepancy. Nevertheless, since this application includes a request for a vesting tentative tract map, it will be reviewed under the City's current density bonus language, which was in effect on the date that the application was deemed complete for processing in December 2007. In instances where local regulations conflict with State law, the State law rules. In this case, the applicable State law is Sections 65915-65918 of the Government Code. Under State law, setting aside five percent (5%) of the units in a project for very-low-income households allows an applicant to request a density bonus of up to twenty percent (20%) above the base project density. Five percent of the original 27-unit proposal equated to 1.35 units, which was rounded up to the next whole unit (i.e., 2 units). Staff and the applicant are in basic agreement on the interpretation of State law up to this point, but diverge on the following aspects of State law:

- Staff and the City Attorney believe that the density bonus provisions of State law are only triggered when an applicant proposes to provide a greater number of affordable units than are statutorily required by the City's inclusionary housing regulations (i.e., RPVDC Section 17.11.040). In other words, Staff and the City Attorney believe that the inclusionary units do not count in the calculation of density bonuses since they are a statutory requirement with which the applicant must comply. In this case, Section 17.11.040 requires the applicant to set aside five percent (5%) of the previously-proposed twenty-seven (27) units for very-low-income households, which equates to two (2) units (i.e., rounded up from 1.35 units). It is Staff's and the City Attorney's opinion that, if the applicant desires a density bonus, he must set aside an additional five percent (5%)—or a total of ten percent (10%)—of units for very-

[3] In RM zoning districts, multi-family projects received a "credit" against lot coverage area for the total private open space area (i.e., patios, decks, balconies, etc.) provided by the project.

low-income households, which equates to a total of three (3) units (i.e., rounded up from 2.70 units). As such, Staff and the City Attorney believe that the applicant's density bonus request is not consistent with City or State regulations.

- The applicant and his attorney believe that the density bonus provisions of State law apply whenever an applicant proposes to provide affordable units as a part of a development project, regardless of whether or not there are local inclusionary housing regulations. In other words, the applicant and his attorney believe that the City's required inclusionary units do count in the calculation of density bonuses. As discussed above, Section 17.11.040 requires the applicant to set aside five percent (5%) of the previously-proposed twenty-seven (27) units for very-low-income households, which equates to two (2) units (i.e., rounded up from 1.35 units). It is the applicant's and his attorney's opinion that this 5-percent set-aside is sufficient to qualify for a density bonus for twenty-eight (28) units under State law. As such, the applicant and his attorney believe that the applicant's density bonus request is consistent with City and State regulations.

Although Staff and the City Attorney believe that the applicant should be required to provide three (3) affordable units in order to qualify for the requested 1-unit density bonus, we also recognize that City and State regulations in the area of density bonus law are sufficiently vague that reasonable arguments can be made for either case. This is reflected in conflicting opinions issued by members of the State legislature regarding the legislative intent of these Government Code sections. In fact, there is pending legislation that would modify and clarify the language of the Government Code in a manner consistent with Staff's and the City Attorney's position. However, the applicant and his attorney have made it clear that if the City does not accept two (2) very-low-income units in return for the requested 1-unit density bonus, they will have no choice but to pursue the maximum 20-percent density bonus allowed under State law. This would amount to a project of up to thirty-three (33) units with three (3) units set aside for very-low-income households. Given the constraints of the project site, it seems likely that the height of the project would have to be increased to accommodate thirty-three (33) units, possibly to or above the 36-foot height limit. Since the City's and State's density bonus regulations compel local jurisdictions to grant a development concession in conjunction with the density bonus request, the City would probably not be in a position to deny a taller project, even if it exceeded the property's height limit.

After discussing our relative positions on this issue with the applicant, Staff suggested to the applicant that the City might be willing to accept a 28-unit project at the reduced 26- to 36-foot height if the applicant agreed to provide two (2) very-low-income units as a part of the project and to pay the City's in-lieu fee (i.e., roughly $222,000) for the third unit that Staff believes he is obligated to provide for the density bonus. Staff believes this to be a

reasonable position in that it upholds the City Attorney's interpretation of State law that three (3) affordable units are needed to qualify for the density bonus without requiring the applicant to alter the most-recent reduced-height building design to actually construct a third affordable unit. After some initial reluctance, in the spirit of cooperation the applicant has indicated willingness provide two (2) very-low-income units and pay the in-lieu fee for a third unit if the payment of the fee is deferred. Typically, the City collects these fees prior to final tract map recordation. However, there have been instances where the City has deferred compliance with the affordable housing requirement for a project until a certain percentage of the units in the project have been sold (e.g., Tract No. 52666). In this case, the applicant has asked for the payment of the in-lieu fee to be deferred until after the twenty-fourth (24th) unit of the twenty-eight (28) units is sold.

Given that the applicant can pursue a density bonus under State law that could increase the total number of units in the project and result in a taller building than the current proposal, Staff will be recommending that the City Council agree to accept the in-lieu fee for the third unit and deferred payment. It will ultimately be up to the City Council, however, to decide whether to accept an in-lieu fee for the third unit and/or to defer the payment of the in-lieu fee.

Analysis of Revised Cumulative Traffic Impacts

The applicant's traffic consultant prepared a traffic impact analysis of the previous 27-unit proposal and submitted it to Staff on May 7, 2008. Staff forwarded the traffic study to the City's Traffic Engineer on May 13, 2008, and received comments on June 11, 2008. Based upon the City Traffic Engineer's comments, the applicant's consultant concluded that the project would contribute in small part to increased AM peak-hour congestion at the intersection of Hawthorne Boulevard and Highridge Road. The applicant's consultant identified a mitigation measure to reduce this impact to less-than-significant levels, involving the re-striping of the northbound lanes of Highridge Road at Hawthorne Boulevard to create two (2) dedicated right-turn lanes. In the meantime, however, the applicant requested the 1-unit density bonus for the project on June 18, 2008. Therefore, the applicant's traffic consultant prepared a revised traffic impact analysis to reflect the 28-unit proposal and the traffic mitigation measure at Highridge Road and Hawthorne Boulevard.

The revised traffic impact analysis was submitted to Staff and forwarded to the City's Traffic Engineer on June 25, 2008. Staff received comments from the City's Traffic Engineer and forwarded them to the applicant on July 2, 2008. The City's Traffic Engineer raised further questions regarding the proposed mitigation measure at Highridge Road and Hawthorne Boulevard, as well as with the design of the proposed left-turn pocket at the project entry. Also, on July 8, 2008, the City's Traffic Engineer verbally informed Staff that, in responding to her questions about the design of the restriping at Highridge Road and

Hawthorne Boulevard, it appeared that the mitigation measure, while addressing the AM peak-hour impact, was creating a significant PM peak-hour impact.

On July 14, 2008, the final traffic impact analysis was received by Staff and forwarded to the City's Traffic Engineer. At the intersection of Highridge Road and Hawthorne Boulevard, the proposed mitigation measure was expanded to include:

- Convert the existing northbound left turn lane to a shared left-plus-through lane; and the existing northbound through lane to a dedicated right-turn lane;
- Keep the existing dedicated right-turn lane so there will be two (2) northbound right-turn lanes;
- Modify the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left-turn phasing);
- Set the cycle length to one hundred twenty (120) seconds or optimize the cycle length to allow for additional green time on all movements; and,
- Provide "cat-track" striping for the two (2) northbound right-turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard.

The applicant's consultant and the City's Traffic Engineer worked together to arrive at this mitigation measure to reduce the project's traffic impacts to less-than-significant levels. The applicant's consultant also identified design modifications for the proposed left-turn pocket to address the City traffic Engineer's concerns, to wit:

- The proposed median break and transition for the project entrance shall maintain a 60-foot-long pocket with a 60-foot-long transition; and,
- The existing left-turn pocket for northbound Highridge Road and Peacock Ridge Road shall be reconfigured to a 100-foot-long pocket with a 60-foot-long transition.

As of the date that this report was completed, the City's Traffic Engineer had not yet reviewed the final traffic study and response to comments. Therefore, Staff recommends that the Planning Commission defer taking any action on the MND or project until the City Traffic Engineer's review is complete. However, in the event that the City's Traffic Engineer approves the final traffic impact analysis, Staff believes that it would be appropriate to certify the MND and approve the proposed project.

CONCLUSION

Based upon the foregoing discussion in this and the previous Staff reports of April 8, May 13 and June 24, 2008, Staff believes that all of the necessary findings for the approval of the revised, 26- to 36-foot-tall project can be made. Furthermore, Staff intends to recommend accepting applicant's offer for deferred payment of an in-lieu fee for the third

very-low-income unit in return for granting the 1-unit density bonus. If the Planning Commission agrees that the revised project design and the additional information provided by the applicant address the Commission's concerns with the proposed project's view and traffic impacts, Staff recommends that the Planning Commission close the public hearing and direct Staff to bring back appropriate resolutions and conditions of approval for consideration at the August 12, 2008, Planning Commission meeting.

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:

Revised Initial Study and MND
E-mail regarding revised site plan studies
Revised site plan and front elevation
Memorandum from the City's Traffic Engineer
Revised Traffic Impact Analysis
Government Code Section 65915
RPVDC Section 17.11.060

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, Density Bonus 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 now proposes to develop a 28-unit residential condominium complex on a 54,460-square-foot (1.250-acre) site on Highridge Road. This equates to a density of 22.4 units per acre or one (1) unit for every 1,945 square feet of lot area, which is <u>not</u> consistent with the current Residential Multi-Family, 22 DU/acre (RM-22) zoning designation for the site. However, the applicant has requested a density bonus of one (1) unit pursuant to State law and Chapter 17.11 of the Rancho Palos Verdes Municipal Code. Existing site improvements—consisting of a former telephone equipment building, antenna tower, access

driveway and perimeter fencing—would be removed. The revised condominium units would range from one (1) to three (3) bedrooms and from 776 square feet to 2,260 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, at least two (2) units would be designated for sale to very-low-income households. Sixty-seven (67) off-street parking spaces for residents and their guests would be provided, which is 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 and sun deck would be located on the lowest level at the rear of the building. The revised 26- to 36-foot-tall project would comply with the 36-foot height limit established for the RM-22 zoning district. The revised project now proposes 22,111 cubic yards of grading, consisting of 21,847 cubic yards of cut and 264 cubic yards of fill, for a net export of 21,583 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:

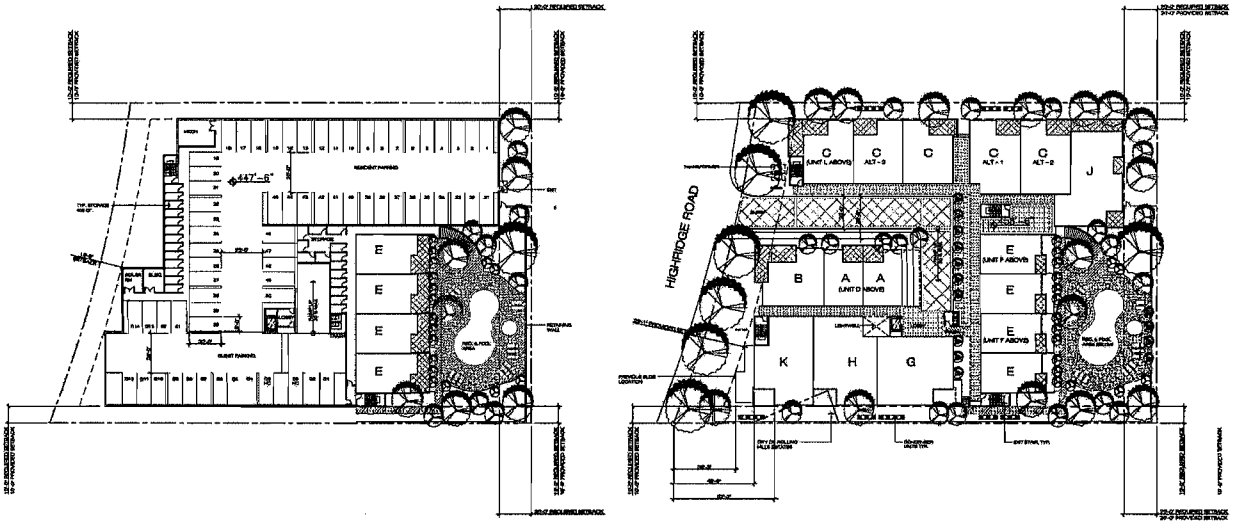
	Land Uses	Significant Features
On-site	818-square-foot former telephone equipment building and related site improvements	All existing site improvements are to be demolished
Northeast & Northwest	255-unit, 11-building 3-story apartment complex (Highridge Apartments) in the 29100-block of Peacock Ridge 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

	Land Uses	Significant Features
Southwest	10-unit multi-family residential complex (*La Cima*) 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

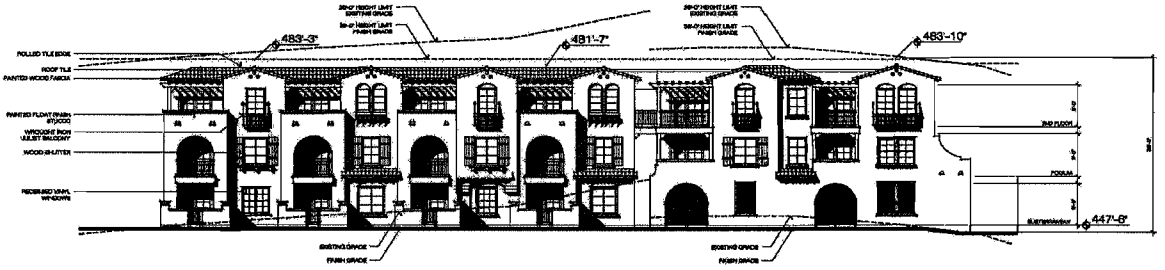
10. Other public agencies whose approval is required:

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



SITE / PODIUM BUILDING PLAN



B - REAR ELEVATION (EAST)

A - REAR ELEVATION (WEST)

Site Plan and Elevations of Revised Project

Environmental Checklist
Case Nos. SUB2007-00003 & ZON2007-00072
July 2, 2008

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 indicted by the checklist on the following pages.

☐ Land Use and Planning	☐ Biological Resources	☐ Aesthetics
☐ Population and Housing	☐ Energy/Mineral Resources	☐ Cultural Resources
☐ Geology and Soils	☐ Hazards and Hazardous Material	☐ Recreation
☐ Hydrology and Water Quality	☐ Noise	☐ Agricultural Resources
☐ Air Quality	☐ Public Services	☐ Mandatory Findings of Significance
☐ Transportation and Circulation	☐ 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: July 2, 2008

Printed Name: Kit Fox, Associate Planner For: City of Rancho Palos Verdes

EVALUATION OF ENVIRONMENTAL IMPACTS:

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. LAND USE AND PLANNING. Would the proposal:					
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

Comments:

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:

LUP-1: 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 Commissioner (LAFCO). The applicant shall be responsible for all City costs associated with processing the annexation request.

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.

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.

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.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. POPULATION AND HOUSING. Would the proposal:					
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

Comments:

a-b) The proposed project involves the construction of twenty-eight (28) 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-eight (78) 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.

c-d) There are no existing dwelling units on the subject property. Therefore, the proposed project will not displace any existing residences or people.

3. GEOLOGY AND SOILS. Would the proposal:					
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	

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

Comments:

a, c-d) The proposed project involves 22,111 cubic yards of grading (21,847 cubic yards of cut and 264 cubic yards of fill), with a net export of 21,583 cubic yards. The maximum depth of cut for the subterranean garage is 19'-0" and the maximum depth of fill is 5'-0" at the pool deck, which will be bounded on two (2) sides by a retaining walls. 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:

GEO-1: 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.

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-then-significant levels.

e) The project will be connected to the existing public sanitary sewer system; septic systems or alternative wastewater disposal systems will not be permitted.

4. HYDROLOGY AND WATER QUALITY. Would the proposal:					
a) Violate any water quality standard or wastewater discharge requirements?	18			X	

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

Comments:

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

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 run-off from the project site. As such, the hydrology and water quality impacts of this project will be less than significant. 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. g-h) There are no Federally-mapped 100-year flood hazard areas in the City of Rancho Palos Verdes. i) There is no dam or levee anywhere in the vicinity of the project site. 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.					
5. AIR QUALITY. Would the proposal:					
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		

Comments:

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_3), carbon monoxide (CO), and suspended particulate matter (PM^{10} and $PM^{2.5}$). The proposed project involves 22,111 cubic yards of grading (21,847 cubic yards of cut and 264 cubic yards of fill), with a net export of 21,583 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, some 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:

AIR-1: 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.

AIR-2: 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.

AIR-3: Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR-4: 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. AIR-5: 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. 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.					
6. TRANSPORTATION/CIRCULATION. Would the proposal:					
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system?	9,10,19, 20,21		X		
b) Exceed either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	9,10,19, 20,21		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?	19,20,21		X		

Comments:

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 that the current 7th Edition ITE trip generation standard for condominiums), the applicant's traffic engineer estimated that the revised project would generate two hundred twenty-four (224) daily trips. The applicant's traffic engineer completed a traffic impact analysis for the project, focusing particularly on impacts at three (3) intersections: Highridge Road and Hawthorne Boulevard, Hawthorne Boulevard and Indian Peak Road and Hawthorne Boulevard and Silver Spur Road. As a result of this analysis, a significant traffic impact was identified at the intersection of Highridge Road and Hawthorne Boulevard. However, the applicant's traffic engineer has identified a mitigation measure to reduce this impact to less than significant levels, and the City's traffic engineer has accepted this mitigation measure. Also, during construction, 21,583 cubic yards of soil would be removed from the site, which equates to roughly two thousand (2,000) truck trips. These truck trips have the

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

potential to create adverse impacts along the route on and off the Peninsula (i.e., Hawthorne Boulevard). Therefore, the a mitigation measure is recommended to reduce this impact to less-than-significant levels:

TRA-1: In order to reduce the traffic impacts of the proposed project to less-than-significant levels, the intersection Highridge Road and Hawthorne Boulevard shall be modified as follows:

- Convert the existing northbound left turn lane to a shared left-plus-through lane; and the existing northbound through lane to a dedicated right-turn lane;
- Keep the existing dedicated right-turn lane so there will be two (2) northbound right-turn lanes;
- Modify the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left-turn phasing);
- Set the cycle length to one hundred twenty (120) seconds or optimize the cycle length to allow for additional green time on all movements; and,
- Provide "cat-track" striping for the two (2) northbound right-turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard.

TRA-2: Prior to building permit final, the applicant shall be responsible for contributing the project's fair share of the cost of the recommended improvements at Highridge Road and Hawthorne Boulevard (estimated at 15.5%) to the City of Rancho Palos Verdes; and shall contribute the project fair share of the cost of future improvements at Hawthorne Boulevard and Silver Spur Road (estimated at 2.5%) to the City of Rolling Hills Estates.

TRA-3: 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.

c) The surface driveways serve as a fire lane for Fire Department access to the building. The new driveway curb cut will located northwesterly of the existing curb cut, and no other nearby uses take access to or through the subject property.

d) Based upon the 28-unit proposal, a minimum of sixty-seven (67) 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.

e) The proposed project is a residential condominium and has no impact upon air traffic patterns.

f) There are no adopted policies, plans, or programs supporting alternative transportation that include the subject property and/or any abutting right-of-way.

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. These plans were subsequently revised by the applicant's consultant and reviewed by the City's Traffic Engineer, who recommended modifications to the design of the left-turn pocket. Therefore, in order to reduce the transportation/circulation impacts of the proposed project to less-than-significant levels, the following mitigation measures are recommended:

TRA-4: The final design of the left-turn pocket shall incorporate the following modifications, to the satisfaction of the Director of Public Works:

- The proposed medium break and transition for the project entrance shall maintain a 60-foot-long pocket with a 60-foot-long transition.
- The existing left-turn pocket for northbound Highridge Road and Peacock Ridge Road shall be reconfigured to a 100-foot-long pocket with a 60-foot-long transition.

TRA-5: 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.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
TRA-6: 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. TRA-7: 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.					
7. BIOLOGICAL RESOURCES. Would the proposal result in:					
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?					X
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?					X
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
Comments: 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.					

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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.					
8. ENERGY AND MINERAL RESOURCES. Would the proposal:					
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
Comments: 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.					
9. HAZARDS AND HAZARDOUS MATERIAL. Would the proposal involve:					
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		

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site, which is included on a list of hazardous materials sites complied 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
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.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 complied 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.					
10. NOISE. Would the proposal result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?				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

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Comments:

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.

b-d) The proposed project involves 22,111 cubic yards of grading (21,847 cubic yards of cut and 264 cubic yards of fill), with a net export of 21,583 cubic yards, and the construction of a 43,270-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:

NOI-1: 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.

NOI-2: The project shall utilize construction equipment equipped with standard noise insulating features during construction to reduce source noise levels.

NOI-3: All project construction equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts is generated.

NOI-4: 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.

e-f) The subject property is not located within two (2) miles of Torrance Municipal Airport or in the vicinity of any private airstrip.

11. PUBLIC SERVICES.					
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:					
i) Fire protection?	15			X	
ii) Police protection?	15			X	
iii) Schools?	15			X	
iv) Parks?	15			X	
v) Other public facilities?	15			X	

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Comments: a) The estimated population of the proposed 28-unit project is seventy-eight (78) 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.					
12. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	18			X	
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?	18			X	
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?	18			X	
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 statures and regulations related to solid waste?	18			X	
Comments: a-c, e-g) The proposed project would result in the construction of twenty-eight (28) 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. 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					

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

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:

UTL-1: 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.

UTL-2: 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:

- Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve;
- Install water-conserving clothes washers;
- Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and,
- Install one-and-one-half gallon, ultra-low flush toilets.

UTL-3: 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:

- Extensive use of native plant materials.
- Low water-demand plants.
- Minimum use of lawn or, when used, installation of warm season grasses.
- Grouped plants of similar water demand to reduce over-irrigation of low water demand plants.
- Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity.
- Drip irrigation, soil moisture sensors, and automatic irrigation systems.
- Use of reclaimed wastewater, stored rainwater or grey water for irrigation.

13. AESTHETICS. Would the proposal:					
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		

Comments:

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 consistent with the maximum 36-foot-height limit established for the RM-22 zoning district, and portions of the building are only twenty-six feet (26'-0") tall. 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

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

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: ,

AES-1: Prior to building permit issuance, the building elevations shall be revised to provide architectural trim and detailing on any blank 2-story facades of the facing wings of the building.

AES-2: 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.

AES-3: 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.

AES-4: 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).

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.

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:

AES-5: 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.

AES-6: Exterior lighting fixtures on the grounds shall be low, bollard-type fixtures, not to exceed forty-two inches (42") in height.

AES-7: 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.

AES-8: No internally-illuminated signage may be used on the project site.

14. CULTURAL RESOURCES. Would the proposal:					
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		

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Comments:

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.

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:

CUL-1: 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.

CUL-2: 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.

15. RECREATION. Would the proposal:					
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		
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	

Comments:

a) The proposed project is expected to increase the City's population by seventy-eight (78) 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 28-unit project would require the dedication of 0.3136 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:

REC-1: Prior to final tract map recordation, the applicant shall pay to the City a fee equal to the value of 0.3136 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.

b) The proposed project includes both common and private open space and recreation facilities. The common facilities include a pool, spa and sundeck on the lowest level. 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.

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. AGRICULTURE RESOURCES: Would the project:					
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
Comments: a-c) Although commercial agriculture on properties over one (1) acre is 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.					
17. MANDATORY FINDINGS OF SIGNIFICANCE.					
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	
Comments: 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	
Comments: 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					

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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	
Comments: 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.					
18. EARLIER ANALYSES.					
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) **Earlier analysis used.** Identify earlier analyses and state where they are available for review.					
Comments: There has been no previous analysis of this site under CEQA.					
b) **Impacts adequately addressed.** 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.					
Comments: There has been no previous analysis of this site under CEQA.					
c) **Mitigation measures.** 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.					
Comments: There has been no previous analysis of this site under CEQA.					
Authority: Public Resources Code Sections 21083 and 21087. **Reference:** Public Resources Code Sections 21080 (c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 321094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonofff v. Monterey Board of Supervisors*, 222 Cal. App. 3d 1337 (1990).					

19. SOURCE REFERENCES

1	City of Rancho Palos Verdes, Rancho Palos Verdes General Plan, 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. CEQA AIR Quality Handbook. 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, Natural Communities Conservation Plan. Rancho Palos Verdes,

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

	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, Focused Traffic Analysis for 28220 Highridge Road in the City of Rancho Palos Verdes. Irvine, California, August 2007.
10	Institute of Traffic Engineers, ITE Trip Generation, 7th Edition.
11	Waterstone Environmental, Inc., Phase I Environmental Assessment Report. Anaheim, California, August 2006.
12	South Central Coastal Information Center, Record Search Results for 28220 Highridge Road. Fullerton, California, August 2006.
13	Hu Associates, Inc., Preliminary Soil Investigation, Proposed Condominium Complex, 28220 Highridge Road. Santa Fe Springs, California, September 2006.
14	Hu Associates, Inc., Response to City of Rancho Palos Verdes Geotechnical Investigation Report Review Sheet, Proposed Condominium Complex, 28220 Highridge Road. Santa Fe Springs, California, August 2007.
15	State of California, Department of Finance, 2007 Population and Housing Estimates. Sacramento, California, accessed via website March 2008
16	South Coast Air Quality Management District, Rule 445 "Wood Burning Devices." Diamond Bar, California, accessed via website March 2008
17	State of California, Department of Forestry and Fire Protection, Very High Fire Hazard Severity Zone Maps. Sacramento, California, accessed via website, March 2008
18	Withee Malcolm Architects, Project Plans and Applications.
19	DKS Associates, Draft Traffic Impact Analysis, 28220 Highridge Road Residential Development, City of Rancho Palos Verdes. Irvine, California, May 2008.
20	DKS Associates, Revised Traffic Impact Analysis, 28220 Highridge Road Residential Development, City of Rancho Palos Verdes. Irvine, California, June 2008.
21	DKS Associates, Final Traffic Impact Analysis, 28220 Highridge Road Residential Development, City of Rancho Palos Verdes. Irvine, California, July 2008.

ATTACHMENTS:

Mitigation Monitoring Program

Kit Fox

From: Dirk Thelen [dthelen@witheemalcolm.com]
Sent: Thursday, July 03, 2008 3:29 PM
To: kitf@rpv.com
Cc: rec3131@aol.com; rec3812@yahoo.com
Subject: Highridge
Attachments: SD11 Elevations W-E.pdf; SD09 Site Plan-Parking Plan.pdf

Kit, the following are responses to the site plan studies requested by the planning commission.

1. Moving unit K to the rear adjacent or attached to unit J would require 20' - 30' of separation between unit E per the new CBC code table 704.8. Due to this requirement, the new unit would be to small to be functional. It would also be beyond the fire department 150' hose pull length required by code.

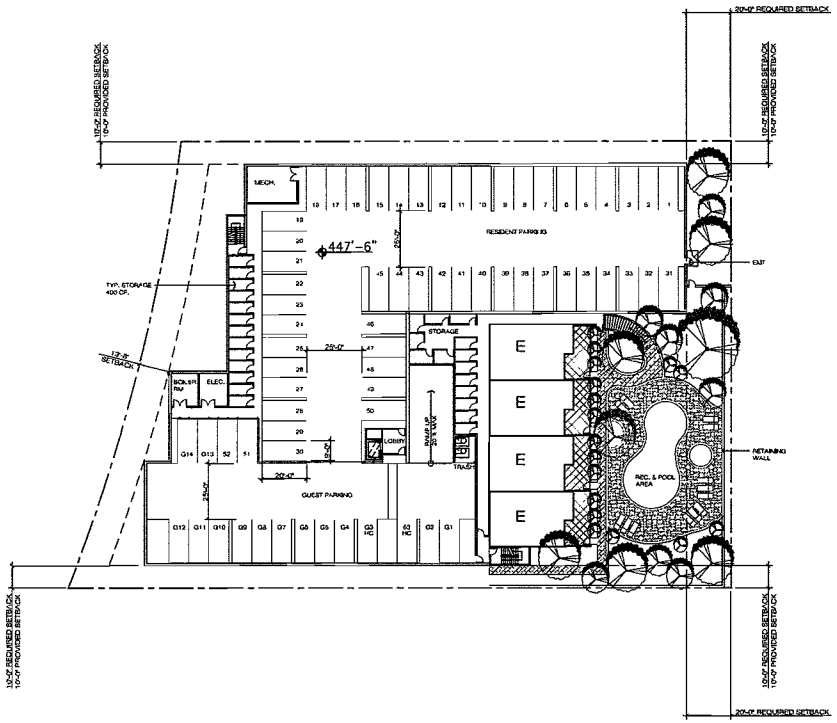
2. Moving the pool and entry to the southeast property line adjacent to Highridge, would rise the building elevation by 3'-0" for a podium height of 461.5 and a roof height of 487'. At the rear property line the building height would increase above 36' feet, requiring direct fire department access, and the slope would make it impractical for the fire department due to grade changes, it would also not meet zoning requirements. This also creates fire department and vehicular accessibility issues in regards to life safety. The building occupies the width of the site, and the design would increase the view impact La Cima unit 7.

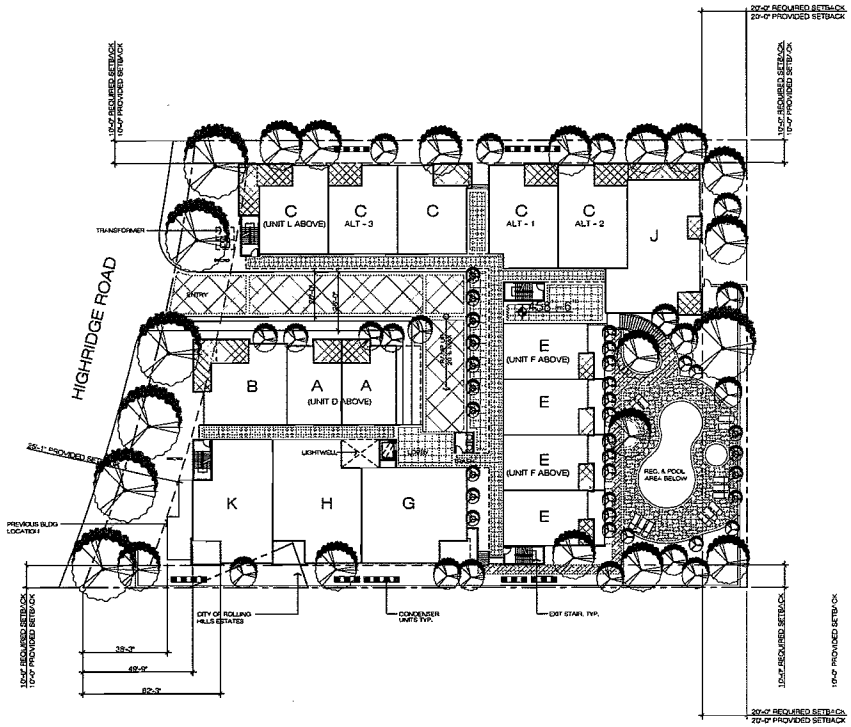
We have discussed additional revisions to the building plan to reduce impacts to La Cima unit 7 by moving the corner of unit K back 24' to reduce the view impact. Please see the attached revisions to the drawings.

We have done many studies and the site plan proposed to the planning commission on 6/24 is the best solution to minimize the view impacts to the adjacent property. The attached revision will help to minimizes the impact to La Cima unit 7 .

Please review the attached drawings, and call me if you have any questions.

Dirk D Thelen
Senior Associate
dthelen@witheemalcolm.com





SITE / PODIUM BUILDING PLAN

BUILDING A - PARKING SUMMARY	
RESIDENTIAL:	
Required: 60 spaces	residential (1 bedrm.) 3 units x 1 space = 3 spaces residential (2 bedrm.) 25 units x 2 spaces = 50 spaces residential guest parking (.25 x 52 stalls) = 14
RESIDENTIAL PARKING REQUIRED:	67 parking spaces
	standard spaces = 53 spaces standard guest spaces = 14 spaces
RESIDENTIAL PARKING PROVIDED:	67 parking spaces

BUILDING A - PROJECT SUMMARY	
LOT AREA:	1.24 acres gross (54,021 S.F.)
TOTAL UNITS:	26 residential units provided
DENSITY:	22.58 du/ac (1,929 s.f. per unit)
BUILDING AREA	
RESIDENTIAL:	43,270 SF. (1,545 SF. per unit)
CIRCULATION:	7,798 SF.
PRIVATE OPEN AREA	5,816 SF.
BUILDING AREA TOTAL:	57,032 SF.
BUILDING COVERAGE:	26,281 S.F.
BUILDING HEIGHT:	20'-0" / 36'-0"
GARAGE AREA	30,445 S.F.
OPEN SPACE:	22,400 S.F. COMMON OPEN SPACE 0.50 acre 41% of lot (788 S.F. per unit) 5,802 S.F. PRIVATE DECK OPEN SPACE
TOTAL OPEN SPACE:	28,202 S.F. OPEN SPACE
HARDSCAPE AREA :	2,716 S.F. (0.06 acre 5.0% of lot)

BUILDING A - RESIDENTIAL SUMMARY									
UNIT TYPE	PLAN	DESCRIPTION	QUANTITY	GROSS AREA	SUBTOTAL	NET AREA	SUBTOTAL	BALCONY (NBW+LVG)	SUBTOTAL
attached flat	A	1 BR 1 BA	2	776 S.F.	1,552 SF.			130 S.F.	260 SF.
attached flat	B	2 BR 2 BA	3	1,151 S.F.	3,302 SF.			150 - 160 S.F.	500 SF.
attached flat	C	2 BR 2 BA	3	1,102 S.F.	3,306 SF.			150 - 165 S.F.	650 SF.
attached flat	C-alt1	2 BR 2 BA	2	1,263 S.F.	2,526 SF.			150 - 165 S.F.	315 SF.
attached flat	C-alt2	2 BR 2 BA	2	1,306 S.F.	2,612 SF.			150 - 328 S.F.	315 SF.
attached flat	C-alt3	1 BR 2 BA	1	1,102 S.F.	1,102 SF.			150 S.F.	150 SF.
attached flat	D	2 BR + DEN / 2.5 BA	1	1,940 S.F.	1,940 SF.			250 S.F.	250 SF.
attached 2 story townhome	E	2 BR + DEN / 2.5 BA	4	1,715 S.F.	6,860 SF.			320 S.F.	1,280 SF.
attached flat	F	2 BR 2 BA	3	1,798 S.F.	3,596 SF.			110 S.F.	330 SF.
attached flat	G	3 BR 2 BA.	2	1,922 S.F.	3,844 SF.			152 - 210 S.F.	362 SF.
attached flat	H	3 BR + DEN / 2.5 BA.	2	1,978 S.F.	3,956 SF			152 S.F.	304 SF.
attached flat	J	3 BR \ 3 BA.	2	1,290 S.F.	3,980 SF.			162 - 403 S.F.	566 SF.
attached flat	K	3 BR \ 3 BA.	2	1,730 S.F.	3,460 SF.			150 S.F.	300 SF.
attached flat	L	3 BR \ 3 BA.	1	2,250 S.F.	2,250 SF.			240 S.F.	240 SF.
TOTAL:			26 units provided		43,270 SF.				5,892 SF.

SITE / BUILDING PLANS

N

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

CLIENT
REAL ESTATE CONNECTION
3512 Sepulveda Blvd, Suite 540, Torrance, CA 90505
tel. (310) 378-1557

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-8585
Fax (310) 217-0425

JOB NO. A6074.200
DATE: June 24, 2008
PRINTED: July 03, 2008

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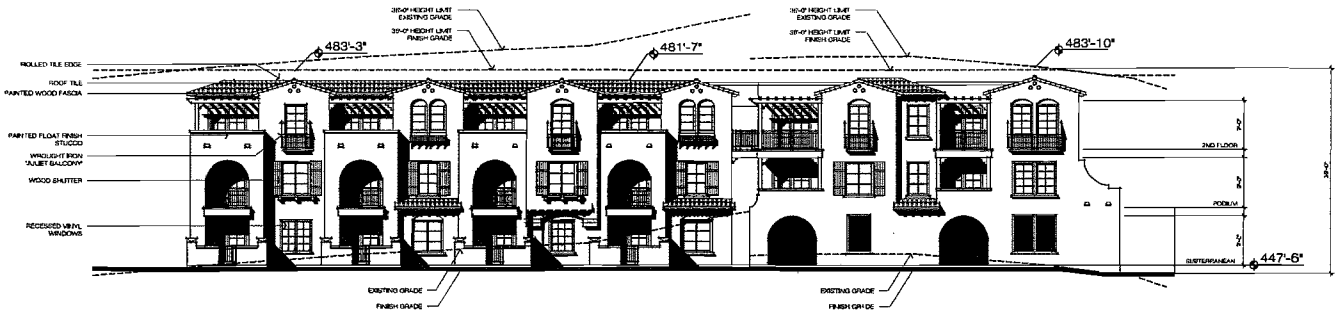
11-324



B - REAR ELEVATION (EAST)

A - REAR ELEVATION (WEST)

A - HIGHRIDGE ROAD ELEVATION (WEST)

BUILDING ELEVATIONS

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

CLIENT
REAL ESTATE CONNECTION
3812 Sepulveda Blvd Suite 540, Torrance, CA 90505
tel. (310) 378-1567

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-5686
Fax (310) 217-0425

JOB NO. A6074.200
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PRINTED: July 03, 2008

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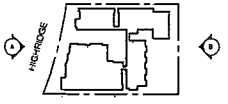

KEY PLAN

11-325

MEMORANDUM RANCHO PALOS VERDES

TO: KIT FOX, ASSOCIATE PLANNER

FROM: JOANNE ITAGAKI, CONSULTANT TRAFFIC ENGINEER

DATE: July 2, 2008

SUBJECT: DRAFT TRAFFIC IMPACT ANALYSIS FOR 28220 HIGHRIDGE ROAD RESIDENTIAL DEVELOPMENT – June 24, 3008

I have reviewed the traffic impact analysis for 28220 Highridge Road residential development. These comments are based on my review of the revised traffic study dated June 24, 2008 and my previous comments.

1. In the analysis, why was the intersection of Highridge Road/Hawthorne Boulevard calculated with only 2 decimal places while the other intersections are showing 3 decimal places? The analysis should be 3 decimal places as this will be consistent and would directly correlate to the LOS worksheets.

2. With the proposed mitigation measures for Highridge Road/Hawthorne Boulevard, what will the resultant LOS and V/C values be in both the a.m. and p.m. (only a.m. is identified)? An additional table should be included to clearly identify the improvement.

3. Provide a sketch of the proposed mitigation measure. This could be similar to Figure 5.

4. Figure 9 identifies the sight distance requirements for the proposed driveway. It appears the proposed left turn lane into the project will affect the northbound left turn lane onto Peacock Ridge Road. However, this can be addressed by requiring the development to re-design the median to better accommodate both movements (versus just a modification for left turns into the project).

   Peak hour turning movement counts at Peacock Ridge Road and Hawthorne Boulevard will determine the length of the northbound left turn pocket that is needed. The study has already indicated the need for a 60 foot left turn pocket into the project site. Based on this information, the median between Peacock Ridge Road and the project entrance should be redesigned to accommodate both movements.

Should you have any questions, please contact me.

Copy: Siamak Motahari, Senior Engineer

DKS *Associates*

TRANSPORTATION SOLUTIONS

July 11, 2008

Mr. Kit Fox
City of Rancho Palos Verdes
Planning, Building & Code Enforcement
Planning and Zoning Division
30940 Hawthorne Boulevard
Rancho Palos Verdes, California 90275

Subject: Response to Comments on the Revised Traffic Impact Analysis for the 28220 Highridge Road Residential Development, City of Rancho Palos Verdes *P# 08107-000-000*

Dear Kit:

The following letter contains our responses to comments on the Revised Traffic Impact Analysis for the proposed residential development located at 28220 Highridge Road from Joanne Itagaki in her July 2, 2008 memorandum. The following revisions have been included in the Revised TIA dated July 11, 2008. The numbering and locations provided with each response is consistent with the format provided in Joanne's memorandum dated July 2, 2008 (attached).

Comment 1

The City uses the County's significance criteria, which shows the significance criteria as two decimals. Thus, the intersection of Highridge Road/Hawthorne Boulevard was reported with only two decimal places. The two other intersections are located in the City of Rolling Hill Estates which require the ICU value to be reported with three decimals.

Comment 2

The mitigated LOS and V/C values at the intersection of Highridge Road/Hawthorne Boulevard have been updated in Table K for both the a.m. and pm. peak hours. Please see page 26 for this revision.

Comment 3

A conceptual drawing of the proposed mitigation measure has been provided on Figure 9. Please see page 29 for this revision.

DKS 25 YEARS

2222 Martin
Suite 140
Irvine, CA 92612

(949) 863-0041
(949) 863-1339 fax
www.dksassociates.com

Comment 4

Based on a review of aerial photography and the site plan, the existing northbound left turn pocket at the intersection of Highridge Road/Peacock Ridge Drive is approximately 160 feet with a transition of 50 feet. After analyzing the 95th percentile queue at Highridge Road/Peacock Ridge Road (per traffic counts collected in July 2008), the following are recommendations for the re-design of the median:

- Keep the proposed median break and transition for the project entrance with a pocket approximately 60 feet in length with a transition of 60 feet.
- Re-configure the existing northbound left turn pocket at Highridge Road/Peacock Ridge Road to 100 feet and a transition length of 60 feet (from 160 feet with a transition of 50 feet).

Please see Section 5 beginning on page 30 for this discussion.

This concludes our responses to the comments for the Revised Traffic Impact Analysis (dated June 24, 2008) for the 28220 Highridge Road Residential Development. If you have any questions regarding our responses, please call us at (949) 863-0041.

Sincerely,

***DKS** Associates*
A California Corporation

Rudy J. Garcia, EIT
Transportation Engineer

Dennis M. Pascua, PTP
Supervising Transportation Planner

cc: Barb Woodward
Joanne Itagaki

Attachment: Memorandum dated July 2, 2008

REVISED TRAFFIC IMPACT ANALYSIS

28220 HIGHRIDGE ROAD RESIDENTIAL DEVELOPMENT CITY OF RANCHO PALOS VERDES

DKS Associates
TRANSPORTATION SOLUTIONS

July 11, 2008

11-329

Revised Traffic Impact Analysis

28220 HIGHRIDGE ROAD

RESIDENTIAL DEVELOPMENT

CITY OF RANCHO PALOS VERDES

Prepared by

DKS *Associates*

TRANSPORTATION SOLUTIONS

Project No. 08107-000-000
May 6, 2008
Revised June 24, 2008
Revised July 11, 2008

DKS *Associates*
Denis R. Bilodeau, P.E.
Dennis M. Pascua, PTP
Rudy J. Garcia, EIT

2222 Martin Street, Suite 150
Irvine, California 92612
Telephone (949) 863-0041
Facsimile (949) 863-1339

11-330

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Appendix A – Raw Traffic Count Data Sheets
Appendix B – Intersection Level of Service Worksheets & Synchro Worksheets
Appendix C – Cumulative Trip Generation & Cumulative Trip Assignment from Linscott, Law, and Greenspan and DKS Associates

1.0 INTRODUCTION

The following presents the Traffic Impact Analysis (TIA) prepared by DKS Associates (DKS) for the proposed 28 unit residential condominium development at 28220 Highridge Road (proposed project), in the City of Rancho Palos Verdes (City). The proposed project would develop 28 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*, the City of Rolling Hills Estates' *Traffic Impact Study 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 Ridge 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.

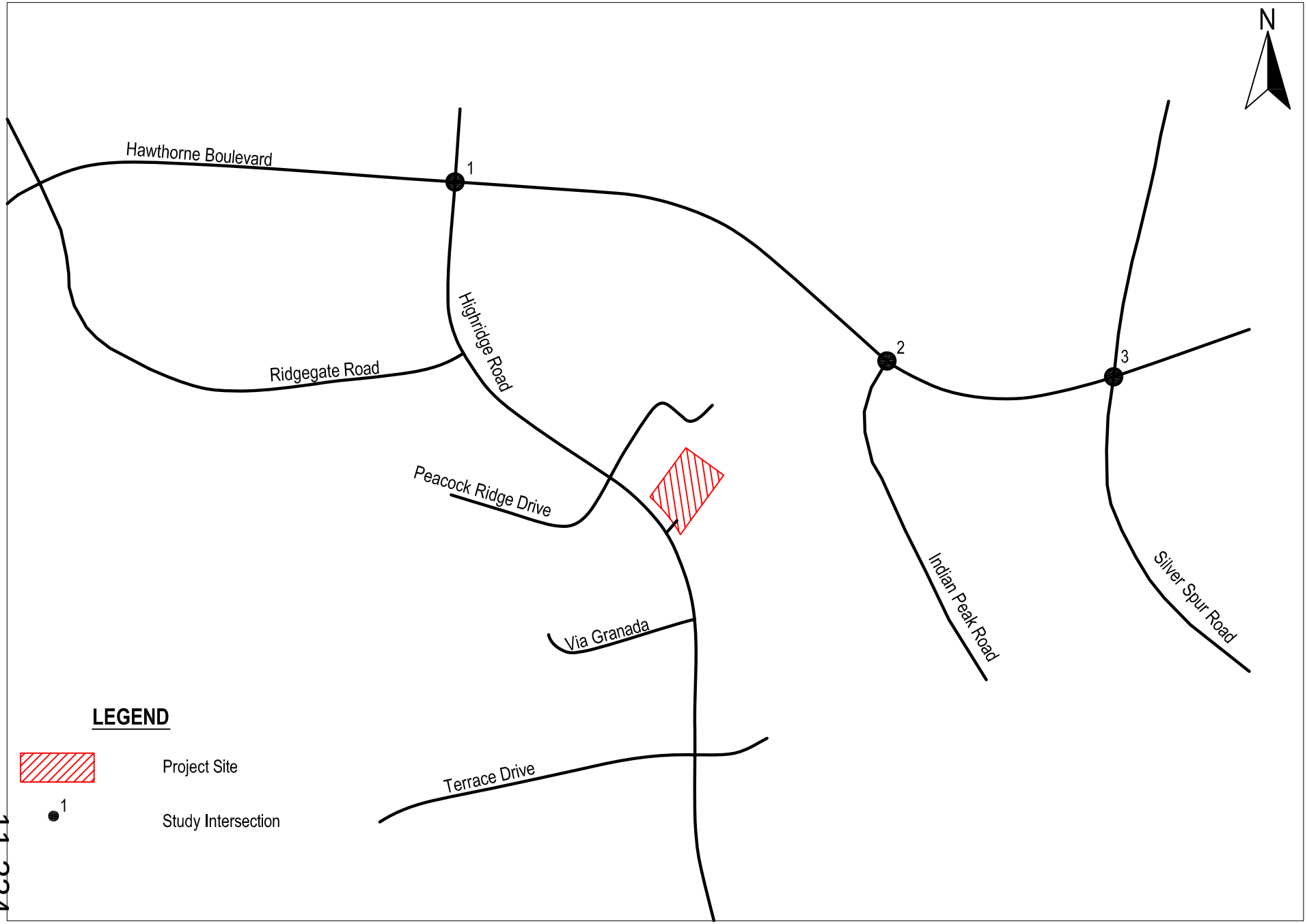

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Figure 1
Site Location and Study Area

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) for the intersection within the City of Rancho Palos Verdes (Highridge Road/Hawthorne Boulevard). For the other two intersections, Indian Hill Road/Hawthorne Boulevard and Silver Spur Road/Hawthorne Boulevard, the guidelines of the City of Rolling Hills Estates were used.

For both cities, analysis 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 the 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	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	1.01 or greater

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. 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.

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.

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 applies to the intersection of Highridge Road/Hawthorne Boulevard.

City of Rolling Hills Estates

Based on review of the City's General Plan, the minimum intersection level of service value is LOS C. 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 0.020 is an impact and within LOS E or F a change in ICU greater than 0.010 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 28 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, 53 would be reserved for residents and the remaining 14 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.

Project Traffic

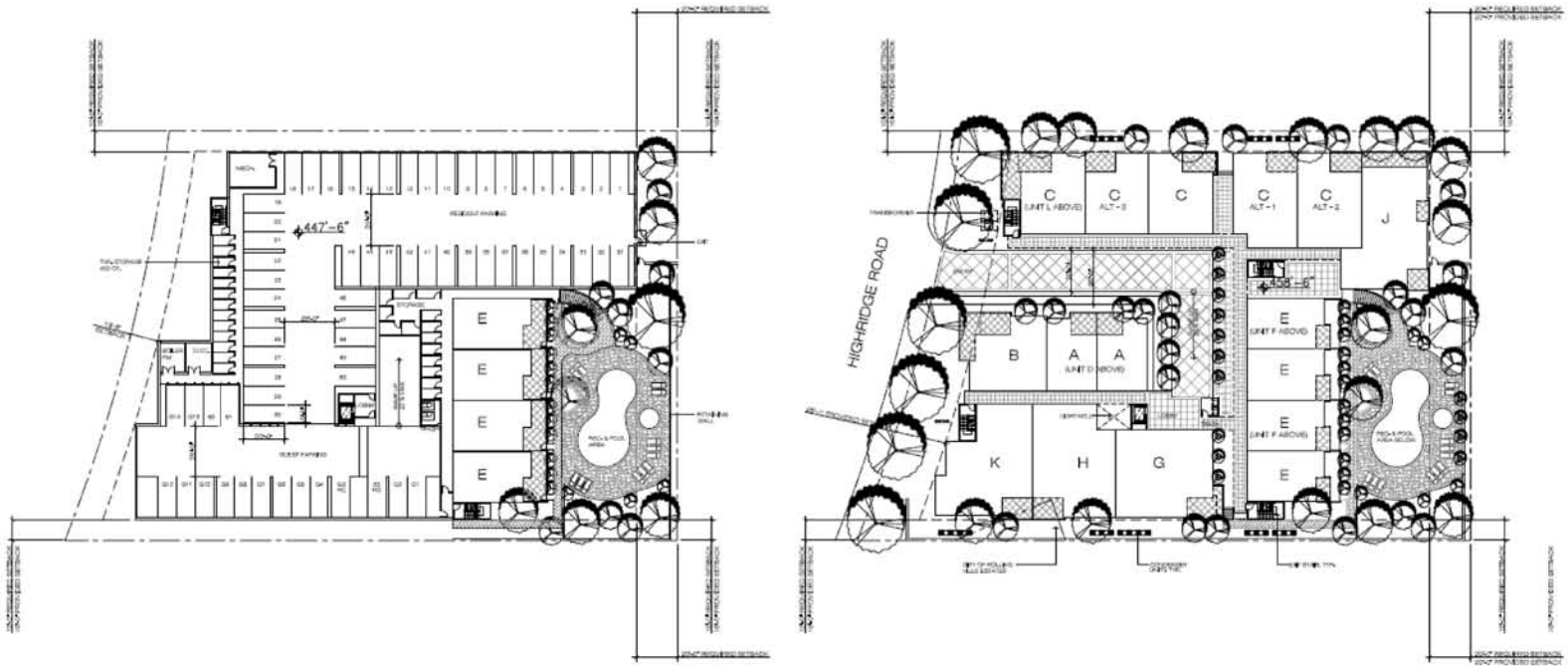
Trip Generation

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 224 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 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.



Source: Withee Malcolm Architects, LLP., June 2006.

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Figure 2
Site Plan

Table E – Project Trip Generation Estimates

Land Use	Size[2]		Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
LA County Trip Rates [1]									
Condominiums/Townhomes	per	DU	8.0	0.06	0.48	0.54	0.47	0.26	0.73
Trip Generation									
Condominiums	28	DUs	224	2	13	15	13	7	20

Note:
[1] Trip rates based on Los Angeles County Traffic Impact Report Guidelines, January 1, 1997.
[2] 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.

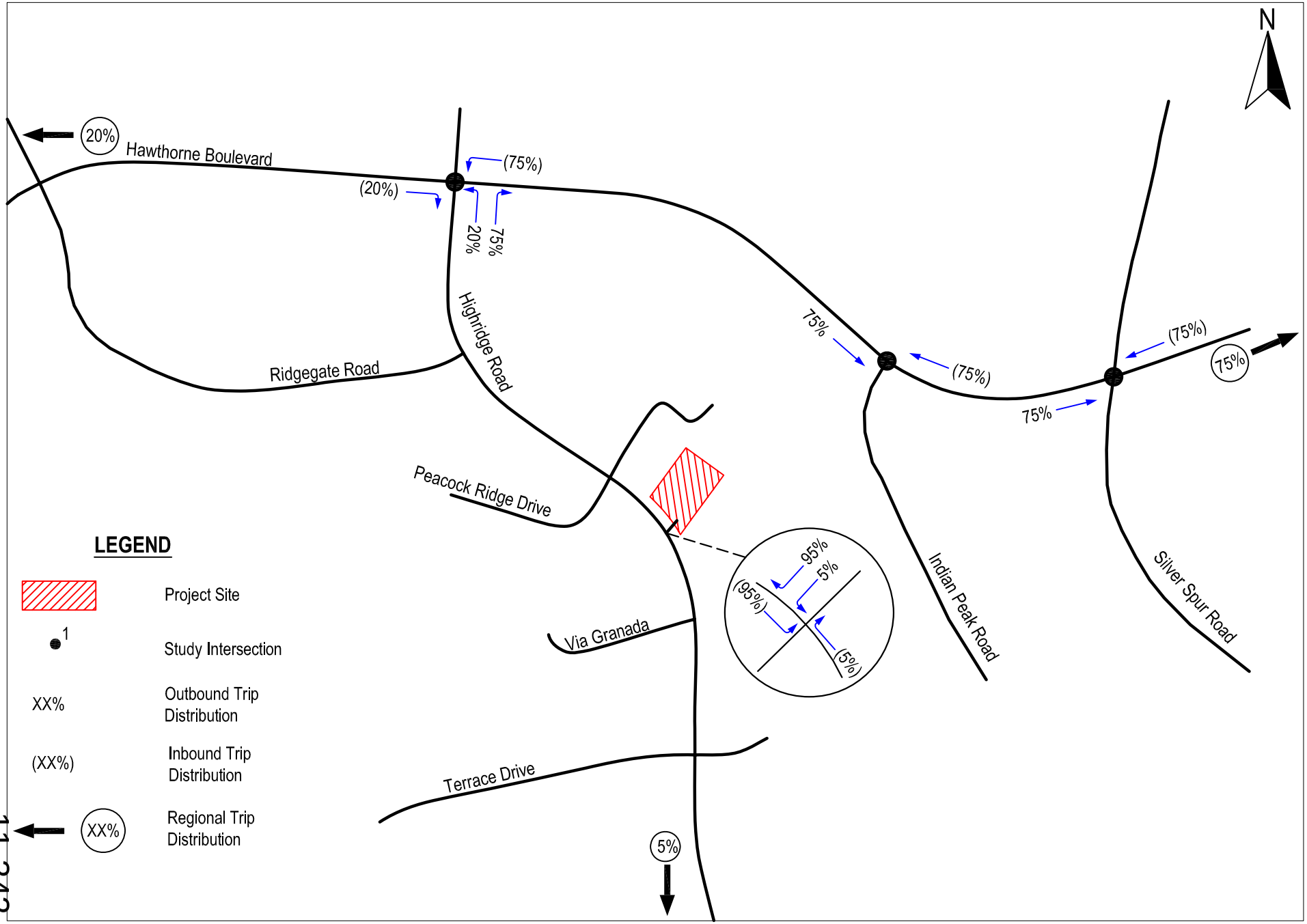

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Figure 3
Project Trip Distribution

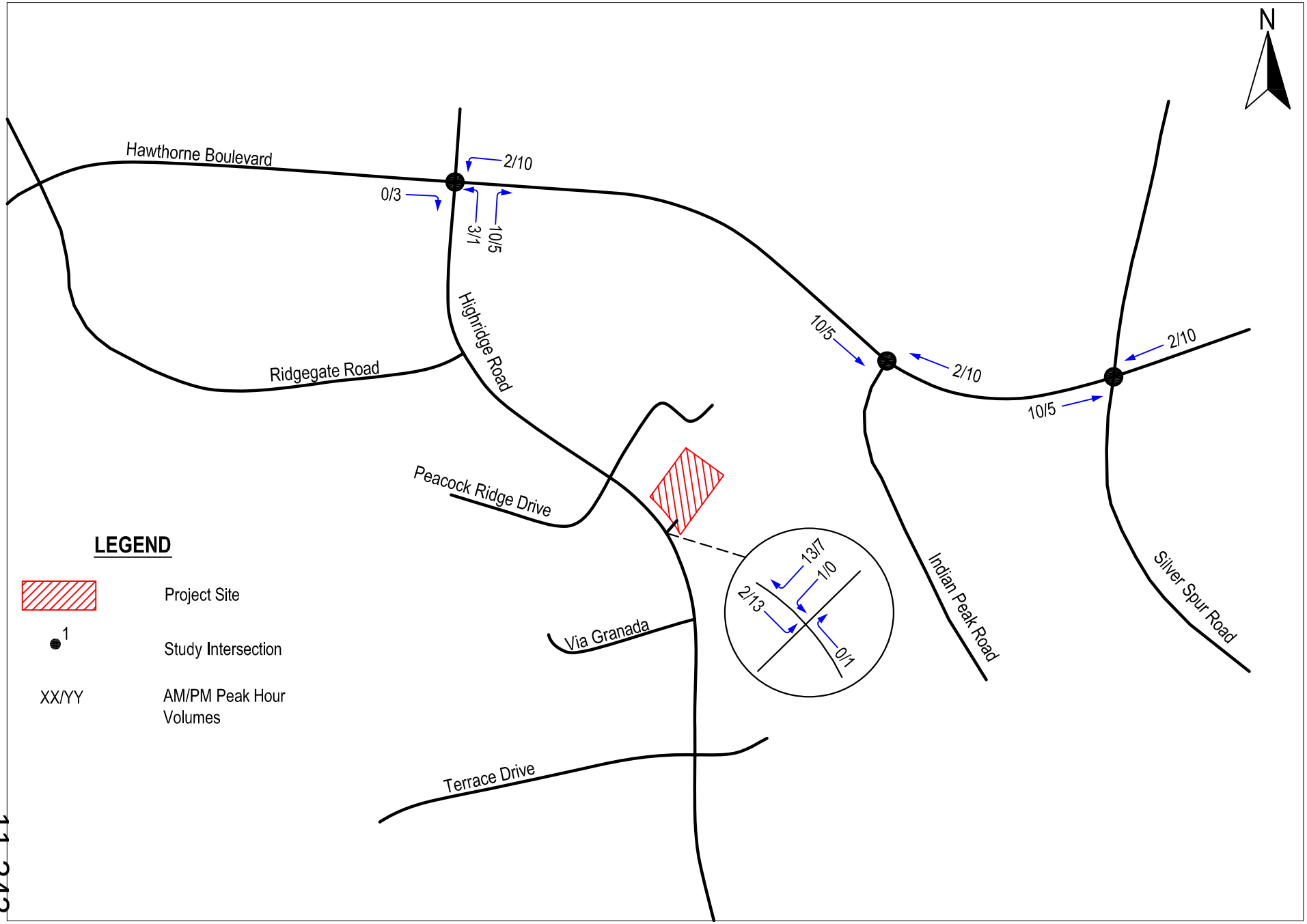

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Figure 4
Project Trip Assignment

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

		AM Peak Hour		PM Peak Hour	
Intersection	Control	ICU	LOS	ICU	LOS
1. Highridge Road/Hawthorne Boulevard [1]	signal	0.99	E	0.79	C
2. Indian Peak Road/Hawthorne Boulevard [2]	signal	0.659	B	0.674	B
3. Silver Spur Road/Hawthorne Boulevard [2]	signal	0.656	B	0.904	E

Notes: LOS based on Intersection Capacity Utilization (ICU) methodology.
[1] – Analyzer per City of Rancho Palos Verdes requirements.
[2] – Analyzed per City of Rolling Hills Estates' requirements.
Bold values denote unsatisfactory intersection LOS per its jurisdiction's criteria.

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.

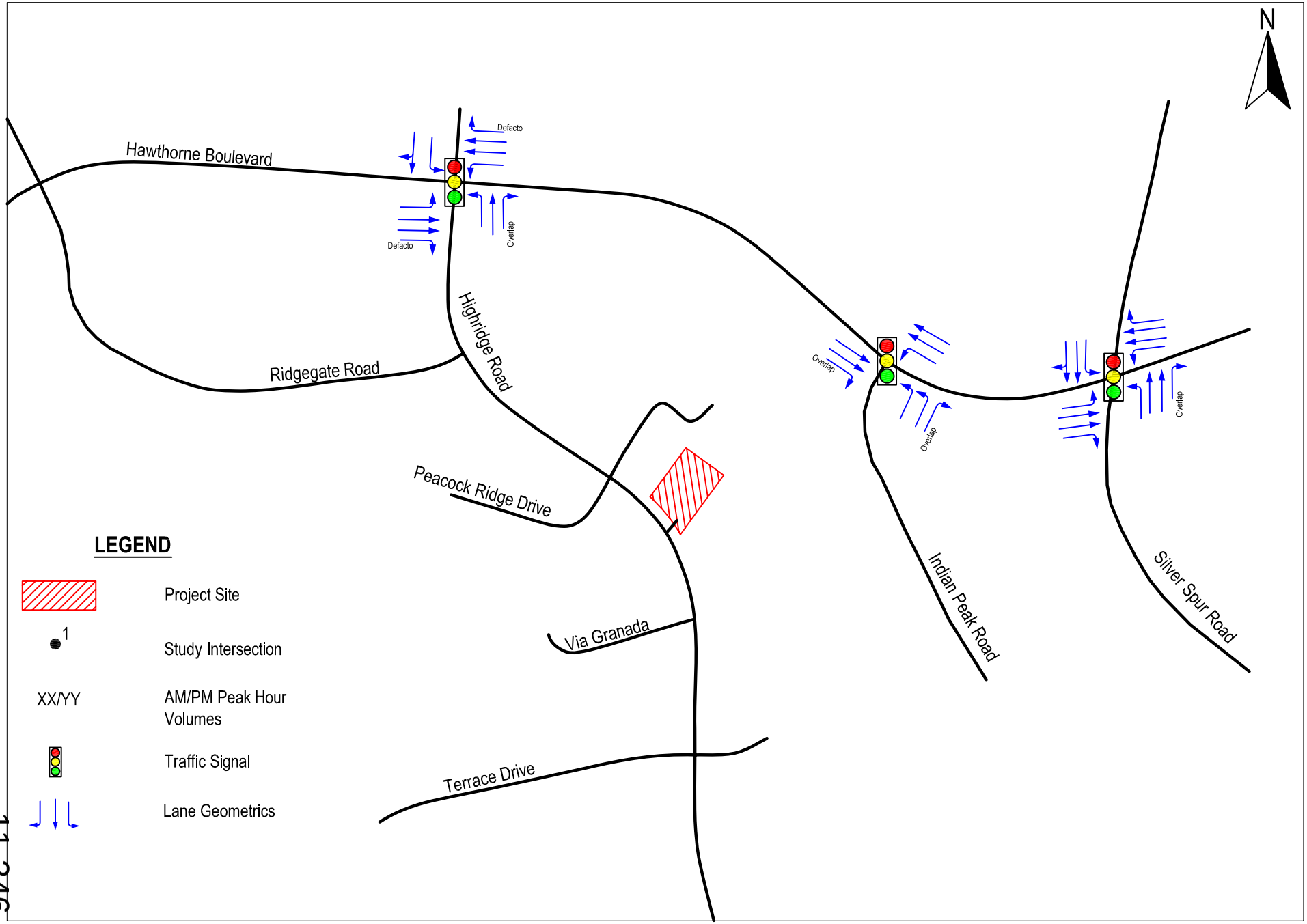

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Figure 5
Existing Geometrics and Traffic Controls

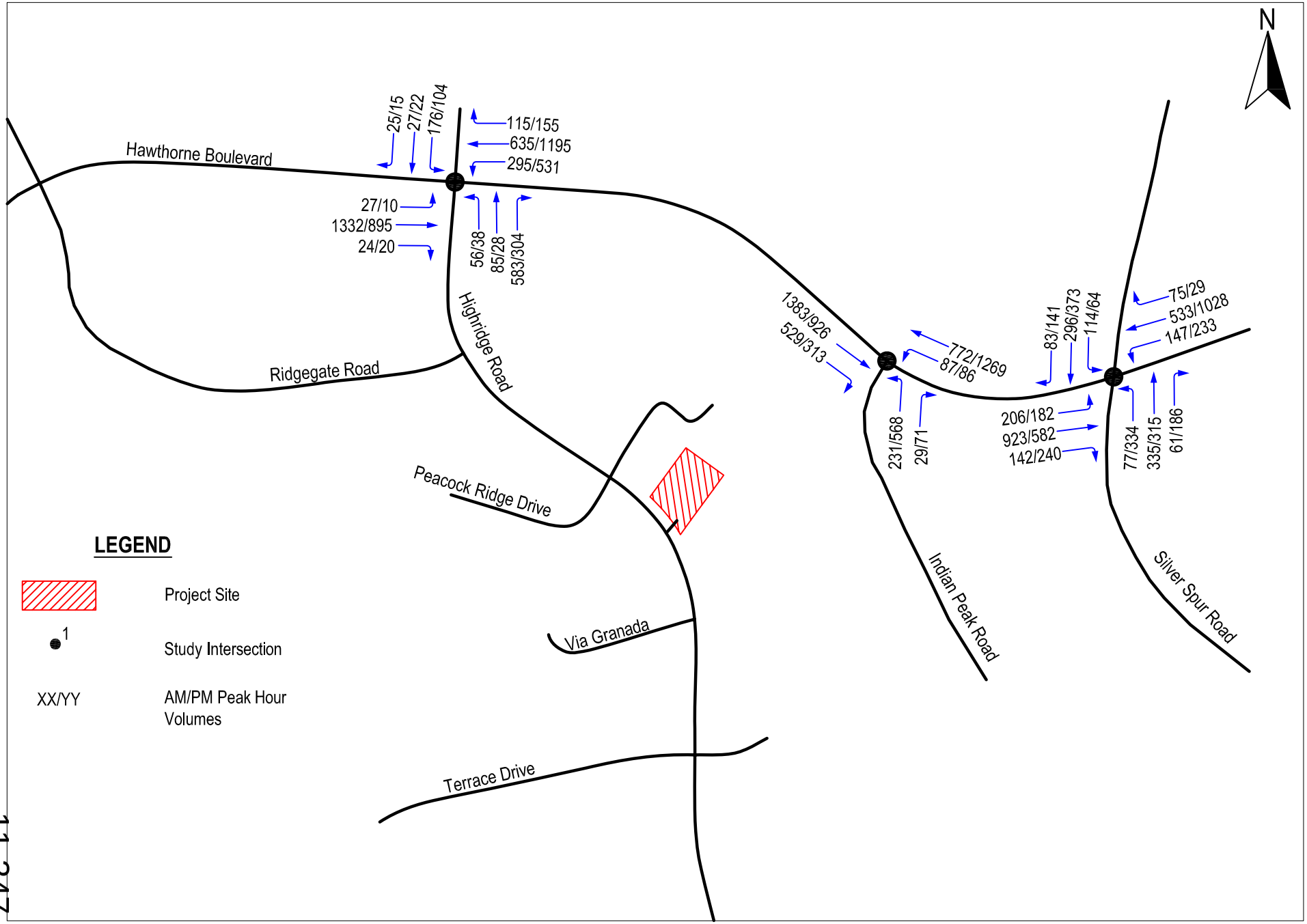

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Figure 6
Existing Traffic Volumes

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 1 bike paths involve designs which are completely separated from traffic lanes. Class 2 paths are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class 3 paths 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.

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*, 7th 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[2]	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation								
Trump National Golf (Ocean Trails) - Palos Verdes Drive Southwest of Shoreline Park [1]								
-Single Family Detached Housing	75 DU							
-Affodrdable Housing Units	4 DU							
-18 Hole Golf Course	18 Holes							
Total Trip Generation for Trump National Golf - Palos Verdes Drive Southwest of Shoreline Park		*1,399*	*47*	*52*	*99*	*73*	*56*	*129*
Point View - Palos Verdes Drive South [1]								
-Single Family Detached Housing	84 DU							
Total Trip Generation for Point View - Palos Verdes Drive South		*804*	*16*	*47*	*63*	*54*	*31*	*85*
Long Point Resort Hotel - Palos Verdes Drive South [1]								
Total Trip Generation for Long Point Resort Hotel - Palos Verdes Drive South		*6,263*	*195*	*118*	*313*	*247*	*252*	*499*
Pointe Vicente Interpretative Center [1]								
-General Office	2.000 TSF							
Total Trip Generation for Pointe Vicente Interpretative Center - Palos Verdes Drive South		*170*	*6*	*3*	*9*	*4*	*9*	*13*
Marymount College Facilities Expansion - 30800 Palos Verdes Drive East [1]								
-College Facilities Expansion	136.008 TSF							
Total Trip Generation for Marymount College Facilities Expansion - 30800 Palos Verdes Drive East		*416*	*35*	*3*	*38*	*32*	*14*	*46*
TTM No. 52666 - 3200 Palos Verdes Drive West [1]								
-Single Family Detached Housing	13.000 DU							
Total Trip Generation for TTM No. 52666 - 3200 Palos Verdes Drive West		*124*	*2*	*7*	*9*	*8*	*5*	*13*
Ocean Front Estates - Palos Verdes Drive South and Hawthorne Blvd. [1]								
-Single Family Detached Housing	79.000 DU							
Total Trip Generation for Ocean Front Estates - Palos Verdes Drive South and Hawthorne Blvd.		*756*	*15*	*44*	*59*	*51*	*29*	*80*
Golden Cove Shopping Center - Palos Verdes Drive West and Hawthorn Blvd. [1]								
-Addition to Shopping Center	12.600 TSF							
Total Trip Generation for Golden Cove Shopping Center - Palos Verdes Drive West and Hawthorne Blvd.		*487*	*8*	*5*	*13*	*15*	*17*	*32*
7-11 Convenience Market/Gas Station - 31186 Hawthorne Blvd. [1]								
-Convience Market and Gas Station	2.754 TSF							
Total Trip Generation for 7-11 Convenience Market/Gas Station - 31186 Hawthorn Blvd.		*118*	*2*	*1*	*3*	*5*	*5*	*10*
Hawthorne/Crest Office Building - 29941 Hawthorne Blvd. [1]								
-General Office Uses	7.232 TSF							
Total Trip Generation for Hawthorne/Crest Office Building - 29941 Hawthorne Blvd		*177*	*20*	*3*	*23*	*15*	*72*	*87*
Salvation Army Crestridge [1]								
-Apartments	20 DU							
-Retail	28.627 TSF							
Total Trip Generation for Salvation Army Crestridge - 30840 Hawthorne Blvd		*134*	*2*	*8*	*10*	*8*	*4*	*12*
Total Trip Generation for the City of Rancho Palos Verdes Cumulative Projects		*10,848*	*348*	*291*	*639*	*512*	*494*	*1,006*

Note:

[1] Land use and trip generation data taken from *Focused Traffic Analysis and Parking Study for Mediterranean Village, May 7, 2007* .

[2] TSF GLA = thousand square feet of gross leasable area, TSF GFA = thousand square feet of gross floor area, DU = dwelling unit

[3] Trips may be off by 1 due to rounding.

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

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

Note:

[1] Land use and trip generation data taken from *Focused Traffic Analysis and Parking Study for Mediterranean Village, May 7, 2007* .

[2] TSF GLA = thousand square feet of gross leasable area, TSF GFA = thousand square feet of gross floor area, DU = dwelling unit

[3] Trip rates for condominiums based on LA County Traffic Impact Study Guidelines.

[4] Trip generation calculated from ITE Trip Rates.

[5] Trips may be off by 1 due to rounding.

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

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

Note:

[1] Project data and trip generation data taken from *Draft Environmental Impact Report for the Ponte Vista Project, November 2006*.

[2] DU = dwelling unit

[3] Trips may be off by 1 due to rounding.

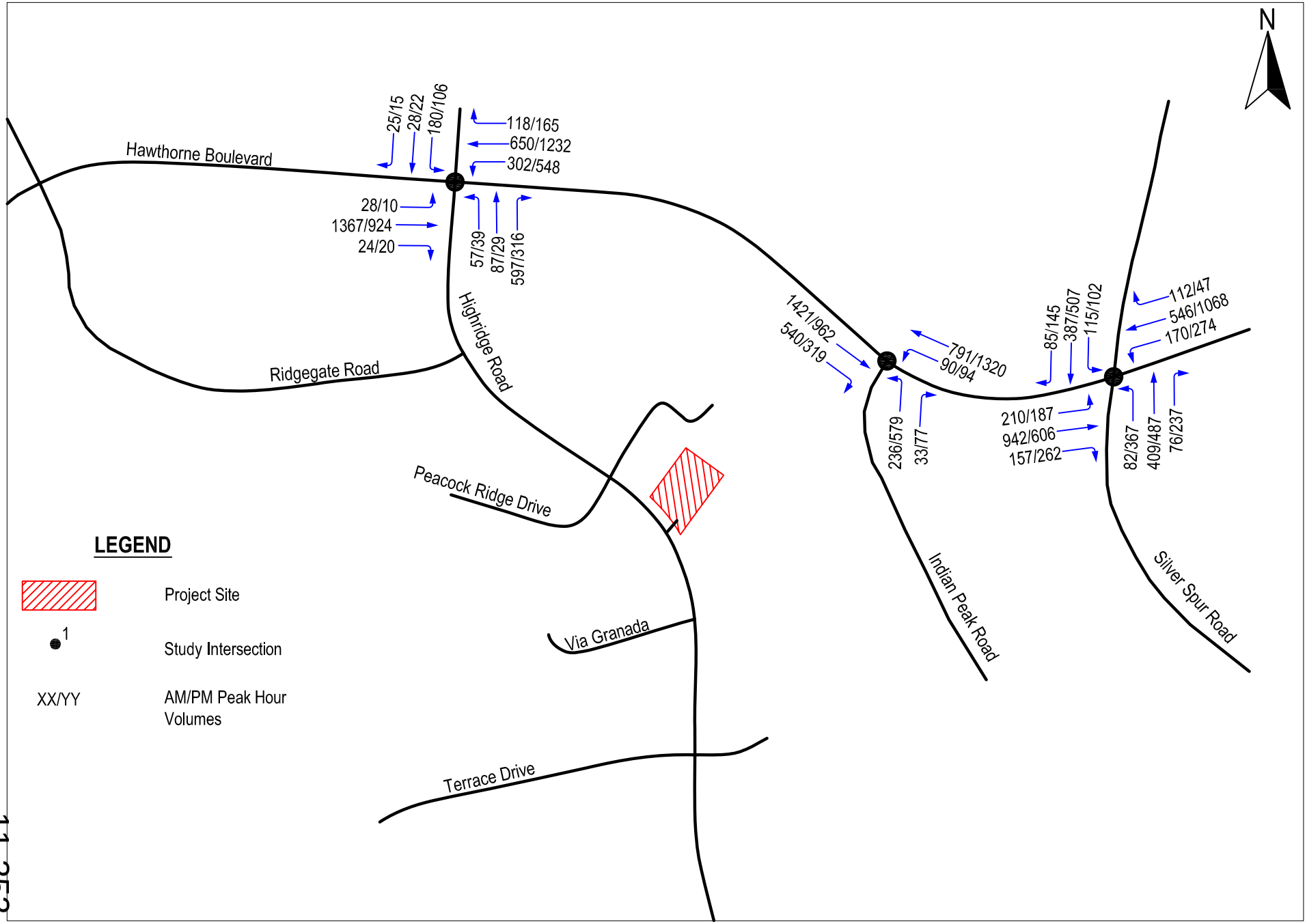

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Figure 7
2010 Opening Year Traffic Volumes

Based on the tables, the approved/pending projects in the project's vicinity would generate a total of 28,040 daily trips, 1,602 trips (534 inbound and 1,068 outbound) in the a.m. peak hour, and 2,455 trips (1,365 inbound and 1,090 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

		AM Peak Hour		PM Peak Hour	
Intersection	Control	ICU	LOS	ICU	LOS
1. Highridge Road/Hawthorne Boulevard [1]	signal	1.01	F	0.82	D
2. Indian Peak Road/Hawthorne Boulevard [2]	signal	0.674	B	0.694	B
3. Silver Spur Road/Hawthorne Boulevard [2]	signal	0.701	C	0.984	E

Notes: LOS based on Intersection Capacity Utilization (ICU) methodology.
[1] – Analyzer per City of Rancho Palos Verdes requirements.
[2] – Analyzed per City of Rolling Hills Estates' requirements.
Bold values denote unsatisfactory intersection LOS per its jurisdiction's criteria.

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 continue to operate with unsatisfactory LOS in the p.m. peak hour at LOS E.

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.

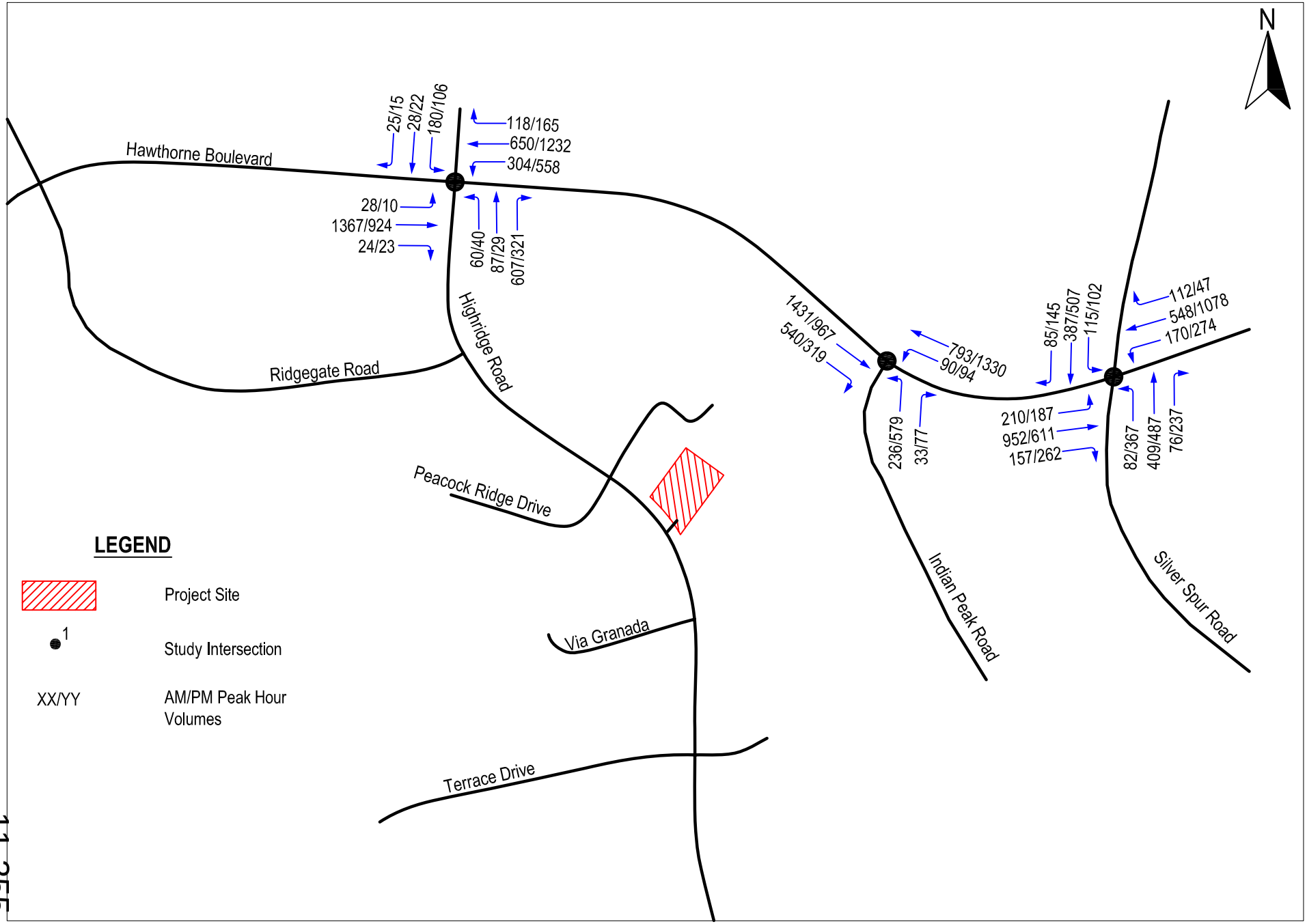

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Figure 8
Opening Year 2010 plus Project Traffic Volumes

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

Intersection Name	2010 Baseline				2010 Plus Project					
	AM Peak Hour		PM Peak Hour		AM Peak Hour		Change in	PM Peak Hour		Change in
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS	in ICU	ICU/Delay	LOS	in ICU
1. Highridge Road/Hawthorne Boulevard [1]	1.01	F	0.82	D	1.02	F	0.01	0.82	D	0.00
-With Mitigation	--	--	--	--	*0.90*	*E*	--	*0.83*	*D*	--
2. Indian Peak Road/Hawthorne Boulevard [2]	0.674	B	0.694	B	0.677	B	0.003	0.697	B	0.003
3. Silver Spur Road/Hawthorne Boulevard [2]	0.701	C	0.984	E	0.704	C	0.003	0.987	E	0.003

Notes: LOS based on Intersection Capacity Utilization (ICU) methodology.

[1] – Analyzer per City of Rancho Palos Verdes requirements.

[2] – Analyzed per City of Rolling Hills Estates' requirements.

Bold values denote unsatisfactory intersection LOS per its jurisdiction's criteria.

Applying the significance criteria provided in Table D – Significant Impact Thresholds for Intersections, with the addition of project traffic, there would be a significant impact to the intersection of Highridge Road/Hawthorne Boulevard in the City of Rancho Palos Verdes as the project would increase the forecast V/C by 0.01 V/C.

Highridge 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 F. Based on the City of Rancho Palos Verdes significance criteria (i.e., LA County criteria), the change in V/C in the a.m. peak hour would be a significant impact because it would increase in V/C would be 0.01 at LOS F. The mitigation measures recommended below are necessary to offset the project impacts. During the p.m. peak hour, the intersection is forecast to operate at LOS D with no change in the V/C.

Indian Peak Road/Hawthorne Boulevard

With the addition of project traffic to the 2010 Baseline condition, the V/C increase in the a.m. and p.m. peak hours would be 0.003 V/C and the intersection would continue to operate at LOS B. 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, there would be no increase in the V/C in the a.m. peak hour and the intersection would continue to operate at LOS C. During the p.m. peak hour, the project would increase the V/C by 0.003 at LOS E. Per the City of Rolling Hills Estates' significance criteria, this would be a cumulative project impact since the increase in V/C is not greater than 0.010 at LOS E.

Mitigation Measures

Because the proposed project would contribute traffic to the intersection of Highridge Road/Hawthorne Boulevard which is forecast to operate at LOS F (1.01 V/C) in the a.m. peak hour during the 2010 Opening Year condition, and operate at LOS F (1.02 V/C) during the 2010 Opening Year plus Project condition, the following mitigation measures would be needed:

- Convert the existing northbound left turn lane to a shared left- plus through lane; and the existing northbound through lane to a dedicated right turn lane.
- Keep the existing dedicated right turn lane so there will be two northbound right turn lanes.
- Modify the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left turn phasing)
- Set the cycle length to 120 seconds or optimize the cycle length to allow for additional green time on all movements.
- Provide "cat-track" striping for the two northbound right turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard

Figure 9 conceptually illustrates this mitigation measure.

Per the County's fair-share percentage equation, the proposed project would contribute 15.5 percent to this intersection in the a.m. peak hour of the 2010 plus Project condition. Although currently the City does not have a City-wide Traffic Impact Fee Program to collect mitigation fees, the proposed project would be required to participate in that program, or similar program, and pay their fair-share to the improvements at the intersection. With the mitigation measures in place, the intersection is forecast to operate at LOS E (0.90) during the a.m. peak hour and LOS D (0.83) during the p.m. peak hour.

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

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

Table L – Project Fair Share Contribution

Intersection	Existing Traffic Volumes	Project Traffic	2010 Opening Year + Project Traffic Volumes	Fair-Share Percentage
1. Highridge Road/Hawthorne Boulevard (AM)	3,380	15	3,477	15.5 %
3. Silver Spur Road/Hawthorne Boulevard (PM)	3,707	15	4,305	2.5 %

Source: Microsoft Live Search Maps.

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Figure 9
Conceptual Plan for the Proposed Mitigation Measure

5.0 PROJECT ACCESS & CIRCULATION, AND ON-SITE PARKING

Project Access and Circulation

Based on review of the project site plan, access to the site would be provided by a new driveway constructed to the east of Highridge Road, and will also intersect with Highridge Road. The driveway into the residential development would be built to City standards.

Vehicular access into and out of the site would be provided by a new median break on Highridge Road. The median break would allow for full access into the site. Within the median break, a southbound left turn pocket would be constructed for ingress to the project site.

Because the driveway of the project site is in close proximity to Peacock Ridge Road, a queuing analysis was performed based on peak hour counts collected at Highridge Road/Peacock Ridge Road in July 2008. The Synchro LOS software was used to determine the 95th percentile (design) queue of the northbound left turn pocket. Based on the 95th percentile queue, the maximum queue during the a.m. and/or p.m. peak hour is approximately one vehicle or less. Thus, the median would be able to be reconfigured to accommodate the southbound left turn pocket into the project driveway. Thus, the northbound left turn at Highridge Road/Peacock Ridge Road and the proposed southbound left turn lane at the project entrance would essential be a back-to-back left turn lane. The following are recommendations for the re-design of the median:

- Keep the proposed median break and transition for the project entrance with a pocket approximately 60 feet in length with a transition of 60 feet.
- Reconfigure the northbound left turn pocket at the intersection of Highridge Road/Peacock Ridge Road with 100 feet and a transition length of 60 feet (from 160 feet with a transition of 50 feet).

With these recommendations in place, the northbound left turn movement at Highridge Road/Peacock Ridge Road and any movements at Highridge Road/Project Entrance can be accommodated.

Sight Distance

The median on Highridge Road currently contains some signing along with some landscaping including trees, shrubs, and some boulders. With the addition of the southbound left turn pocket, the median should remain clear of trees to provide adequate visibility for traffic traveling into and out of the project site.

Figure 10 illustrates the sight line analysis for the proposed southbound left turn pocket into the project site. Based on the figure, landscaping interfering with the project driveway or southbound left turn pocket should be cleared to avoid potential sight distance conflicts with northbound and southbound traffic traveling on Highridge Road. In addition, on-street parking on the east side of Highridge Road should be prohibited approximately 50 feet north and south of the project driveway.

On-site Parking

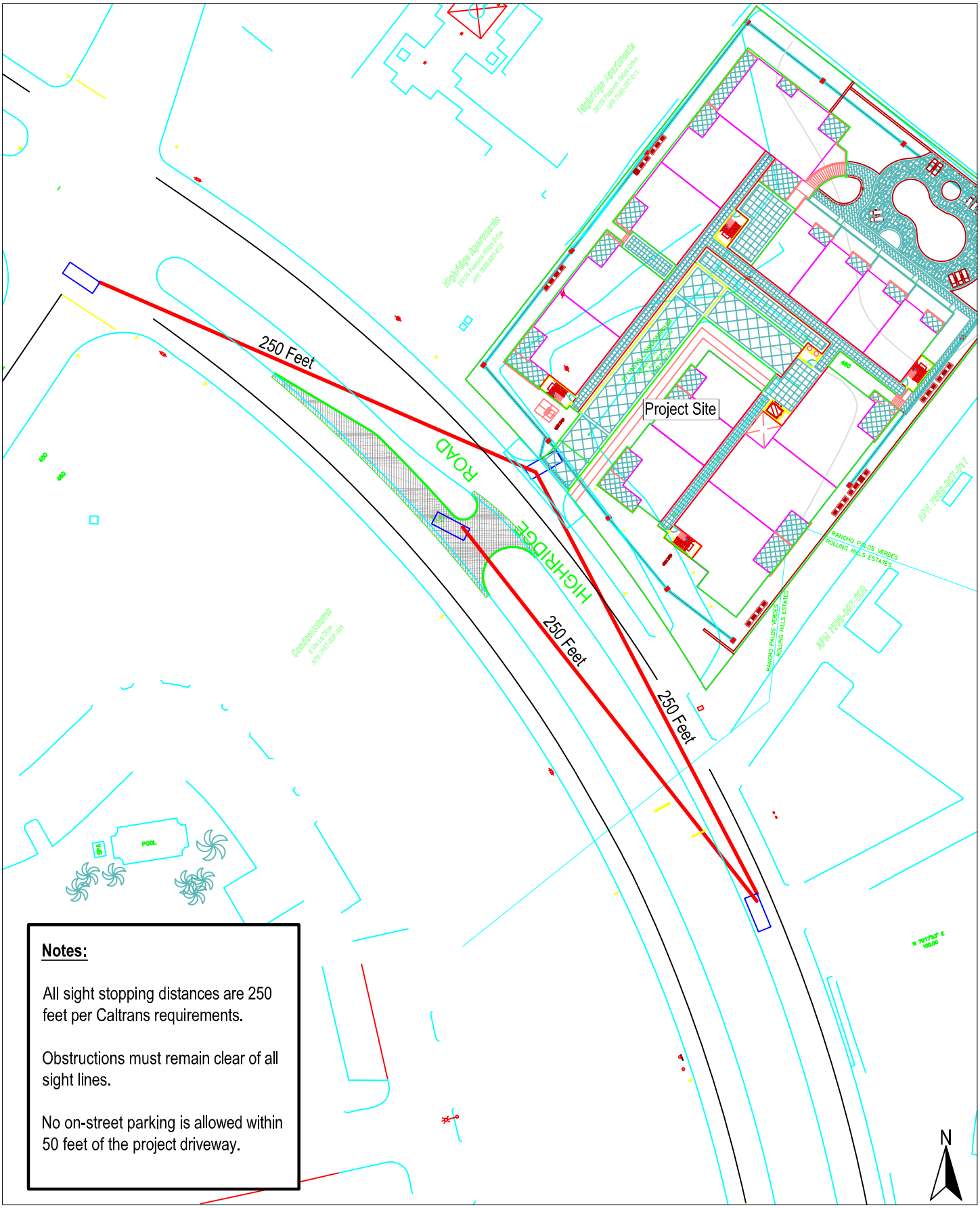
City Required Parking

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 67 spaces (53 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
PROPOSED USES			
Residential (1 bedroom) Uses	3 DU	1 space per DU	3 spaces
Residential (2 bedroom) Uses	25 DU	2 spaces per DU	50 spaces
Residential Guest Parking	53 spaces	¼ space per every residential use	14 spaces
		Total Spaces Required	67 spaces

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



Notes:

All sight stopping distances are 250 feet per Caltrans requirements.

Obstructions must remain clear of all sight lines.

No on-street parking is allowed within 50 feet of the project driveway.

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Figure 10
Sight Distance Analysis
11-362

As indicated in the table, the proposed residential use is required to provide 53 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 the project meeting the City's parking code. Therefore, the project would be consistent with the City's parking code.

6.0 SUMMARY AND CONCLUSIONS

Traffic

Based on the results of the 2010 Opening Year plus Project analysis, the following intersections are forecast to be impacted by the proposed project either significantly or as a cumulative project impact:

- Highridge Road/Hawthorne Boulevard (LOS F in the a.m. peak hour with an increase of 0.01 ICU). Per the City of Rancho Palos Verdes' (LA County) criteria, this would be a *significant impact* since the increase in ICU is 0.01 at LOS F.
- Silver Spur Road/Hawthorne Boulevard (LOS E during the p.m. peak hour with an increase of 0.003 ICU). Per the City of Rolling Hills Estates' criteria, this would be a *cumulative impact* since the increase in ICU would not be greater than 0.010 at LOS E.

The following mitigation measure is recommended to improve the significantly impacted intersection of Highridge Road/Hawthorne Boulevard noted above back to satisfactory conditions per the City's criteria:

- Convert the existing northbound left turn lane to a shared left- plus through lane; and the existing northbound through lane to a dedicated right turn lane.
- Keep the existing dedicated right turn lane so there will be two northbound right turn lanes.
- Modify the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left turn phasing)
- Set the cycle length to 120 seconds or optimize the cycle length to allow for additional green time on all movements.
- Provide "cat-track" striping for the two northbound right turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard

As shown in Table L, the proposed project would contribute 15.5 percent to this intersection in the a.m. peak hour of the 2010 plus Project condition. Although currently the City does not have a City-wide Traffic Impact Fee Program to collect mitigation fees, the proposed project would be required to participate in that program, or similar program, and pay their fair-share to the improvements at the intersection. With the mitigation measures in place, Highridge Road/Hawthorne Boulevard is forecast to operate at LOS E (0.90) during the a.m. peak hour and LOS D (0.83) during the p.m. peak hour.

Project Access and Circulation

Based on review of the site plan, the proposed project would construct a drive to the east of Highridge Road. This driveway would allow for adequate vehicular circulation for public and emergency vehicles.

A new median break is proposed on Highridge Road to facilitate southbound left turns into the project site and westbound left turns out of the project site. Provided that the sight lines shown in Figure 10 remain clear of obstructions, and on-street parking on the east side of Highridge Road is prohibited approximately 50 feet north and south of the project driveway, no significant impacts to project access and circulation would occur.

The following are recommendations for the re-design of the median:

- Keep the proposed median break and transition for the project entrance with a pocket approximately 60 feet in length with a transition of 60 feet.
- Reconfigure the northbound left turn pocket at the intersection of Highridge Road/Peacock Ridge Road with 100 feet and a transition length of 60 feet (from 160 feet with a transition of 50 feet).

With these recommendations in place, the northbound left turn movement at Highridge Road/Peacock Ridge Road and any movements at Highridge Road/Project Entrance can be accommodated.

Parking

Based on a review of the site plan, the proposed project will meet the City requirement of 67 parking spaces as 67 on site spaces would be provided. 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 Turning Movement Counts

Intersection Turning Movement

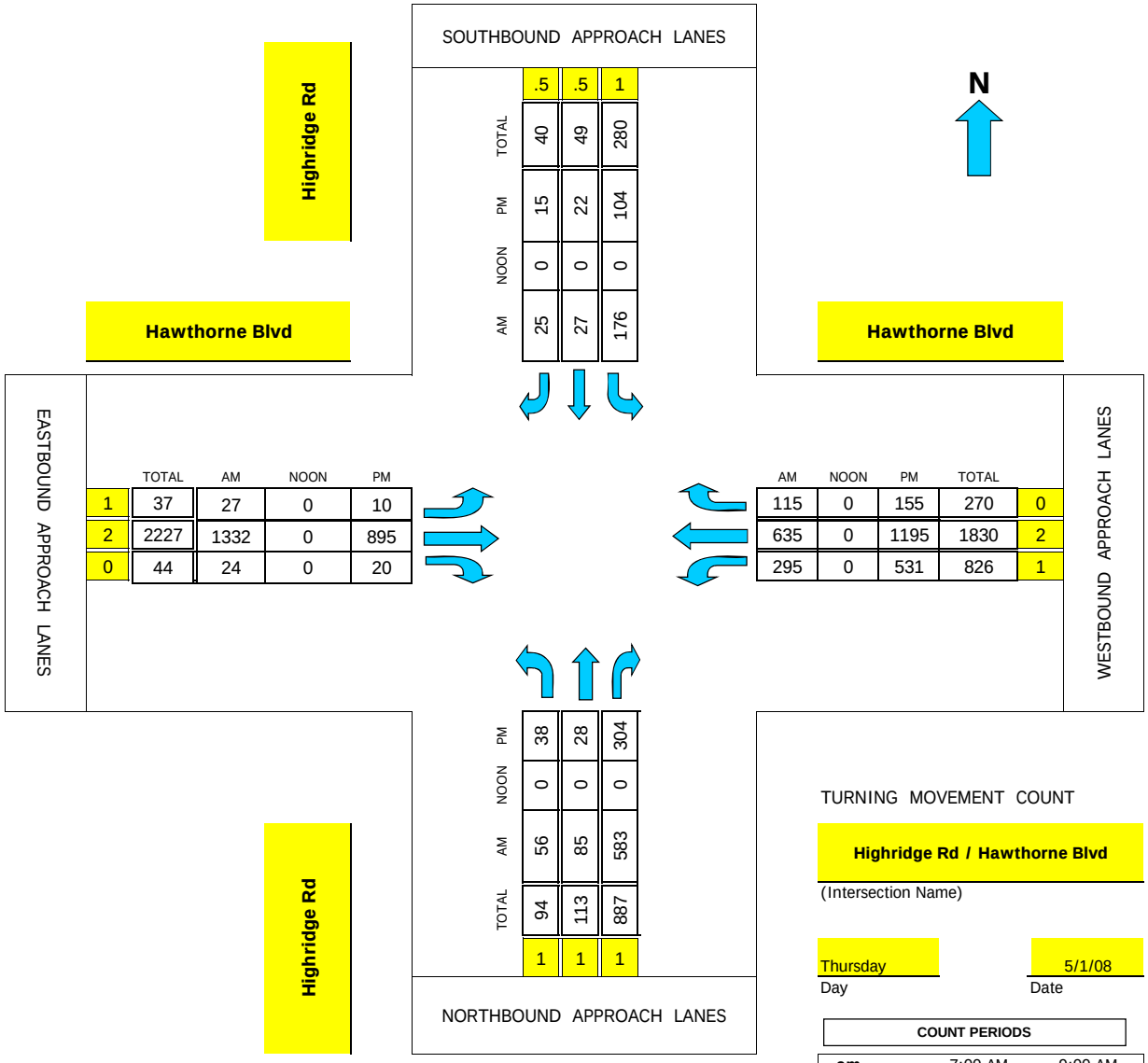
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Highridge Rd/Hawthorne Blvd

Project #: 08-2218-001



	TOTAL	AM	NOON	PM
.5	40	25	0	15
.5	49	27	0	22
1	280	176	0	104

	TOTAL	AM	NOON	PM
1	37	27	0	10
2	2227	1332	0	895
0	44	24	0	20

	AM	NOON	PM	TOTAL
115	0	155	270	0
635	0	1195	1830	2
295	0	531	826	1

	TOTAL	AM	NOON	PM
1	94	56	0	38
1	113	85	0	28
1	887	583	0	304

TURNING MOVEMENT COUNT

Highridge Rd / Hawthorne Blvd

(Intersection Name)

Thursday — Day

5/1/08 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

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

Intersection Turning Movement

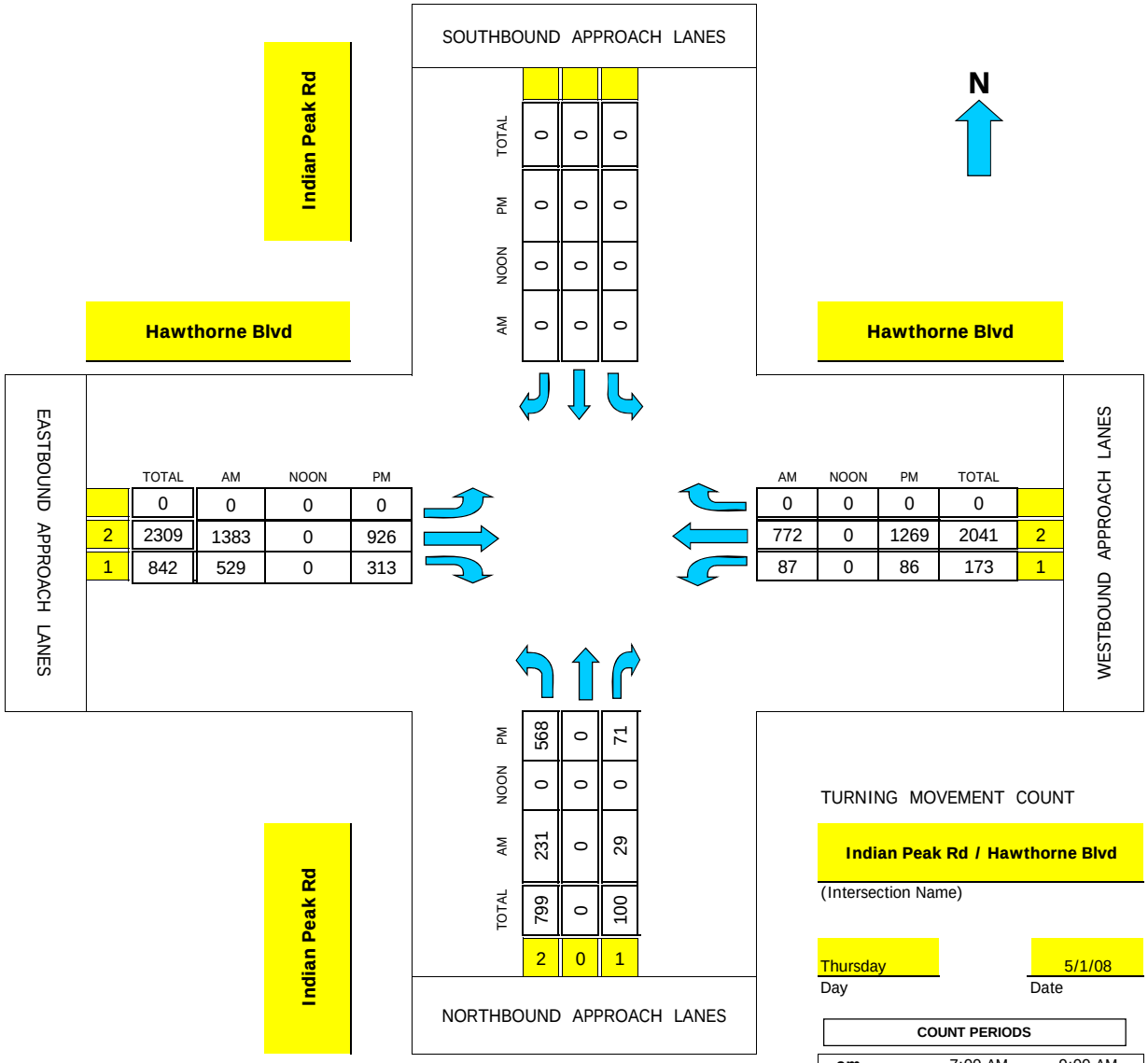
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Indian Peak Rd/Hawthorne Blvd

Project #: 08-2218-002



	AM	NOON	PM	TOTAL
	0	0	0	0
	0	0	0	0
	0	0	0	0

	TOTAL	AM	NOON	PM
	0	0	0	0
2	2309	1383	0	926
1	842	529	0	313

	AM	NOON	PM	TOTAL
	0	0	0	0
2	772	0	1269	2041
1	87	0	86	173

	TOTAL	AM	NOON	PM
	799	231	0	568
	0	0	0	0
	100	29	0	71
	2	0	1	

TURNING MOVEMENT COUNT

Indian Peak Rd / Hawthorne Blvd

(Intersection Name)

Thursday — Day

5/1/08 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

Intersection Turning Movement

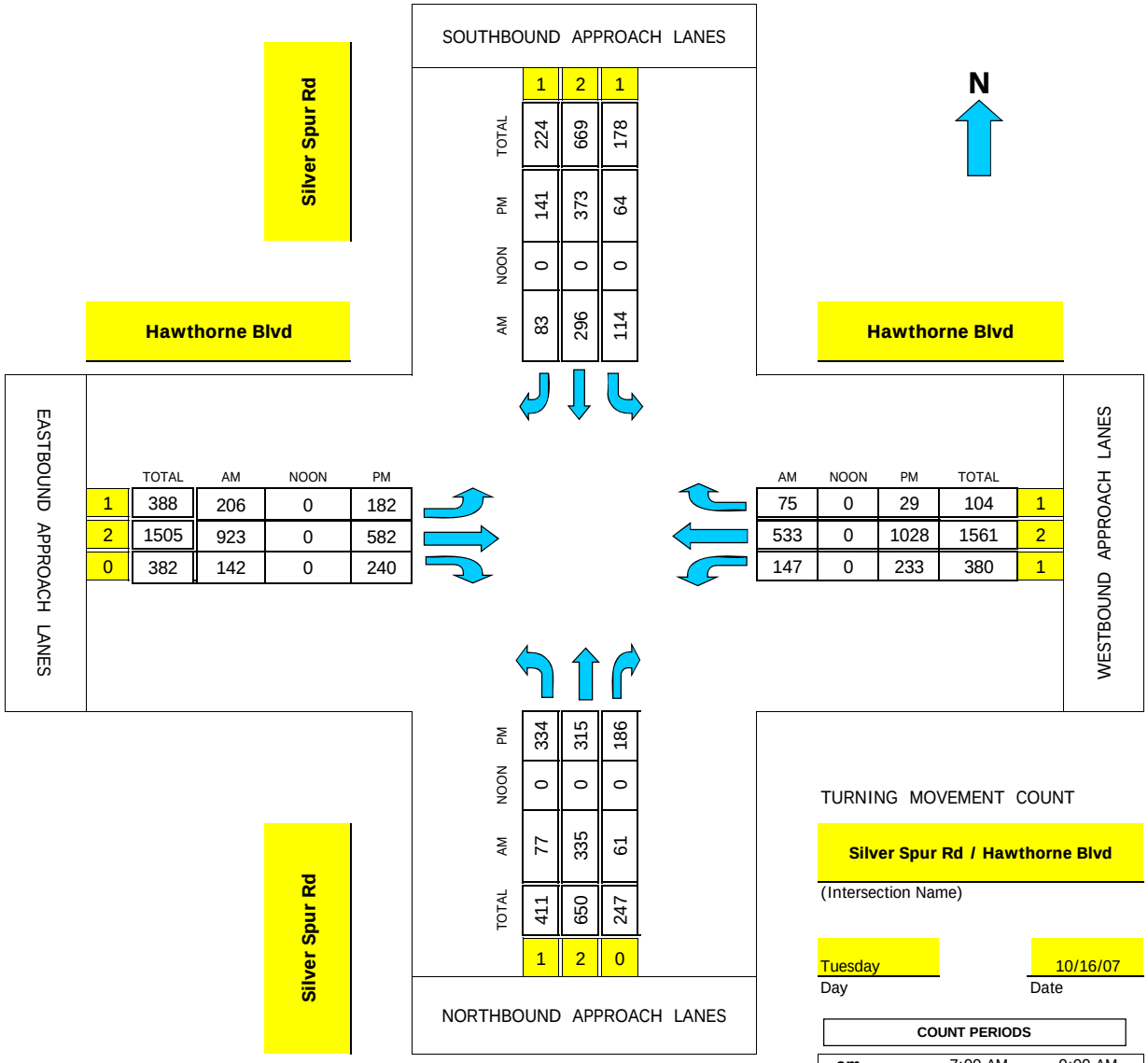
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Silver Spur Rd / Hawthorne Blvd

Project #: 07-2470-007



	TOTAL	AM	NOON	PM
1	224	83	0	141
2	669	296	0	373
1	178	114	0	64

	TOTAL	AM	NOON	PM
1	388	206	0	182
2	1505	923	0	582
0	382	142	0	240

	AM	NOON	PM	TOTAL
1	75	0	29	104
2	533	0	1028	1561
1	147	0	233	380

	TOTAL	AM	NOON	PM
1	411	77	0	334
2	650	335	0	315
0	247	61	0	186

TURNING MOVEMENT COUNT

Silver Spur Rd / Hawthorne Blvd

(Intersection Name)

Tuesday — Day

10/16/07 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	715 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

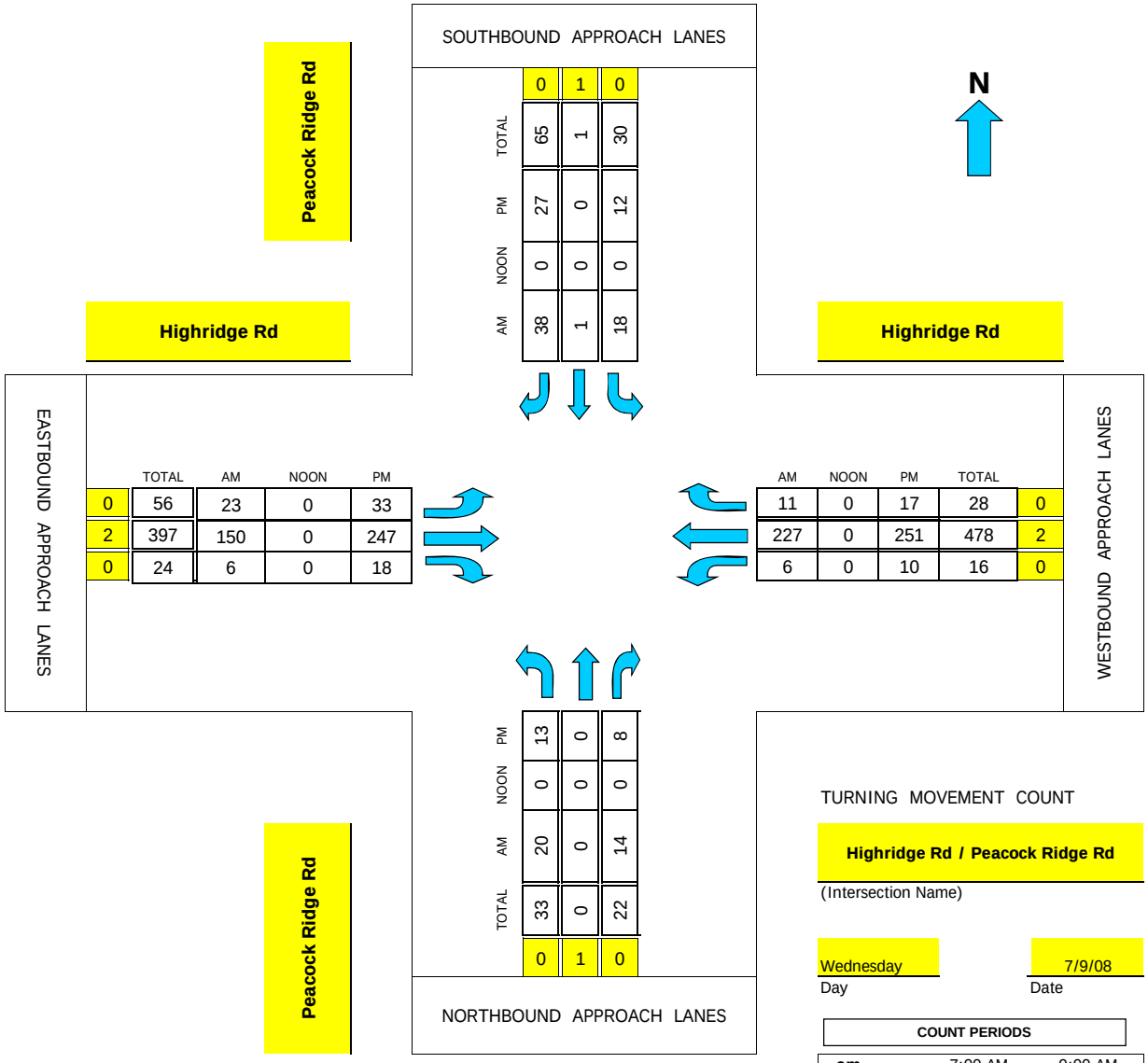
Intersection Turning Movement

Prepared by:

National Data & Surveying Services

TMC Summary of Peacock Ridge Rd / Highridge Rd

Project #: 08-2324-001



	TOTAL	AM	NOON	PM
0	65	38	0	27
1	1	1	0	0
0	30	18	0	12

	TOTAL	AM	NOON	PM
0	56	23	0	33
2	397	150	0	247
0	24	6	0	18

	AM	NOON	PM	TOTAL
0	11	0	17	28
2	227	0	251	478
0	6	0	10	16

	TOTAL	AM	NOON	PM
0	33	20	0	13
1	0	0	0	0
0	22	14	0	8

TURNING MOVEMENT COUNT

Highridge Rd / Peacock Ridge Rd

(Intersection Name)

Wednesday — Day

7/9/08 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR	800 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	500 PM

APPENDIX B

Intersection Level of Service Worksheets & Synchro 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):         0.991
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                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:      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:     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:    56   85   583   176   27    25    27 1332    24   295  635   115
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   56   85   583   176   27    25    27 1332    24   295  635   115
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:   56   85   583   176   27    25    27 1332    24   295  635   115
OvlAdjVol:                288
------------|---------------||---------------||---------------||---------------|
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 0.05  0.36  0.11 0.03  0.03  0.02 0.42  0.02  0.18 0.20  0.07
OvlAdjV/S:              0.18
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
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:  ****                                   ****        ****
******************************************************************************
```

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):         0.794
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65                Level Of Service:                 C
******************************************************************************
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:     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:    38   28   304   104   22    15    10  895    20   531 1195   155
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38   28   304   104   22    15    10  895    20   531 1195   155
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:   38   28   304   104   22    15    10  895    20   531 1195   155
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:     0.02 0.02  0.19  0.07 0.02  0.02  0.01 0.28  0.01  0.33 0.37  0.10
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):	0.674
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:	568	0	71	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
Initial Bse:	568	0	71	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
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:	568	0	71	0	0	0	0	926	313	86	1269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	0	71	0	0	0	0	926	313	86	1269	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:	568	0	71	0	0	0	0	926	313	86	1269	0
OvlAdjVol:			0						29			
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:	0.18	0.00	0.04	0.00	0.00	0.00	0.00	0.29	0.20	0.05	0.40	0.00
OvlAdjV/S:			0.00						0.02			
Crit Moves:	****						****				****	

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):	0.904
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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:	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:	334	315	186	64	373	141	182	582	240	233	1028	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	315	186	64	373	141	182	582	240	233	1028	29
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:	334	315	186	64	373	141	182	582	240	233	1028	29
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:	0.21	0.10	0.12	0.04	0.16	0.16	0.11	0.18	0.15	0.15	0.32	0.02
OvlAdjV/S:			0.00									
Crit Moves:	****				****		****				****	

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):	1.012
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:	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:	57	87	597	180	28	26	28	1367	24	302	650	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	87	597	180	28	26	28	1367	24	302	650	118
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:	57	87	597	180	28	26	28	1367	24	302	650	118
OvlAdjVol:			295									
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	0.05	0.37	0.11	0.03	0.03	0.02	0.43	0.02	0.19	0.20	0.07
OvlAdjV/S:			0.18									
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                                   422
------------|---------------||---------------||---------------||---------------|
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                                  0.26
Crit Moves:  ****                                   ****        ****
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                      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):         0.701
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  C
*******************************************************************************
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:  1.02 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    0     0     0    0     0
LLG&DKS:        3   67    14    -1   85     0     0    1    12    20    2    35
Initial Fut:   82  409    76   115  387    85   210  942   157   170  546   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:     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:    82  409    76   115  387    85   210  942   157   170  546   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   82  409    76   115  387    85   210  942   157   170  546   112
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:   82  409    76   115  387    85   210  942   157   170  546   112
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:     0.05 0.13  0.05  0.07 0.15  0.15  0.13 0.29  0.10  0.11 0.17  0.07
OvlAdjV/S:              0.00
Crit Moves:       ****        ****                   ****        ****
*******************************************************************************
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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):	0.815
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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:	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:	39	29	316	106	22	15	10	924	20	548	1232	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	29	316	106	22	15	10	924	20	548	1232	165
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:	39	29	316	106	22	15	10	924	20	548	1232	165
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:	0.02	0.02	0.20	0.07	0.02	0.02	0.01	0.29	0.01	0.34	0.38	0.10
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):	0.694
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	568	0	71	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
Initial Bse:	579	0	72	0	0	0	0	945	319	88	1294	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
LLG&DKS:	0	0	5	0	0	0	0	17	0	6	26	0
Initial Fut:	579	0	77	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
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:	579	0	77	0	0	0	0	962	319	94	1320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	579	0	77	0	0	0	0	962	319	94	1320	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:	579	0	77	0	0	0	0	962	319	94	1320	0
OvlAdjVol:			0						30			
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:	0.18	0.00	0.05	0.00	0.00	0.00	0.00	0.30	0.20	0.06	0.41	0.00
OvlAdjV/S:			0.00						0.02			
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):	0.984
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	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:	1.03	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:	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:	367	487	237	102	507	145	187	606	262	274	1068	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	487	237	102	507	145	187	606	262	274	1068	47
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:	367	487	237	102	507	145	187	606	262	274	1068	47
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:	0.23	0.15	0.15	0.06	0.20	0.20	0.12	0.19	0.16	0.17	0.33	0.03
OvlAdjV/S:			0.00									
Crit Moves:	****				****		****				****	

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

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                      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):         1.018
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:     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:    60   87   607   180   28    26    28 1367    24   304  650   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60   87   607   180   28    26    28 1367    24   304  650   118
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:   60   87   607   180   28    26    28 1367    24   304  650   118
OvlAdjVol:                303
------------|---------------||---------------||---------------||---------------|
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 0.05  0.38  0.11 0.03  0.03  0.02 0.43  0.02  0.19 0.20  0.07
OvlAdjV/S:              0.19
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                                   422
------------|---------------||---------------||---------------||---------------|
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                                  0.26
Crit Moves:  ****                                   ****        ****
******************************************************************************
```

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      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):         0.704
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  C
******************************************************************************
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:  1.02 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:     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:    82  409    76   115  387    85   210  952   157   170  548   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   82  409    76   115  387    85   210  952   157   170  548   112
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:   82  409    76   115  387    85   210  952   157   170  548   112
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:     0.05 0.13  0.05  0.07 0.15  0.15  0.13 0.30  0.10  0.11 0.17  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):	0.821
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	1	0	5	0	0	0	0	0	3	10	0	0
LLG&DKS:	0	0	6	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:	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:	40	29	321	106	22	15	10	924	23	558	1232	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	29	321	106	22	15	10	924	23	558	1232	165
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:	40	29	321	106	22	15	10	924	23	558	1232	165
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:	0.02	0.02	0.20	0.07	0.02	0.02	0.01	0.29	0.01	0.35	0.38	0.10
OvlAdjV/S:			0.00									
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):         0.697
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                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:     568    0    71     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
Initial Bse:  579    0    72     0    0     0     0  945   319    88 1294     0
Added Vol:      0    0     0     0    0     0     0    5     0     0   10     0
LLG&DKS:        0    0     5     0    0     0     0   17     0     6   26     0
Initial Fut:  579    0    77     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
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:   579    0    77     0    0     0     0  967   319    94 1330     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  579    0    77     0    0     0     0  967   319    94 1330     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:  579    0    77     0    0     0     0  967   319    94 1330     0
OvlAdjVol:                 0                                  30
------------|---------------||---------------||---------------||---------------|
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:     0.18 0.00  0.05  0.00 0.00  0.00  0.00 0.30  0.20  0.06 0.42  0.00
OvlAdjV/S:              0.00                                 0.02
Crit Moves:  ****                                ****                  ****
******************************************************************************
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------------------------------------------------------------------------------
                      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):         0.987
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       177                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:  1.03 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:     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:   367  487   237   102  507   145   187  611   262   274 1078    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  367  487   237   102  507   145   187  611   262   274 1078    47
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:  367  487   237   102  507   145   187  611   262   274 1078    47
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:     0.23 0.15  0.15  0.06 0.20  0.20  0.12 0.19  0.16  0.17 0.34  0.03
OvlAdjV/S:              0.00
Crit Moves:  ****                 ****        ****                   ****
******************************************************************************
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2010 Opening Year plus Project with Mitigation

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
******************************************************************************
Intersection #1 Highridge/Hawthorne
******************************************************************************
Cycle (sec):         120                Critical Vol./Cap.(X):         0.904
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       112                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:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  0  2    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:     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:    60   87   607   180   28    26    28 1367    24   304  650   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60   87   607   180   28    26    28 1367    24   304  650   118
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:   60   87   607   180   28    26    28 1367    24   304  650   118
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:       0.41 0.59  2.00  1.00 0.52  0.48  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   655  945  3200  1600  831   769  1600 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09  0.19  0.11 0.03  0.03  0.02 0.43  0.02  0.19 0.20  0.07
OvlAdjV/S:              0.00
Crit Moves:       ****        ****                   ****        ****
******************************************************************************
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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
******************************************************************************
Intersection #1 Highridge/Hawthorne
******************************************************************************
Cycle (sec):         120                Critical Vol./Cap.(X):         0.830
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79                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:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  0  2    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   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:     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:    40   29   321   106   22    15    10  924    23   558 1232   165
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   40   29   321   106   22    15    10  924    23   558 1232   165
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:   40   29   321   106   22    15    10  924    23   558 1232   165
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:       0.58 0.42  2.00  1.00 0.59  0.41  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   931  669  3200  1600  951   649  1600 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.10  0.07 0.02  0.02  0.01 0.29  0.01  0.35 0.38  0.10
OvlAdjV/S:              0.00
Crit Moves:  ****             ****                   ****        ****
******************************************************************************
```

Synchro Worksheets

Synchro Intersection Level of Service Worksheets for the Intersection of Highridge Road/Peacock Ridge Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	23	150	6	6	227	11	20	0	14	18	1	38
Peak Hour Factor	0.77	0.77	0.77	0.65	0.65	0.65	0.94	0.94	0.94	0.75	0.75	0.75
Hourly flow rate (vph)	30	195	8	9	349	17	21	0	15	24	1	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	366			203			674	639	195	637	630	349
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	366			203			674	639	195	637	630	349
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			94	100	98	94	100	93
cM capacity (veh/h)	1192			1369			333	381	847	374	386	694

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	30	195	8	9	349	17	21	15	25	51
Volume Left	30	0	0	9	0	0	21	0	24	0
Volume Right	0	0	8	0	0	17	0	15	0	51
cSH	1192	1700	1700	1369	1700	1700	333	847	374	694
Volume to Capacity	0.03	0.11	0.00	0.01	0.21	0.01	0.06	0.02	0.07	0.07
Queue Length 95th (ft)	2	0	0	1	0	0	5	1	5	6
Control Delay (s)	8.1	0.0	0.0	7.6	0.0	0.0	16.6	9.3	15.3	10.6
Lane LOS	A			A			C	A	C	B
Approach Delay (s)	1.0			0.2			13.6		12.2	
Approach LOS							B		B	

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	33	260	18	10	258	17	13	0	8	12	0	27
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.88	0.88	0.88	0.81	0.81	0.81
Hourly flow rate (vph)	36	283	20	11	277	18	15	0	9	15	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	296			302			687	672	283	662	673	277
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	296			302			687	672	283	662	673	277
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			96	100	99	96	100	96
cM capacity (veh/h)	1266			1259			336	364	756	360	363	761

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	36	283	20	11	277	18	15	9	15	33
Volume Left	36	0	0	11	0	0	15	0	15	0
Volume Right	0	0	20	0	0	18	0	9	0	33
cSH	1266	1700	1700	1259	1700	1700	336	756	360	761
Volume to Capacity	0.03	0.17	0.01	0.01	0.16	0.01	0.04	0.01	0.04	0.04
Queue Length 95th (ft)	2	0	0	1	0	0	3	1	3	3
Control Delay (s)	7.9	0.0	0.0	7.9	0.0	0.0	16.2	9.8	15.4	9.9
Lane LOS	A			A			C	A	C	A
Approach Delay (s)	0.8			0.3			13.8		11.6	
Approach LOS							B		B	

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	23	152	6	6	240	11	20	0	14	18	1	38
Peak Hour Factor	0.77	0.77	0.77	0.65	0.65	0.65	0.94	0.94	0.94	0.75	0.75	0.75
Hourly flow rate (vph)	30	197	8	9	369	17	21	0	15	24	1	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	386			205			696	662	197	660	653	369
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	386			205			696	662	197	660	653	369
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			93	100	98	93	100	93
cM capacity (veh/h)	1172			1366			320	370	844	361	374	676

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	30	197	8	9	369	17	21	15	25	51
Volume Left	30	0	0	9	0	0	21	0	24	0
Volume Right	0	0	8	0	0	17	0	15	0	51
cSH	1172	1700	1700	1366	1700	1700	320	844	362	676
Volume to Capacity	0.03	0.12	0.00	0.01	0.22	0.01	0.07	0.02	0.07	0.07
Queue Length 95th (ft)	2	0	0	1	0	0	5	1	6	6
Control Delay (s)	8.2	0.0	0.0	7.7	0.0	0.0	17.0	9.3	15.7	10.8
Lane LOS	A			A			C	A	C	B
Approach Delay (s)	1.0			0.2			13.9		12.4	
Approach LOS							B		B	

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	33	247	18	10	251	17	13	0	8	12	0	27
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.88	0.88	0.88	0.81	0.81	0.81
Hourly flow rate (vph)	36	268	20	11	270	18	15	0	9	15	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	288			288			665	650	268	641	651	270
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	288			288			665	650	268	641	651	270
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			96	100	99	96	100	96
cM capacity (veh/h)	1274			1274			347	374	770	373	374	769

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	36	268	20	11	270	18	15	9	15	33
Volume Left	36	0	0	11	0	0	15	0	15	0
Volume Right	0	0	20	0	0	18	0	9	0	33
cSH	1274	1700	1700	1274	1700	1700	347	770	373	769
Volume to Capacity	0.03	0.16	0.01	0.01	0.16	0.01	0.04	0.01	0.04	0.04
Queue Length 95th (ft)	2	0	0	1	0	0	3	1	3	3
Control Delay (s)	7.9	0.0	0.0	7.8	0.0	0.0	15.8	9.7	15.1	9.9
Lane LOS	A			A			C	A	C	A
Approach Delay (s)	0.9			0.3			13.5		11.5	
Approach LOS							B		B	

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX C

Cumulative Project Data from LLG and DKS

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

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

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TABLE 1R

LOCATION AND DESCRIPTION OF UPDATED RELATED PROJECTS

MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

No.	Cumulative Project	Location/Address	Description
City of Rolling Hills Estates[1]			
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

[1] 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
City of Rancho Palos Verdes[2]			
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

2 Source: City of Rancho Palos Verdes.

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TABLE 2R

UPDATED RELATED PROJECTS TRAFFIC GENERATION FORECAST[3]

MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

Related Projects Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Rolling Hills Estates Development							
1. Rolling Hills Covenant Church[4]	--	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
Rancho Palos Verdes Development							
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[5]	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[6]	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[7]	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[8]	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
Total Related Projects (No. 1-25) Trip Generation	**19,675**	**638**	**631**	**1,269**	**963**	**981**	**1,944**

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

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

5 Source: *Long Point Resort Traffic Study*, prepared by Urban Crossroads.

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

7 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%)

8 Source: *Traffic Impact Analysis for Crestridge Villas*, prepared by LLG.

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TABLE 3R

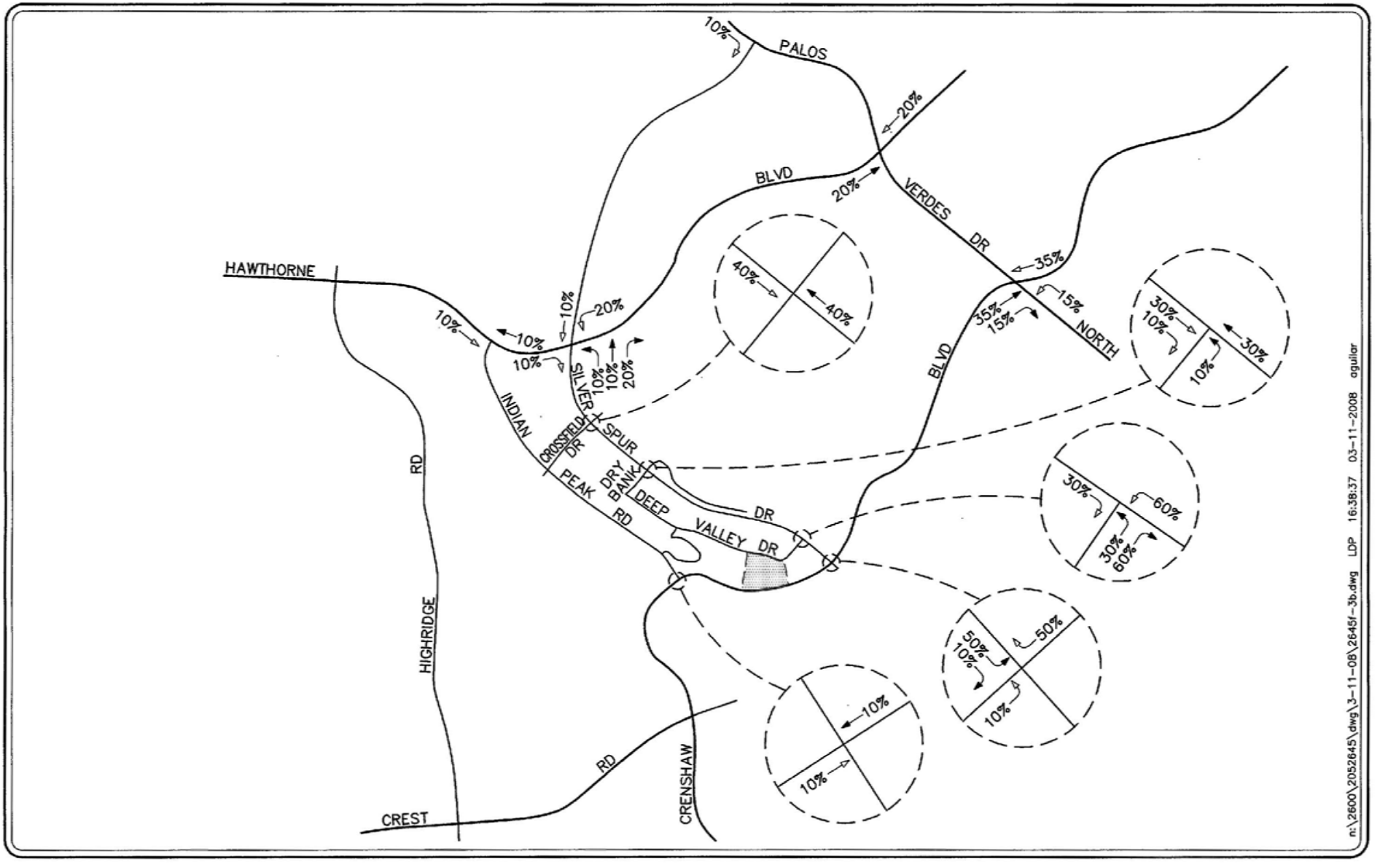
PROJECT TRAFFIC GENERATION FORECAST COMPARISON

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
Generation Rates[9]							
▪ Residential Condominium / Townhouse (TE/DU)[10]	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
Generation Forecast:							
Existing Land Use							
▪ 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)	71	1	0	1	2	2	4
Total Existing Trip Generation	731	47	10	57	20	57	77
Proposed Project							
▪ Residential Condominiums (75 DU)	600	5	36	41	35	20	55
▪ Retail Shops (2,000 SF)	89	1	1	2	2	3	5
Total Alternative Project Trip Generation	689	6	37	43	37	23	60
Net Difference in Trip Generation Potential: Proposed Project minus Existing Land Uses	**- 42**	**- 41**	**27**	**- 14**	**17**	**- 34**	**- 17**

9 Source: *Trip Generation*, 7th 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.

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



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
XX% = INBOUND PERCENTAGE
XX% = OUTBOUND PERCENTAGE
= PROJECT SITE

FIGURE 3A

EXISTING OFFICE PROJECT TRAFFIC DISTRIBUTION PATTERN
MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

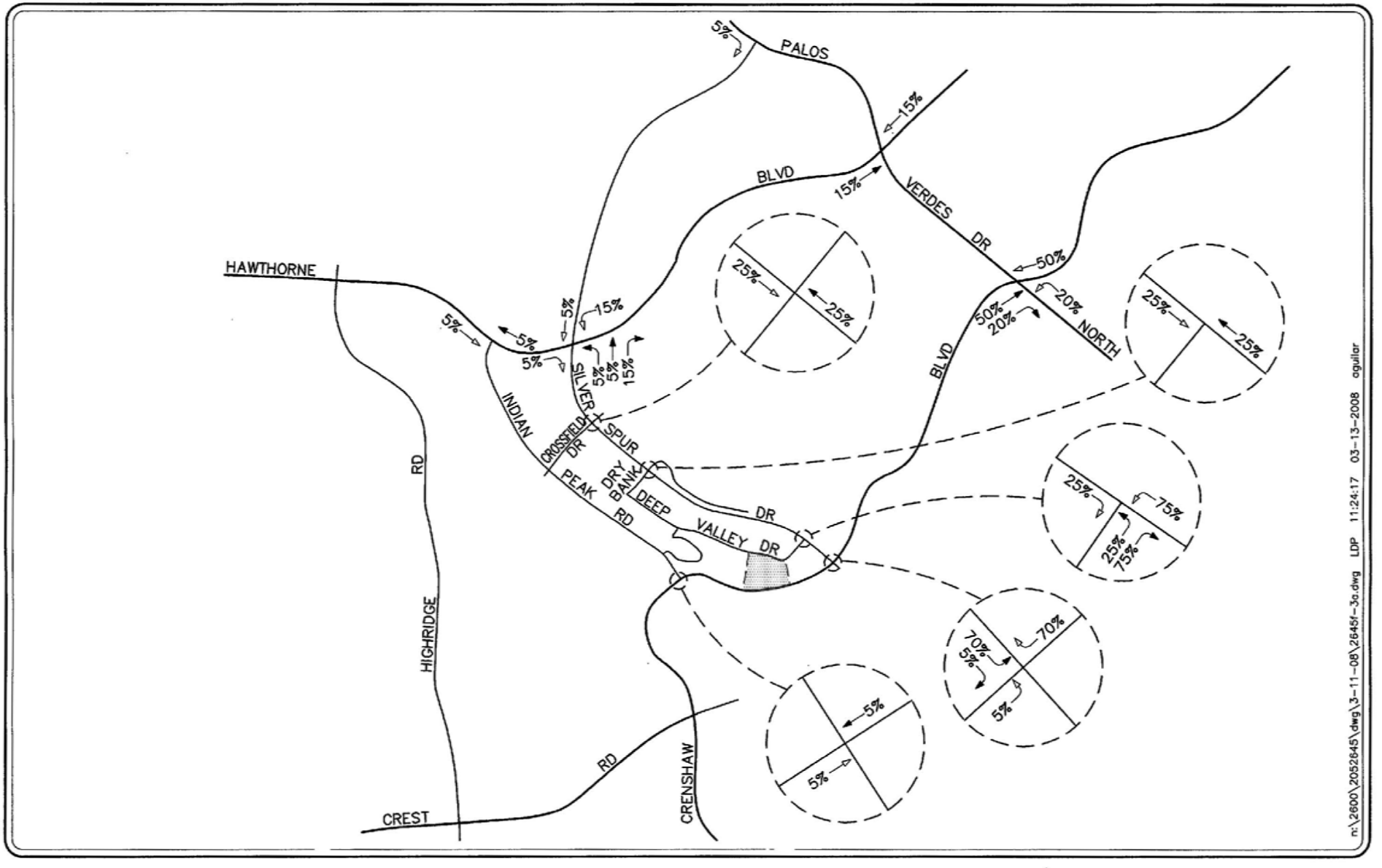


FIGURE 3B

PROPOSED RESIDENTIAL PROJECT TRAFFIC DISTRIBUTION PATTERN

MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

RELATED PROJECT TRIP GENERATION VOLUMES

TOTAL	#1 Rolling Hills	#2 South Coast	#3	#4	#5	627 Deep Valley	627 Deep Valley	827 Deep Valley	#8	#9	Long Point	Point Vicente	Marymount College	#13
RELATED PROJECT	Covenant Church	County Golf Course	Silver Spur Court	Peninsula Villas	Crest Road Building	Retail	Residential	Residential	Ocean Trails	Point View	Resort Hotel	Interpretive Center	Facilities Exp	TTM No. 5
638	68	32	1	3	15	-6	3	1	44	14	195	16	80	2
631	28	8	7	3	2	-2	28	8	43	40	118	4	40	7
963	41	22	6	5	16	16	27	8	62	46	247	6	78	8
981	59	28	3	4	72	14	15	4	51	27	252	18	51	5

Hawthorne Boulevard at Silver Spur Road

TOTAL	#1 Rolling Hills			#2 South Coast			#3			#4			#5			627 Deep Valley			627 Deep Valley			827 Deep Valley			#8			#9			Long Point			Point Vicente			Marymount College			#13
RELATED PROJECT	Covenant	IN	OUT	County Gc	IN	OUT	Silver Spu	IN	OUT	Peninsula	IN	OUT	Crest Roa	IN	OUT	Retail	IN	OUT	Residentia	IN	OUT	Residentia	IN	OUT	Ocean Tra	IN	OUT	Point View	IN	OUT	Resort Ho	IN	OUT	Interpretiv	IN	OUT	Facilities E	IN	OUT	TTM No. 5
AM VOLUMES	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume
1	0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0
79	3	5%		2	5%		0	..		0	..		1	..	30%	0	..		0	..		0	..		2	..	5%	4	..	10%	24	..	20%	1	..	20%	0	..		1
4	0	..		0	..		0	..		0	10%		0	..		-1	20%		0	..		0	10%		0	..		0	..		0	..		0	..		0	..		0
21	0	..		0	..		0	..		1	25%		0	..		-1	15%		1	35%		0	25%		0	..		0	..		0	..		0	..		0	..		0
76	1	..	5%	0	..	5%	0	..		0	..		5	30%		0	..		0	..		0	..		2	5%		1	10%		39	20%		3	20%		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
8	0	..		0	..		0	..		0	..		0	..		-1	20%		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0
0	0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0
5	0	..		0	..		0	..		0	..	10%	0	..		0	..	20%	0	..		1	..	10%	0	..		0	..		0	..		0	..		0	..		0
3	0	..		0	..		0	..		0	..		0	..		0	..	20%	0	..		0	..		0	..		0	..		0	..		0	..		0	..		0
38	0	..		0	..		0	..		1	..	25%	0	..		0	..	15%	10	..	35%	2	..	25%	0	..		0	..		0	..		0	..		0	..		0

TOTAL	#1 Rolling Hills			#2 South Coast			#3			#4			#5			627 Deep Valley			627 Deep Valley			827 Deep Valley			#8			#9			Long Point			Point Vicente			Marymount College			#13
RELATED PROJECT	Covenant	IN	OUT	County Gc	IN	OUT	Silver Spu	IN	OUT	Peninsula	IN	OUT	Crest Roa	IN	OUT	Retail	IN	OUT	Residentia	IN	OUT	Residentia	IN	OUT	Ocean Tra	IN	OUT	Point View	IN	OUT	Resort Ho	IN	OUT	Interpretiv	IN	OUT	Facilities E	IN	OUT	TTM No. 5
PM VOLUMES	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume	Percent	Percent	Volume
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
145	2	5%	0%	1	5%	0%	0	..	0%	0	..	0%	22	..	30%	0	..	0%	0	..	0%	0	..	0%	3	..	10%	3	..	5%	50	..	20%	4	..	20%	0	..	0%	1
12	0	..	0%	0	..	0%	0	..	0%	1	10%	0%	0	..	0%	3	20%	0%	0	..	0%	1	10%	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
48	0	..	0%	0	..	0%	0	..	0%	1	25%	0%	0	..	0%	2	15%	0%	9	35%	0%	2	25%	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
118	3	..	5%	1	..	5%	0	..	0%	0	..	0%	5	30%	0%	0	..	0%	0	..	0%	0	..	0%	3	5%	0%	5	10%	0%	49	20%	0%	1	20%	0%	0	..	0%	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	..	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%	3	20%	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	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
13	0	..	0%	0	..	0%	0	..	0%	0	..	10%	0	..	0%	3	..	20%	0	..	0%	0	..	10%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
18	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	3	..	20%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0
47	0	..	0%	0	..	0%	0	..	0%	1	..	25%	0	..	0%	2	..	15%	5	..	35%	1	..	25%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0

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2666	#14 Ocean Front Estates	Golden Cove Shopping Center	7-11 Market and Gas Station	Hawthorne/Crest Office Building	Crestridge Villas & Peninsula S (85 DU/5DU/12,000SF)	Butcher Subdivision 13 DU	Chandler Ranch 129 DU	930 Indian Peak Townhomes	655 Deep Valley Residential	655 Deep Valley Retail	Silverdes Medical/Retail Bldg (24,532/5,124 SF)	Town & Country Center Exp. 10,472 SF exp.	Highridge Condo 27 DU	Salvation Army Crestridge 28,627 SF W/20DU
	15	8	2	20	18	2	21	4	6	9	55	6	2	2
	44	5	1	3	51	7	63	33	48	6	14	4	10	8
	51	15	5	15	48	8	72	32	47	17	26	22	9	8
	29	17	5	72	38	5	41	18	26	22	73	23	5	4

IN Percent	OUT Percent	#14 Ocean Fro Volume	IN Percent	OUT Percent	Golden Cove Shopping Volume	IN Percent	OUT Percent	7-11 Market and Gas S Volume	IN Percent	OUT Percent	Hawthorne/Crest Office Bui Volume	IN Percent	OUT Percent	Crestridge Villas & Peninsula S (85 DU/5D Volume	IN Percent	OUT Percent	Butcher Subdivision 13 DU Volume	IN Percent	OUT Percent	Chandler Ranch 129 DU Volume	IN Percent	OUT Percent	930 Indian Peak Townhom Volume	IN Percent	OUT Percent	655 Deep Valley Resider Volume	IN Percent	OUT Percent	655 Deep Valley Retail Volume	IN Percent	OUT Percent	Silverdes Medical/Retail Bldg (24,532/5,1 Volume	IN Percent	OUT Percent	Town & Country Center Exp. 10,472 SF Volume	IN Percent	OUT Percent	Highridge Condo 27 DU Volume	IN Percent	OUT Percent	Salvation Army Crestridge 28,627 SF Volume	IN Percent	OUT Percent
..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..	..	0	..	..	0	..	..	0	..	..	1	..	5%	0	..	..
..	15%	11	..	25%	1	..	25%	0	..	25%	1	..	35%	13	..	25%	0	5%		1	5%		8	..	25%	0	..	..	0	..	..	0	..	..	0	..	..	4	..	35%	2	..	30%
..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	5%	..	2	20%	..	3	..	..	0	5%	..	0	..	..	0	..	..
..		0	..		0	..		0	..		0	..		1	5%		0	..		0	..		0	5%		2	30%	..	1	15%	..	14	..	..	2	25%	..	0	..	..	0	..	..
15%		4	25%		2	25%		1	25%		7	35%		5	25%		0	..	5%	3	..	5%	1	25%		0	..	..	0	..	..	0	..	..	0	..	..	1	35%	..	1	30%	..
..		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	..		0	..		0	..		0	..		0	..		0	..	..	2	25%	..	6	..	..	1	10%	..	0	..	..	0	..	..
..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..	..	0	..	..	0	..	..	0	..	..	0	5%	..	0	..	..
..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		2	..	5%	1	..	20%	1	..	..	0	..	5%	0	..	..	0	..	..
..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..		0	..	..	2	..	25%	1	..	..	0	..	10%	0	..	..	0	..	..
..		0	..		0	..		0	..		0	..		3	..	5%	0	..		0	..		2	..	5%	14	..	30%	1	..	15%	4	..	..	1	..	25%	0	..	..	0	..	..

IN Percent	OUT Percent	#14 Ocean Fro Volume	IN Percent	OUT Percent	Golden Cove Shopping Volume	IN Percent	OUT Percent	7-11 Market and Gas S Volume	IN Percent	OUT Percent	Hawthorne/Crest Office Bui Volume	IN Percent	OUT Percent	Crestridge Villas & Peninsula S (85 DU/5D Volume	IN Percent	OUT Percent	Butcher Subdivision 13 DU Volume	IN Percent	OUT Percent	Chandler Ranch 129 DU Volume	IN Percent	OUT Percent	930 Indian Peak Townhom Volume	IN Percent	OUT Percent	655 Deep Valley Resider Volume	IN Percent	OUT Percent	655 Deep Valley Retail Volume	IN Percent	OUT Percent	Silverdes Medical/Retail Bldg (24,532/5,1 Volume	IN Percent	OUT Percent	Town & Country Center Exp. 10,472 SF Volume	IN Percent	OUT Percent	Highridge Condo 27 DU Volume	IN Percent	OUT Percent	Salvation Army Crestridge 28,627 SF Volume	IN Percent	OUT Percent
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	..	0	..	..	0	..	..	0	..	..	0	..	5%	0	..	..
..	15%	7	..	25%	4	..	25%	1	..	25%	25	..	35%	10	..	25%	0	5%	0%	4	5%	0%	5	..	25%	0	..	..	0	..	..	0	..	..	0	..	..	2	..	35%	1	..	30%
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	2	5%	..	3	20%	..	1	..	..	1	5%	..	0	..	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	2	5%	0%	0	..	0%	0	..	0%	2	5%	0%	14	30%	..	3	15%	..	7	..	..	6	25%	..	0	..	..	0	..	..
15%	0%	13	25%	0%	4	25%	0%	1	25%	0%	5	35%	0%	12	25%	0%	0	..	5%	2	..	5%	8	25%	0%	0	..	..	0	..	..	0	..	..	0	..	..	3	35%	..	2	30%	..
..	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%	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	..	..	4	25%	..	3	..	..	2	10%	..	0	..	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	..	0	..	..	0	..	..	0	..	..	0	5%	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	1	..	5%	4	..	20%	4	..	..	1	..	5%	0	..	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	..	6	..	25%	7	..	..	2	..	10%	0	..	..	0	..	..
..	0%	0	..	0%	0	..	0%	0	..	0%	0	..	0%	2	..	5%	0	..	0%	0	..	0%	1	..	5%	8	..	30%	3	..	15%	18	..	..	6	..	25%	0	..	..	0	..	..

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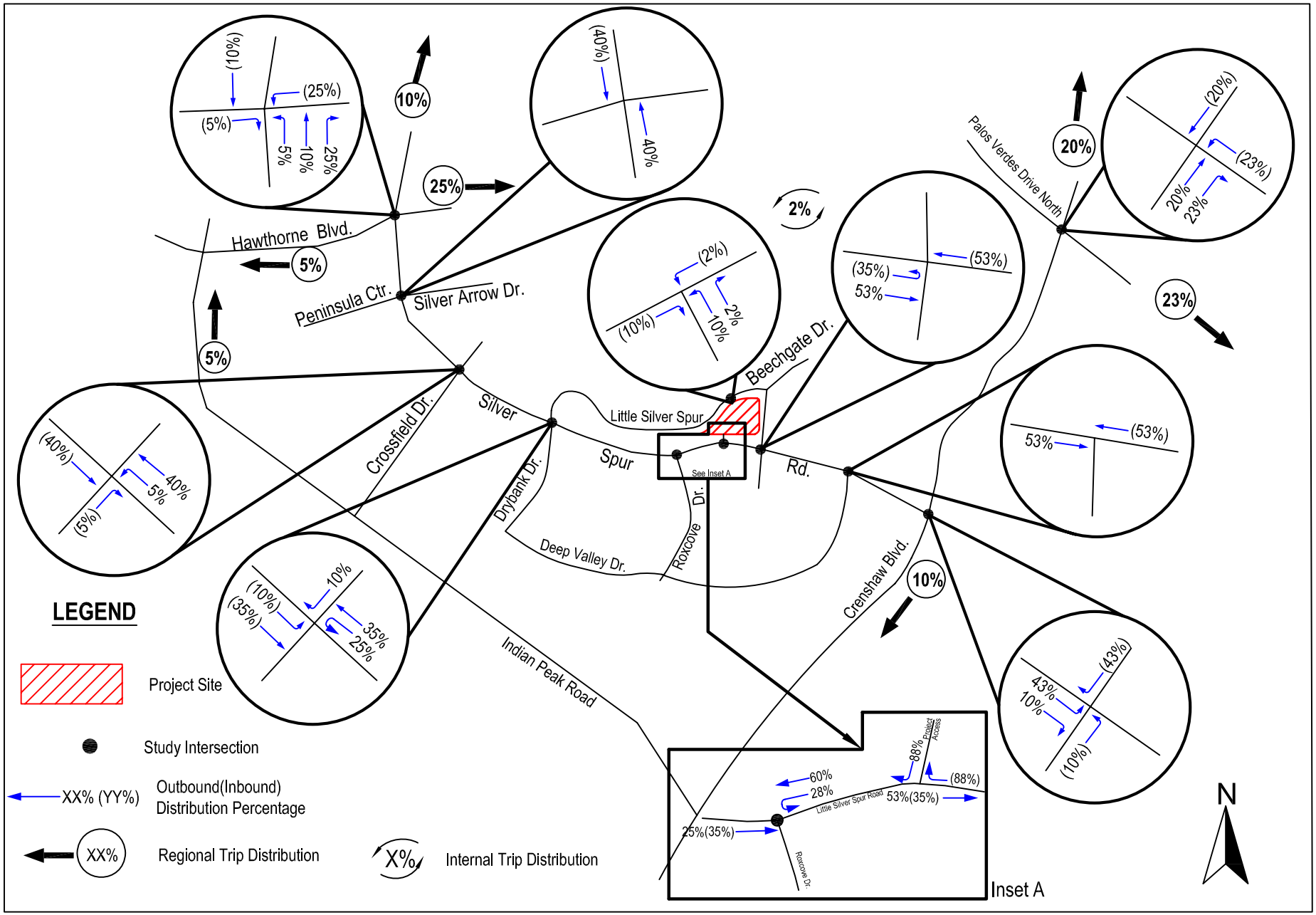
Table C – Project Trip Generation Estimates

Land Use		Size[2]	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
ITE Trip Rates [1]									
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
Trip Generation									
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
Total Trip Generation			*943*	*55*	*14*	*69*	*26*	*73*	*99*

Note:
[1] Trip rates based on Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition
[2] 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.



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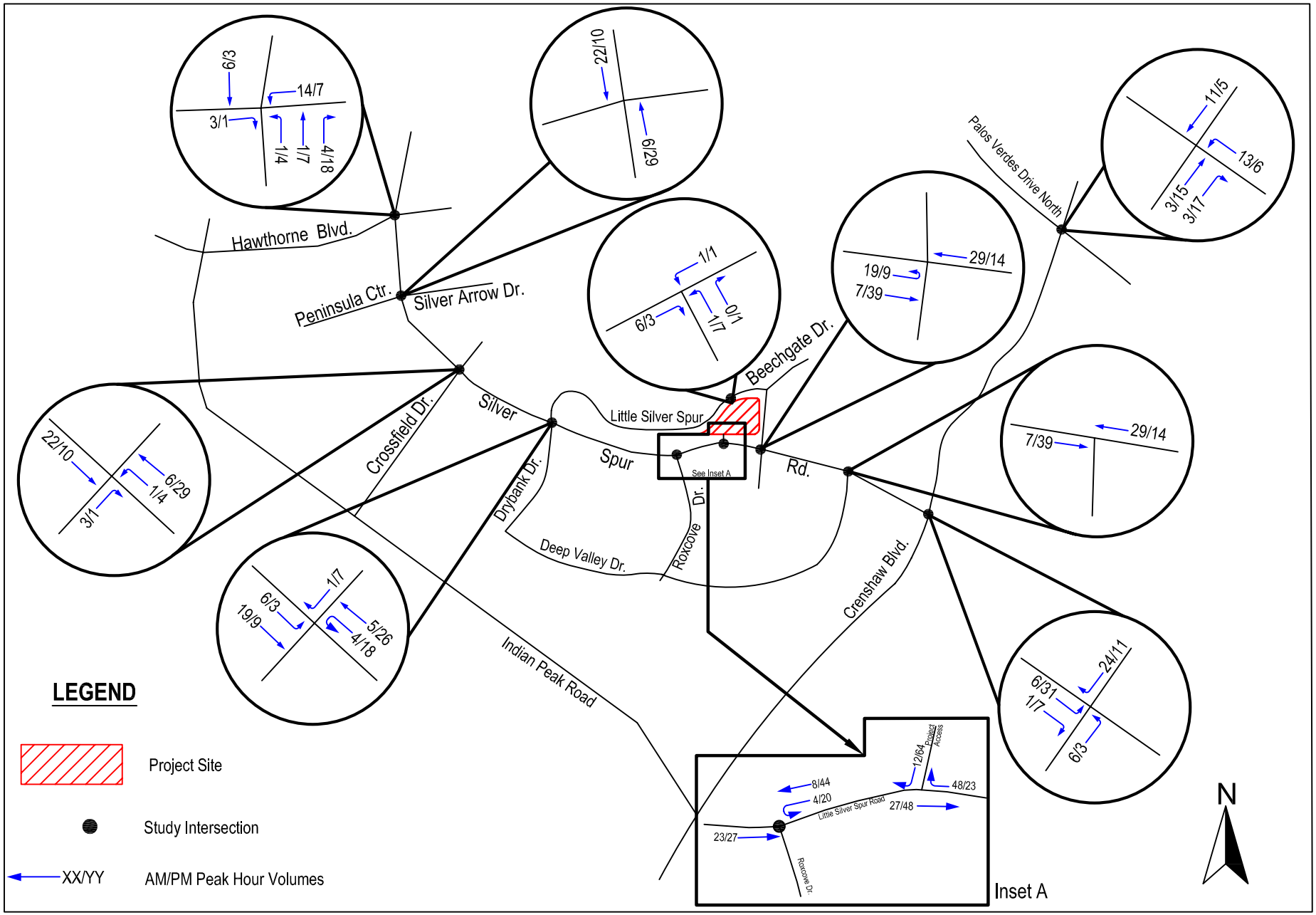
DKS Associates
TRANSPORTATION SOLUTIONS

Figure 3
Project Trip Distribution



DKS Associates
TRANSPORTATION SOLUTIONS

Figure 4
Project Trip Assignment

Turning Movement Report
Project AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#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

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#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	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#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

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#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

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CALIFORNIA CODES
GOVERNMENT CODE
SECTION **65915**-65918

65915. (a) When an applicant seeks a density bonus for a housing development within, or for the donation of land for housing within, the jurisdiction of a city, county, or city and county, that local **government** shall provide the applicant incentives or concessions for the production of housing units and child care facilities as prescribed in this section. All cities, counties, or cities and counties shall adopt an ordinance that specifies how compliance with this section will be implemented.

(b) (1) A city, county, or city and county shall grant one density bonus, the amount of which shall be as specified in subdivision (g), and incentives or concessions, as described in subdivision (d), when an applicant for a housing development seeks and agrees to construct a housing development, excluding any units permitted by the density bonus awarded pursuant to this section, that will contain at least any one of the following:

(A) Ten percent of the total units of a housing development for lower income households, as defined in Section 50079.5 of the Health and Safety **Code**.

(B) Five percent of the total units of a housing development for very low income households, as defined in Section 50105 of the Health and Safety **Code**.

(C) A senior citizen housing development as defined in Sections 51.3 and 51.12 of the Civil **Code**, or mobilehome park that limits residency based on age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the Civil **Code**.

(D) Ten percent of the total dwelling units in a common interest development as defined in Section 1351 of the Civil **Code** for persons and families of moderate income, as defined in Section 50093 of the Health and Safety **Code**, provided that all units in the development are offered to the public for purchase.

(2) For purposes of calculating the amount of the density bonus pursuant to subdivision (f), the applicant who requests a density bonus pursuant to this subdivision shall elect whether the bonus shall be awarded on the basis of subparagraph (A), (B), (C), or (D) of paragraph (1).

(c) (1) An applicant shall agree to, and the city, county, or city and county shall ensure, continued affordability of all low-and very low income units that qualified the applicant for the award of the density bonus for 30 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. Rents for the lower income density bonus units shall be set at an affordable rent as defined in Section 50053 of the Health and Safety **Code**. Owner-occupied units shall be available at an affordable housing cost as defined in Section 50052.5 of the Health and Safety **Code**.

(2) An applicant shall agree to, and the city, county, or city and county shall ensure that, the initial occupant of the moderate-income units that are directly related to the receipt of the density bonus in the common interest development, as defined in Section 1351 of the Civil **Code**, are persons and families of moderate income, as defined in Section 50093 of the Health and Safety **Code**, and that the units are offered at an affordable housing cost, as that cost is defined in Section 50052.5 of the Health and Safety **Code**.

The local **government** shall enforce an equity-sharing agreement, unless it is in conflict with the requirements of another public funding source or law. The following apply to the equity-sharing agreement:

(A) Upon resale, the seller of the unit shall retain the value of any improvements, the downpayment, and the seller's proportionate share of appreciation. The local **government** shall recapture any initial subsidy and its proportionate share of appreciation, which shall then be used within three years for any of the purposes described in subdivision (e) of Section 33334.2 of the Health and Safety **Code** that promote homeownership.

(B) For purposes of this subdivision, the local **government**'s initial subsidy shall be equal to the fair market value of the home at the time of initial sale minus the initial sale price to the moderate-income household, plus the amount of any downpayment assistance or mortgage assistance. If upon resale the market value is lower than the initial market value, then the value at the time of the resale shall be used as the initial market value.

(C) For purposes of this subdivision, the local **government**'s proportionate share of appreciation shall be equal to the ratio of the initial subsidy to the fair market value of the home at the time of initial sale.

(d) (1) An applicant for a density bonus pursuant to subdivision (b) may submit to a city, county, or city and county a proposal for the specific incentives or concessions that the applicant requests pursuant to this section, and may request a meeting with the city, county, or city and county. The city, county, or city and county shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of either of the following:

(A) The 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 for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

(2) The applicant shall receive the following number of incentives or concessions:

(A) One incentive or concession for projects that include at least 10 percent of the total units for lower income households, at least 5 percent for very low income households, or at least 10 percent for persons and families of moderate income in a common interest development.

(B) Two incentives or concessions for projects that include at least 20 percent of the total units for lower income households, at least 10 percent for very low income households, or at least 20 percent for persons and families of moderate income in a common interest development.

(C) Three incentives or concessions for projects that include at least 30 percent of the total units for lower income households, at least 15 percent for very low income households, or at least 30 percent for persons and families of moderate income in a common interest development.

(3) The applicant may initiate judicial proceedings if the city,

county, or city and county refuses to grant a requested density bonus, incentive, or concession. If a court finds that the refusal to grant a requested density bonus, incentive, or concession is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit. Nothing in this subdivision shall be interpreted to require a local **government** to grant an incentive or concession that has a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Nothing in this subdivision shall be interpreted to require a local **government** to grant an incentive or concession that would have an adverse impact on any real property that is listed in the California Register of Historical Resources. The city, county, or city and county shall establish procedures for carrying out this section, that shall include legislative body approval of the means of compliance with this section. The city, county, or city and county shall also establish procedures for waiving or modifying development and zoning standards that would otherwise inhibit the utilization of the density bonus on specific sites. These procedures shall include, but not be limited to, such items as minimum lot size, side yard setbacks, and placement of public works improvements.

(e) In no case may a city, county, or city and county apply any development standard that will have the effect of precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. An applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards and may request a meeting with the city, county, or city and county. If a court finds that the refusal to grant a waiver or reduction of development standards is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit. Nothing in this subdivision shall be interpreted to require a local **government** to waive or reduce development standards if the waiver or reduction would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. Nothing in this subdivision shall be interpreted to require a local **government** to waive or reduce development standards that would have an adverse impact on any real property that is listed in the California Register of Historical Resources.

(f) The applicant shall show that the waiver or modification is necessary to make the housing units economically feasible.

(g) For the purposes of this chapter, "density bonus" means a density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan as of the date of application by the applicant to the city, county, or city and county. The applicant may elect to accept a lesser percentage of density bonus. The amount of density bonus to which the applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the percentage established in subdivision (b).

(1) For housing developments meeting the criteria of subparagraph (A) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Low-Income Units	Percentage Density Bonus
10	20
11	21.5
12	23
13	24.5
14	26
15	27.5
17	30.5
18	32
19	33.5
20	35

(2) For housing developments meeting the criteria of subparagraph (B) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Very Low Income Units	Percentage Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35

(3) For housing developments meeting the criteria of subparagraph (C) of paragraph (1) of subdivision (b), the density bonus shall be 20 percent.

(4) For housing developments meeting the criteria of subparagraph (D) of paragraph (1) of subdivision (b), the density bonus shall be calculated as follows:

Percentage Moderate-Income Units	Percentage Density Bonus

10	5
11	6
12	7
13	8
14	9
15	10
16	11
17	12
18	13
19	14
20	15
21	16
22	17
23	18
24	19
25	20
26	21
27	22
28	23
29	24
30	25
31	26
32	27
33	28
34	29
35	30
36	31
37	32
38	33
39	34

40	35

(5) All density calculations resulting in fractional units shall be rounded up to the next whole number. The granting of a density bonus shall not be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval. As used in subdivision (b), "total units" or "total dwelling units" does not include units permitted by a density bonus awarded pursuant to this section or any local law granting a greater density bonus. The density bonus provided by this section shall apply to housing developments consisting of five or more dwelling units.

(h) (1) When an applicant for a tentative subdivision map, parcel map, or other residential development approval donates land to a city, county, or city and county as provided for in this subdivision, the applicant shall be entitled to a 15-percent increase above the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan for the entire development, as follows:

Percentage Very Low Income	Percentage Density Bonus
10	15
11	16
12	17
13	18
14	19
15	20
16	21
17	22
18	23
19	24
20	25
21	26
22	27
23	28
24	29
25	30
26	31

27 32

28 33

29 34

30 35

(2) This increase shall be in addition to any increase in density mandated by subdivision (b), up to a maximum combined mandated density increase of 35 percent if an applicant seeks both the increase required pursuant to this subdivision and subdivision (b). All density calculations resulting in fractional units shall be rounded up to the next whole number. Nothing in this subdivision shall be construed to enlarge or diminish the authority of a city, county, or city and county to require a developer to donate land as a condition of development. An applicant shall be eligible for the increased density bonus described in this subdivision if all of the following conditions are met:

(A) The applicant donates and transfers the land no later than the date of approval of the final subdivision map, parcel map, or residential development application.

(B) The developable acreage and zoning classification of the land being transferred are sufficient to permit construction of units affordable to very low income households in an amount not less than 10 percent of the number of residential units of the proposed development.

(C) The transferred land is at least one acre in size or of sufficient size to permit development of at least 40 units, has the appropriate general plan designation, is appropriately zoned for development as affordable housing, and is or will be served by adequate public facilities and infrastructure. The land shall have appropriate zoning and development standards to make the development of the affordable units feasible. No later than the date of approval of the final subdivision map, parcel map, or of the residential development, the transferred land shall have all of the permits and approvals, other than building permits, necessary for the development of the very low income housing units on the transferred land, except that the local **government** may subject the proposed development to subsequent design review to the extent authorized by subdivision (i) of Section 65583.2 if the design is not reviewed by the local **government** prior to the time of transfer.

(D) The transferred land and the affordable units shall be subject to a deed restriction ensuring continued affordability of the units consistent with paragraphs (1) and (2) of subdivision (c), which shall be recorded on the property at the time of dedication.

(E) The land is transferred to the local agency or to a housing developer approved by the local agency. The local agency may require the applicant to identify and transfer the land to the developer.

(F) The transferred land shall be within the boundary of the proposed development or, if the local agency agrees, within one-quarter mile of the boundary of the proposed development.

(i) (1) When an applicant proposes to construct a housing development that conforms to the requirements of subdivision (b) and includes a child care facility that will be located on the premises of, as part of, or adjacent to, the project, the city, county, or city and county shall grant either of the following:

(A) An additional density bonus that is an amount of square feet of residential space that is equal to or greater than the amount of

square feet in the child care facility.

(B) An additional concession or incentive that contributes significantly to the economic feasibility of the construction of the child care facility.

(2) The city, county, or city and county shall require, as a condition of approving the housing development, that the following occur:

(A) The child care facility shall remain in operation for a period of time that is as long as or longer than the period of time during which the density bonus units are required to remain affordable pursuant to subdivision (c).

(B) Of the children who attend the child care facility, the children of very low income households, lower income households, or families of moderate income shall equal a percentage that is equal to or greater than the percentage of dwelling units that are required for very low income households, lower income households, or families of moderate income pursuant to subdivision (b).

(3) Notwithstanding any requirement of this subdivision, a city, county, or a city and county shall not be required to provide a density bonus or concession for a child care facility if it finds, based upon substantial evidence, that the community has adequate child care facilities.

(4) "Child care facility," as used in this section, means a child day care facility other than a family day care home, including, but not limited to, infant centers, preschools, extended day care facilities, and schoolage child care centers.

(j) "Housing development," as used in this section, means one or more groups of projects for residential units constructed in the planned development of a city, county, or city and county. For the purposes of this section, "housing development" also includes a subdivision or common interest development, as defined in Section 1351 of the Civil **Code**, approved by a city, county, or city and county and consists of residential units or unimproved residential lots and either a project to substantially rehabilitate and convert an existing commercial building to residential use or the substantial rehabilitation of an existing multifamily dwelling, as defined in subdivision (d) of Section 65863.4, where the result of the rehabilitation would be a net increase in available residential units. For the purpose of calculating a density bonus, the residential units do not have to be based upon individual subdivision maps or parcels. The density bonus shall be permitted in geographic areas of the housing development other than the areas where the units for the lower income households are located.

(k) The granting of a concession or incentive shall not be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval. This provision is declaratory of existing law.

(l) For the purposes of this chapter, concession or incentive means any of the following:

(1) A reduction in site development standards or a modification of zoning **code** requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety **Code**, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable, financially sufficient, and actual cost reductions.

(2) Approval of mixed use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will

reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located.

(3) Other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable, financially sufficient, and actual cost reductions.

This subdivision does not limit or require the provision of direct financial incentives for the housing development, including the provision of publicly owned land, by the city, county, or city and county, or the waiver of fees or dedication requirements.

(m) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act (Division 20 (commencing with Section 30000) of the Public Resources **Code**.

(n) Nothing in this section shall be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in this section for a development that meets the requirements of this section or from granting a proportionately lower density bonus than what is required by this section for developments that do not meet the requirements of this section.

(o) For purposes of this section, the following definitions shall apply:

(1) "Development standard" includes site or construction conditions that apply to a residential development pursuant to any ordinance, general plan element, specific plan, charter amendment, or other local condition, law, policy, resolution, or regulation.

(2) "Maximum allowable residential density" means the density allowed under the zoning ordinance, or if a range of density is permitted, means the maximum allowable density for the specific zoning range applicable to the project.

(p) (1) Upon the request of the developer, no city, county, or city and county shall require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivision (b), that exceeds the following ratios:

(A) Zero to one bedrooms: one onsite parking space.

(B) Two to three bedrooms: two onsite parking spaces.

(C) Four and more bedrooms: two and one-half parking spaces.

(2) If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number. For purposes of this subdivision, a development may provide "onsite parking" through tandem parking or uncovered parking, but not through onstreet parking.

(3) This subdivision shall apply to a development that meets the requirements of subdivision (b) but only at the request of the applicant. An applicant may request additional parking incentives or concessions beyond those provided in this section, subject to subdivision (d).

65915.5. (a) When an applicant for approval to convert apartments to a condominium project agrees to provide at least 33 percent of the total units of the proposed condominium project to persons and families of low or moderate income as defined in Section 50093 of the Health and Safety **Code**, or 15 percent of the total units of the proposed condominium project to lower income households as defined in Section 50079.5 of the Health and Safety **Code**, and agrees to pay for the reasonably necessary administrative costs incurred by a city, county, or city and county pursuant to this section, the city,

county, or city and county shall either (1) grant a density bonus or (2) provide other incentives of equivalent financial value. A city, county, or city and county may place such reasonable conditions on the granting of a density bonus or other incentives of equivalent financial value as it finds appropriate, including, but not limited to, conditions which assure continued affordability of units to subsequent purchasers who are persons and families of low and moderate income or lower income households.

(b) For purposes of this section, "density bonus" means an increase in units of 25 percent over the number of apartments, to be provided within the existing structure or structures proposed for conversion.

(c) For purposes of this section, "other incentives of equivalent financial value" shall not be construed to require a city, county, or city and county to provide cash transfer payments or other monetary compensation but may include the reduction or waiver of requirements which the city, county, or city and county might otherwise apply as conditions of conversion approval.

(d) An applicant for approval to convert apartments to a condominium project may submit to a city, county, or city and county a preliminary proposal pursuant to this section prior to the submittal of any formal requests for subdivision map approvals. The city, county, or city and county shall, within 90 days of receipt of a written proposal, notify the applicant in writing of the manner in which it will comply with this section. The city, county, or city and county shall establish procedures for carrying out this section, which shall include legislative body approval of the means of compliance with this section.

(e) Nothing in this section shall be construed to require a city, county, or city and county to approve a proposal to convert apartments to condominiums.

(f) An applicant shall be ineligible for a density bonus or other incentives under this section if the apartments proposed for conversion constitute a housing development for which a density bonus or other incentives were provided under Section **65915**.

65916. Where there is a direct financial contribution to a housing development pursuant to Section **65915** through participation in cost of infrastructure, write-down of land costs, or subsidizing the cost of construction, the city, county, or city and county shall assure continued availability for low- and moderate-income units for 30 years. When appropriate, the agreement provided for in Section **65915** shall specify the mechanisms and procedures necessary to carry out this section.

65917. In enacting this chapter it is the intent of the Legislature that the density bonus or other incentives offered by the city, county, or city and county pursuant to this chapter shall contribute significantly to the economic feasibility of lower income housing in proposed housing developments. In the absence of an agreement by a developer in accordance with Section **65915**, a locality shall not offer a density bonus or any other incentive that would undermine the intent of this chapter.

65917.5. (a) As used in this section, the following terms shall have the following meanings:

(1) "Child care facility" means a facility installed, operated, and maintained under this section for the nonresidential care of children as defined under applicable state licensing requirements for the facility.

(2) "Density bonus" means a floor area ratio bonus over the otherwise maximum allowable density permitted under the applicable zoning ordinance and land use elements of the general plan of a city, including a charter city, city and county, or county of:

(A) A maximum of five square feet of floor area for each one square foot of floor area contained in the child care facility for existing structures.

(B) A maximum of 10 square feet of floor area for each one square foot of floor area contained in the child care facility for new structures.

For purposes of calculating the density bonus under this section, both indoor and outdoor square footage requirements for the child care facility as set forth in applicable state child care licensing requirements shall be included in the floor area of the child care facility.

(3) "Developer" means the owner or other person, including a lessee, having the right under the applicable zoning ordinance of a city council, including a charter city council, city and county board of supervisors, or county board of supervisors to make application for development approvals for the development or redevelopment of a commercial or industrial project.

(4) "Floor area" means as to a commercial or industrial project, the floor area as calculated under the applicable zoning ordinance of a city council, including a charter city council, city and county board of supervisors, or county board of supervisors and as to a child care facility, the total area contained within the exterior walls of the facility and all outdoor areas devoted to the use of the facility in accordance with applicable state child care licensing requirements.

(b) A city council, including a charter city council, city and county board of supervisors, or county board of supervisors may establish a procedure by ordinance to grant a developer of a commercial or industrial project, containing at least 50,000 square feet of floor area, a density bonus when that developer has set aside at least 2,000 square feet of floor area and 3,000 outdoor square feet to be used for a child care facility. The granting of a bonus shall not preclude a city council, including a charter city council, city and county board of supervisors, or county board of supervisors from imposing necessary conditions on the project or on the additional square footage. Projects constructed under this section shall conform to height, setback, lot coverage, architectural review, site plan review, fees, charges, and other health, safety, and zoning requirements generally applicable to construction in the zone in which the property is located. A consortium with more than one developer may be permitted to achieve the threshold amount for the available density bonus with each developer's density bonus equal to the percentage participation of the developer. This facility may be located on the project site or may be located offsite as agreed upon by the developer and local agency. If the child care facility is not located on the site of the project, the local agency shall determine whether the location of the child care facility is appropriate and whether it conforms with the intent of this section. The child care facility shall be of a size to comply with all state licensing requirements in order to accommodate at least 40 children.

(c) The developer may operate the child care facility itself or may contract with a licensed child care provider to operate the facility. In all cases, the developer shall show ongoing coordination with a local child care resource and referral network or local governmental child care coordinator in order to qualify for the density bonus.

(d) If the developer uses space allocated for child care facility purposes, in accordance with subdivision (b), for any purposes other than for a child care facility, an assessment based on the square footage of the project may be levied and collected by the city council, including a charter city council, city and county board of supervisors, or county board of supervisors. The assessment shall be consistent with the market value of the space. If the developer fails to have the space allocated for the child care facility within three years, from the date upon which the first temporary certificate of occupancy is granted, an assessment based on the square footage of the project may be levied and collected by the city council, including a charter city council, city and county board of supervisors, or county board of supervisors in accordance with procedures to be developed by the legislative body of the city council, including a charter city council, city and county board of supervisors, or county board of supervisors. The assessment shall be consistent with the market value of the space. Any penalty levied against a consortium of developers shall be charged to each developer in an amount equal to the developer's percentage square feet participation. Funds collected pursuant to this subdivision shall be deposited by the city council, including a charter city council, city and county board of supervisors, or county board of supervisors into a special account to be used for childcare services or child care facilities.

(e) Once the child care facility has been established, prior to the closure, change in use, or reduction in the physical size of, the facility, the city, city council, including a charter city council, city and county board of supervisors, or county board of supervisors shall be required to make a finding that the need for child care is no longer present, or is not present to the same degree as it was at the time the facility was established.

(f) The requirements of Chapter 5 (commencing with Section 66000) and of the amendments made to Sections 53077, 54997, and 54998, by Chapter 1002 of the Statutes of 1987 shall not apply to actions taken in accordance with this section.

(g) This section shall not apply to a voter-approved ordinance adopted by referendum or initiative.

65918. The provisions of this chapter shall apply to charter cities.

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.

COMMENTS FROM THE AUDIENCE (regarding non-agenda items):

None

CONSENT CALENDAR

1. Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit, Density Bonus & Environmental Assessment (Case Nos. SUB2007-00003 & ZON2007-00072: 28220 Highridge Road

Commissioner Tomblin moved to approve the consent calendar, thereby adopting P.C. Resolution 2008-26 recommending certification of the mitigated Negative Declaration to the City Council and adopting P.C. Resolution 2008-27 recommending conditional approval of the requested Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit, and density bonus to the City Council, seconded by Commissioner Gerstner. Approved, (4-1-1) with Vice Chairman Lewis dissenting and Commissioner Knight abstaining.

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2. Status report on the Salvation Army trail easement issue: 30840 Hawthorne Blvd.

Received and filed the status report, (6-0).

3. Minutes of May 27, 2008

Approved as presented, (6-0).

4. Minutes of June 10, 2008

Approved as presented, (6-0).

5. Minutes of June 24, 2008

Approved as presented, (5-0-1) with Commissioner Gerstner abstaining since he was absent from that meeting.

6. Minutes of July 8, 2008

Approved, (4-0-2) with Commissioner Knight and Vice Chairman Lewis abstaining since they were absent from that meeting.

CONTINUED BUSINESS

CITY OF RANCHO PALOS VERDES

MEMORANDUM

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: DIRECTOR OF PLANNING, BUILDING AND CODE ENFORCEMENT

DATE: AUGUST 12, 2008

SUBJECT: **VESTING TENTATIVE TRACT MAP NO. 68796, *ET AL.* (CASE NOS. SUB2007-00003 & ZON2007-00072): PROPOSED 28-UNIT CONDOMINIUM PROJECT AT 28220 HIGHRIDGE ROAD**

Staff Coordinator: Kit Fox, AICP, Associate Planner

RECOMMENDATION

1) Adopt P.C. Resolution No 2008-__, recommending certification of the Mitigated Negative Declaration to the City Council; and 2) adopt P.C. Resolution No. 2008-__, recommending conditional approval of the requested Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus to the City Council.

BACKGROUND

On July 22, 2008, the Planning Commission received additional information regarding the feasibility of modifying the site plan to reduce view impacts on 7 Via La Cima; Staff's analysis and recommendations regarding the applicant's request for a density bonus; and the City Engineer's review the revised traffic impact analysis for the 28-unit project. At the conclusion of the meeting, the public hearing was closed and the Planning Commission directed Staff to prepare P.C. Resolutions for the approval of the proposed project for consideration at tonight's meeting.[1]

DISCUSSION

Staff has prepared the attached draft P.C. Resolutions for the Planning Commission's consideration. The resolutions include the Planning Commission's direction to recommend denial of the requested left-turn pocket in the median of Highridge Road, as well as the recommendation to approve the requested density bonus with the provision of two (2) very-low-income units on site and deferred payment of the in-lieu fee for a third affordable unit. The recommended Mitigation Monitoring Program (MMP) includes all of the mitigation

[1] The vote on the motion was 5-1, with Commissioner Lewis dissenting and Commissioner Knight absent. The motion included a recommendation to deny the requested left-turn pocket.

measures identified in the Mitigated Negative Declaration (MND) prepared for the revised 28-unit project.

ADDITIONAL INFORMATION

As mentioned above, the public hearing on this application was closed on July 22, 2008. Therefore, discussion and public comment at tonight's meeting should focus on the draft P.C. Resolutions and whether or not they accurately and completely represent the Planning Commission's recommendation to the City Council. Conditions may be revised, added or deleted. However, any conditions imposed upon the project should be based upon the decision made at the July 22, 2008, meeting, and should be related to the issues and impacts discussed at that meeting and the previous Planning Commission meetings on this subject. Any proposal for conditions related to project issues and/or impacts that have not been previously discussed will require the public hearing to be re-opened, which will require new public notification. Similarly, any additional discussion and/or public testimony regarding the merits of the project that is not consistent with the decision made on July 22, 2008, will require the public hearing to be re-opened, which must be done at a future meeting and also subject to new public notification.

CONCLUSION

Based upon the foregoing discussion in this and the previous Staff reports of April 8, May 13, June 24 and July 22, 2008, Staff believes that all of the necessary findings for the approval of the revised, 26- to 36-foot-tall project can be made. Furthermore, Staff recommends accepting the applicant's offer for deferred payment of an in-lieu fee for the third very-low-income unit in return for granting the 1-unit density bonus. Therefore, Staff recommends adoption of the attached draft P.C. Resolutions recommending certification of the MND and conditional approval of the proposed project to the City Council. The City Council is scheduled to consider the Planning Commission's recommendations on September 16, 2008.

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 proposed draft resolutions, project, provide Staff with direction in modifying the resolutions, and continue the public hearing to a date certain.

Attachments:

Draft P.C. Resolution No. 2008-__ (MND)
Draft P.C. Resolution No. 2008-__ (VTTM 68796, *et al.*)
Reduced project plans

P.C. RESOLUTION NO. 2008-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO PALOS VERDES, RECOMMENDING THAT THE CITY COUNCIL CERTIFY A MITIGATED NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR PLANNING CASE NOS. SUB2007-00003 AND ZON2007-00072 (VESTING TENTATIVE TRACT MAP NO. 68796, GENERAL PLAN AMENDMENT, ZONE CHANGE, CONDITIONAL USE PERMIT, GRADING PERMIT AND DENSITY BONUS) FOR A NEW 28-UNIT RESIDENTIAL CONDOMINIUM PROJECT, LOCATED AT 28220 HIGH-RIDGE ROAD

WHEREAS, on February 14, 2007, applications 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 and ZON2007-00072) were submitted to the Planning Department by the applicant, REC Development, Inc., to allow the development of a 27-unit residential condominium project on a 1.25-acre site on Highridge Road; and,

WHEREAS, on December 7, 2007, the applications for Planning Case Nos. SUB2007-00003 and ZON2007-00072 were deemed complete by Staff; and,

WHEREAS, pursuant to the provision of the California Environmental Quality Act, Public Resources Code Section 21000 *et. seq.* ("CEQA"), the State's CEQA Guidelines, California Code of Regulation, Title 14, Section 15000 *et. seq.*, the City's Local CEQA Guidelines, and Government Code Section 65962.5(F) (Hazardous Waste and Substances Statement), the City of Rancho Palos Verdes prepared an Initial Study and determined that, by incorporating mitigation measures into the Negative Declaration, there is no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 would result in a significant adverse effect on the environment. Accordingly, a Draft Mitigated Negative Declaration was prepared and circulated for public review for twenty (20) days between March 19, 2008 and April 8, 2008, and notice of that fact was given in the manner required by law; and,

WHEREAS, after issuing notices pursuant to the requirements of the Rancho Palos Verdes Development Code and the State CEQA Guidelines, the Planning Commission held a duly noticed public hearing on April 8, 2008, at which time all interested parties were given the opportunity to be heard and present evidence; and,

WHEREAS, at the April 8, 2008, Planning Commission meeting, the Planning Commission directed Staff and the applicant to further investigate design alternatives to address concerns pertaining to portions of the project exceeding the 36-foot height limit; the proposed left-turn pocket in the median of Highridge Road; site landscaping; view

impacts to homes on Via La Cima; feasibility of additional grading; Planning Commission discretion with respect to the conditional use permit findings; and adequacy of the traffic impact analysis; and continued the public hearing to May 13, 2008; and,

WHEREAS, on May 7, 2008, the applicant submitted revised project plans that eliminated the proposed roof-access stair tower in excess of the 36-foot-height limit, thereby eliminating the Site Plan Review component of the proposed project; and,

WHEREAS, at the May 13, 2008, Planning Commission meeting, the Planning Commission directed the applicant to further explore design alternatives and additional grading to reduce view impacts to residences on Via La Cima; and asked for additional information regarding the applicant's cumulative traffic impact analysis; and continued the public hearing to June 24, 2008; and,

WHEREAS, on June 10, 2008, the applicant submitted revised project plans that reduced the maximum height of the project by twelve feet six inches (12'-6") and relocated the entry to the subterranean garage, thereby eliminating the Variance component of the proposed project; and,

WHEREAS, on June 18, 2008, the applicant requested a Density Bonus of one (1) additional market-rate unit, for a total of twenty-eight (28) units, pursuant to City and State density bonus law; and,

WHEREAS, at the June 24, 2008, Planning Commission meeting, the Planning Commission directed that Staff revise and recirculate the Mitigated Negative Declaration to reflect the new project description; directed the applicant to further explore the feasibility of modifying the site plan to reduce view impacts on 7 Via La Cima; directed Staff to more fully analyze and respond to the applicant's request for a density bonus; and asked for additional information regarding the revised traffic impact analysis for the 28-unit project; and continued the public hearing to July 22, 2008; and,

WHEREAS, pursuant to the provision of the California Environmental Quality Act, Public Resources Code Section 21000 *et. seq.* ("CEQA"), the State's CEQA Guidelines, California Code of Regulation, Title 14, Section 15000 *et. seq.*, the City's Local CEQA Guidelines, and Government Code Section 65962.5(F) (Hazardous Waste and Substances Statement), the City of Rancho Palos Verdes revised the Initial Study and determined that, by incorporating mitigation measures into the Negative Declaration, there is no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072—as revised—would result in a significant adverse effect on the environment. Accordingly, a Revised Draft Mitigated Negative Declaration was prepared and circulated for public review for twenty (20) days between July 2, 2008 and July 22, 2008, and notice of that fact was given in the manner required by law; and,

WHEREAS, at the July 22, 2008, Planning Commission meeting, the Planning Commission directed Staff to prepare appropriate P.C. Resolutions to recommend

certification of the Mitigated Negative Declaration and conditional approval of the proposed project to the City Council.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF RANCHO PALOS VERDES DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

Section 1: The Planning Commission has independently reviewed and considered the proposed Mitigated Negative Declaration, the public comments upon it, and other evidence before the Commission prior to taking action on the proposed project and finds that the Mitigated Negative Declaration was prepared in the manner required by law and that there is no substantial evidence that, with appropriate mitigation measures, the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 (Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus), would result in a significant adverse effect upon the environment.

Section 2: Planning Case Nos. SUB2007-00003 and ZON2007-00072 for Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus are consistent with the Rancho Palos Verdes General Plan and with the underlying Residential, 12-22 DU/acre land use designation, which will not be changed as a result of the approval of the proposed project.

Section 3: There are no sensitive natural habitat areas on the subject site. Thus, no site disturbance or alteration will result from the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 for a Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus; and therefore, the project will have no individual or cumulative adverse impacts upon resources, as defined in Section 711.2 of the State Fish and Game Code.

Section 4: With the appropriate mitigation measures, which require annexation and re-zoning of a small portion of the project site that is currently located in Rolling Hills Estates; completion of geotechnical analysis of the proposed grading and construction prior to building permit issuance; imposition of City and regional restrictions upon fugitive dust control and construction vehicle emissions; mitigation of traffic impacts through modifications to the intersection of Highridge Road and Hawthorne Boulevard; remediation of any soil contamination or hazardous materials on the project site; limitations on construction hours and haul routes; provision of adequate water supply and implementation of water-conserving fixtures; modifications to the building design and limitations upon exterior lighting, landscaping and signage; protection of cultural resources; and provision of adequate public recreational facilities, the proposed project will not have a significant impact on the environment.

Section 5: Based upon the foregoing findings, the adoption of the proposed Mitigated Negative Declaration is in the public interest.

Section 6: For the foregoing reasons and based on the information and findings included in the Staff Report, Environmental Assessment and other components of the legislative record, in the proposed Mitigated Negative Declaration, and in the public comments received by the Commission, the Planning Commission of the City of Rancho Palos Verdes hereby certifies that the Mitigated Negative Declaration has been prepared in compliance with CEQA and recommends to the City Council the adoption of the attached Mitigation Monitoring Program (Exhibit 'A') associated with Planning Case Nos. SUB2007-00003 and ZON2007-00072 for Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus, thereby recommending approval of a 28-unit residential condominium project, located at 28220 Highridge Road.

PASSED, APPROVED, AND ADOPTED this __th day of August 2008, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

RECUSALS:

_____
Stephen Perestam
Chairman

_____
Joel Rojas, AICP
Director of Planning, Building
and Code Enforcement; and,
Secretary to the Planning Commission

M:\Projects\SUB2007-00003 (REC Development, 28220 Highridge Rd)\20080812_Reso_MND_PC.doc

Exhibit 'A'

Mitigation Monitoring Program

Project: Case Nos. SUB2007-00003 & ZON2007-00072 (Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit, Density Bonus & Environmental Assessment)

Location: 28220 Highridge Road (APN 7587-007-800, -801, -802 and -803)
Rancho Palos Verdes, CA 90275

Applicant: Dan Withee, Withee Malcolm Architects

Landowner: Zaffar Hassanally, REC Development

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I. INTRODUCTION

PURPOSE

This Mitigation Monitoring Program (MMP), is to allow the following project at the former Verizon telephone equipment facility, located at 28220 Highridge Road in the City of Rancho Palos Verdes: The applicant proposes to develop a 28-unit residential condominium complex on a 54,460-square-foot (1.250-acre) site on Highridge Road. This equates to a density of 22.4 units per acre or one (1) unit for every 1,945 square feet of lot area, which is not consistent with the current Residential Multi-Family, 22 DU/acre (RM-22) zoning designation for the site. However, the applicant has requested a density bonus of one (1) unit pursuant to State law and Chapter 17.11 of the Rancho Palos Verdes Municipal Code. 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 three (3) bedrooms and from 776 square feet to 2,260 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, at least two (2) units would be designated for sale to very-low-income households. Sixty-seven (67) off-street parking spaces for residents and their guests would be provided, which is the minimum number required by the City's Development Code. A common swimming pool, spa and sun deck would be located on the lowest level at the rear of the building. The 26- to 36-foot-tall project would comply with the 36-foot height limit established for the RM-22 zoning district. The project proposes 22,111 cubic yards of grading, consisting of 21,847 cubic yards of cut and 264 cubic yards of fill, for a net export of 21,583 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.

The MMP responds to Section 21081.6 of the Public Resources Code, which requires a lead or responsible agency that approves or carries out a project where a Mitigated Negative Declaration has identified significant environmental effects, to adopt a "reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects." The City of Rancho Palos Verdes is acting as lead agency for the project.

An Initial Study/Mitigated Negative Declaration was prepared to address the potential environmental impacts of the project. Where appropriate, this environmental document recommended mitigation measures to mitigate or avoid impacts identified. Consistent with Section 21080 (2)(c) of the Public Resources Code, a mitigation reporting or monitoring program is required to ensure that the adopted mitigation measures under the jurisdiction of the City are implemented. The City will adopt this MMP when adopting the Mitigated Negative Declaration.

ENVIRONMENTAL PROCEDURES

This MMP has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended (Public Resources Code Section 21000 et seq.) and the State Guidelines for Implementation of CEQA (CEQA Guidelines), as amended (California Administrative Code Section 15000 et seq.). This MMP complies with the rules, regulations, and procedures adopted by the City of Rancho Palos Verdes for implementation of CEQA.

MITIGATION MONITORING PROGRAM REQUIREMENTS

Section 21081.6 of the Public Resources Code states: "When making the findings required by subdivision (a) of Section 21081 or when adopting a negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21081, the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on

the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of an agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program."

II. MANAGEMENT OF THE MITIGATION MONITORING PROGRAM

ROLES AND RESPONSIBILITIES

The MMP for the project will be in place through all phases of the project including final design, pre-grading, construction, and operation. The City will have the primary enforcement role for the mitigation measures.

MITIGATION MONITORING PROGRAM PROCEDURES

The mitigation monitoring procedures for this MMP consists of, filing requirements, and compliance verification. The Mitigation Monitoring Checklist and procedures for its use are outlined below.

Mitigation Monitoring Program Checklist

The MMP Checklist provides a comprehensive list of the required mitigation measures. In addition, the Mitigation Monitoring Checklist includes: the implementing action when the mitigation measure will occur; the method of verification of compliance; the timing of verification; the department or agency responsible for implementing the mitigation measures; and compliance verification. Section III provides the MMP Checklist.

Mitigation Monitoring Program Files

Files shall be established to document and retain the records of this MMP. The files shall be established, organized, and retained by the City of Rancho Palos Verdes department of Planning, Building, and Code Enforcement.

Compliance Verification

The MMP Checklist shall be signed when compliance of the mitigation measure is met according to the City of Rancho Palos Verdes Director of Planning, Building, and Code Enforcement. The compliance verification section of the MMP Checklist shall be signed, for mitigation measures requiring ongoing monitoring, and when the monitoring of a mitigation measure is completed.

MITIGATION MONITORING OPERATIONS

The following steps shall be followed for implementation, monitoring, and verification of each mitigation measure:

1. The City of Rancho Palos Verdes, Director of Planning, Building, and Code Enforcement shall designate a party responsible for monitoring of the mitigation measures.

2. The City of Rancho Palos Verdes, Director of Planning, Building, and Code Enforcement shall provide to the party responsible for the monitoring of a given mitigation measure, a copy of the MMP Checklist indicating the mitigation measures for which the person is responsible and other pertinent information.

3. The party responsible for monitoring shall then verify compliance and sign the Compliance Verification column of the MMP Checklist for the appropriate mitigation measures.

Mitigation measures shall be implemented as specified by the MMP Checklist. During any project phase, unanticipated circumstances may arise requiring the refinement or addition of mitigation measures. The City of Rancho Palos Verdes, Director of Planning, Building, and Code Enforcement with advice from Staff or another City department, is responsible for recommending changes to the mitigation measures, if needed. If mitigation measures are refined, the Director of Planning, Building, and Code Enforcement would document the change and shall notify the appropriate design, construction, or operations personnel about refined requirements.

III. MITIGATION MONITORING PROGRAM CHECKLIST

INTRODUCTION

This section provides the MMP Checklist for the project as approved by the Planning Commission of the City of Rancho Palos Verdes on November 11, 2003. Mitigation measures are listed in the order in which they appear in the Initial Study.

* **Types** of measures are *project design, construction, operational, or cumulative.*

* **Time of Implementation** indicates **when** the measure is to be implemented.

* **Responsible Entity** indicates **who** is responsible for implementation.

* **Compliance Verification** provides space for future reference and notation that compliance has been monitored, verified, and is consistent with these mitigation measures.

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
1. LAND USE AND PLANNING				
LUP-1: 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 Commissioner (LAFCO). The applicant shall be responsible for all City costs associated with processing the annexation request.	Project Design	Prior to final tract map recordation	Property owner	Department of Planning, Building and Code Enforcement
2. GEOLOGY AND SOILS				
GEO-1: 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.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
3. AIR QUALITY				
AIR-1: 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.	Construction	Prior to grading permit issuance	Property owner	Department of Planning, Building and Code Enforcement
AIR-2: 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.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
AIR-3: Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
AIR-4: 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.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
AIR-5: 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.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
4. TRANSPORTATION/CIRCULATION				
TRA-1: In order to reduce the traffic impacts of the proposed project to less-than-significant levels, the intersection Highridge Road and Hawthorne Boulevard shall be modified as follows: • Convert the existing northbound left turn lane to a shared left-plus-through lane; and the existing northbound through lane to a dedicated right-turn lane; • Keep the existing dedicated right-turn lane so there will be two (2) northbound right-turn lanes; • Modify the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left-turn phasing); • Set the cycle length to one hundred twenty (120) seconds or optimize the cycle length to allow for additional green time on all movements; and, Provide "cat-track" striping for the two (2) northbound right-turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard.	Operational	Prior to building permit final	Property owner	Departments of Planning, Building and Code Enforcement and Public Works

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
TRA-2: Prior to building permit final, the applicant shall be responsible for contributing the project's fair share of the cost of the recommended improvements at Highridge Road and Hawthorne Boulevard (estimated at 15.5%) to the City of Rancho Palos Verdes; and shall contribute the project fair share of the cost of future improvements at Hawthorne Boulevard and Silver Spur Road (estimated at 2.5%) to the City of Rolling Hills Estates.	Operational	Prior to building permit final	Property owner	Departments of Planning, Building and Code Enforcement and Public Works
TRA-3: 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.	Construction	Prior to grading permit issuance	Property owner	Department of Public Works
TRA-4: The final design of the left-turn pocket shall incorporate the following modifications, to the satisfaction of the Director of Public Works: • The proposed medium break and transition for the project entrance shall maintain a 60-foot-long pocket with a 60-foot-long transition. The existing left-turn pocket for northbound Highridge Road and Peacock Ridge Road shall be reconfigured to a 100-foot-long pocket with a 60-foot-long transition.	The proposed left-turn pocket and median break in Highridge Road are no longer a part of the recommended project			
TRA-5: 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.				
TRA-6: 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.	Construction	Prior to final tract map recordation	Property owner	Department of Public Works

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
TRA-7: 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.	Project Design	Prior to building permit final	Property owner	Department of Planning, Building and Code Enforcement
5. HAZARDS AND HAZARDOUS MATERIALS				
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.	Construction	Prior to grading permit issuance	Property owner	Department of Planning, Building and Code Enforcement
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.	Construction	Prior to grading permit issuance	Property owner	Department of Planning, Building and Code Enforcement
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.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
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.	Construction	Prior to demolition of existing site improvements	Property owner	Department of Planning, Building and Code Enforcement
6. NOISE				
NOI-1: 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.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
NOI-2: The project shall utilize construction equipment equipped with standard noise insulating features during construction to reduce source noise levels.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
NOI-3: All project construction equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts is generated.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
NOI-4: 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.	Construction	Prior to commencement of grading	Property owner	Department of Public Works
7. UTILITIES AND SERVICE SYSTEMS				
UTL-1: 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.	Construction	Prior to final tract map recordation	Property owner	Department of Planning, Building and Code Enforcement
UTL-2: 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: • Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve; • Install water-conserving clothes washers; • Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and, • Install one-and-one-half gallon, ultra-low flush toilets.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
UTL-3: 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: • Extensive use of native plant materials. • Low water-demand plants. • Minimum use of lawn or, when used, installation of warm season grasses. • Grouped plants of similar water demand to reduce over-irrigation of low water demand plants. • Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity. • Drip irrigation, soil moisture sensors, and automatic irrigation systems. • Use of reclaimed wastewater, stored rainwater or grey water for irrigation.	Construction	On-going	Property owner	Department of Planning, Building and Code Enforcement
8. AESTHETICS				
AES-1: Prior to building permit issuance, the building elevations shall be revised to provide architectural trim and detailing on any blank 2-story facades of the facing wings of the building.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
AES-2: 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.	Construction	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
AES-3: 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.	Operational	On-going	Property owner	Department of Planning, Building and Code Enforcement

MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
AES-4: 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).	Project Design	On-going	Property owner	Planning Commission
AES-5: 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.	Operational	Prior to building permit issuance	Property owner	Department of Planning, Building and Code Enforcement
AES-6: Exterior lighting fixtures on the grounds shall be low, bollard-type fixtures, not to exceed forty-two inches (42") in height.	Project Design	On-going	Property owner	Department of Planning, Building and Code Enforcement
AES-7: 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.	Construction	Prior to building permit final	Property owner	Department of Planning, Building and Code Enforcement
AES-8: No internally-illuminated signage may be used on the project site.	Project Design	On-going	Property owner	Department of Planning, Building and Code Enforcement
9. CULTURAL RESOURCES				
CUL-1: 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.	Construction	Prior to grading permit issuance	Property owner	Department of Planning, Building and Code Enforcement

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MITIGATION MEASURES	TYPE	TIME OF IMPLEMENTATION	RESPONSIBLE ENTITY	COMPLIANCE VERIFICATION
CUL-2: 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.	Construction	Prior to commencement of grading	Property owner	Department of Planning, Building and Code Enforcement
10. RECREATION				
REC-1: Prior to final tract map recordation, the applicant shall pay to the City a fee equal to the value of 0.3136 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.	Construction	Prior to final tract map recordation	Property owner	Department of Planning, Building and Code Enforcement

P.C. RESOLUTION NO. 2008-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RANCHO PALOS VERDES, RECOMMENDING THAT THE CITY COUNCIL CONDITIONALLY APPROVE VESTING TENTATIVE TRACT MAP NO. 68796, GENERAL PLAN AMENDMENT, ZONE CHANGE, CONDITIONAL USE PERMIT, GRADING PERMIT AND DENSITY BONUS (PLANNING CASE NOS. SUB2007-00003 AND ZON2007-00072), IN CONJUNCTION WITH THE ADOPTION OF A MITIGATED NEGATIVE DECLARATION, TO ALLOW THE SUBDIVISION OF A 1.25-ACRE SITE INTO TWENTY-EIGHT (28) RESIDENTIAL CONDOMINIUM UNITS, LOCATED AT 28220 HIGHRIDGE ROAD

WHEREAS, on February 14, 2007, applications 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 and ZON2007-00072) were submitted to the Planning Department by the applicant, REC Development, Inc., to allow the development of a 27-unit residential condominium project on a 1.25-acre site on Highridge Road; and,

WHEREAS, on December 7, 2007, the applications for Planning Case Nos. SUB2007-00003 and ZON2007-00072 were deemed complete by Staff; and,

WHEREAS, pursuant to the provision of the California Environmental Quality Act, Public Resources Code Section 21000 *et. seq.* ("CEQA"), the State's CEQA Guidelines, California Code of Regulation, Title 14, Section 15000 *et. seq.*, the City's Local CEQA Guidelines, and Government Code Section 65962.5(F) (Hazardous Waste and Substances Statement), the City of Rancho Palos Verdes prepared an Initial Study and determined that, by incorporating mitigation measures into the Negative Declaration, there is no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072 would result in a significant adverse effect on the environment. Accordingly, a Draft Mitigated Negative Declaration was prepared and circulated for public review for twenty (20) days between March 19, 2008 and April 8, 2008, and notice of that fact was given in the manner required by law; and,

WHEREAS, after issuing notices pursuant to the requirements of the Rancho Palos Verdes Development Code and the State CEQA Guidelines, the Planning Commission held a duly noticed public hearing on April 8, 2008, at which time all interested parties were given the opportunity to be heard and present evidence; and,

WHEREAS, at the April 8, 2008, Planning Commission meeting, the Planning Commission directed Staff and the applicant to further investigate design alternatives to address concerns pertaining to portions of the project exceeding the 36-foot height limit; the proposed left-turn pocket in the median of Highridge Road; site landscaping; view

impacts to homes on Via La Cima; feasibility of additional grading; Planning Commission discretion with respect to the conditional use permit findings; and adequacy of the traffic impact analysis; and continued the public hearing to May 13, 2008; and,

WHEREAS, on May 7, 2008, the applicant submitted revised project plans that eliminated the proposed roof-access stair tower in excess of the 36-foot-height limit, thereby eliminating the Site Plan Review component of the proposed project; and,

WHEREAS, at the May 13, 2008, Planning Commission meeting, the Planning Commission directed the applicant to further explore design alternatives and additional grading to reduce view impacts to residences on Via La Cima; and asked for additional information regarding the applicant's cumulative traffic impact analysis; and continued the public hearing to June 24, 2008; and,

WHEREAS, on June 10, 2008, the applicant submitted revised project plans that reduced the maximum height of the project by twelve feet six inches (12'-6") and relocated the entry to the subterranean garage, thereby eliminating the Variance component of the proposed project; and,

WHEREAS, on June 18, 2008, the applicant requested a Density Bonus of one (1) additional market-rate unit, for a total of twenty-eight (28) units, pursuant to City and State density bonus law; and,

WHEREAS, at the June 24, 2008, Planning Commission meeting, the Planning Commission directed that Staff revise and recirculate the Mitigated Negative Declaration to reflect the new project description; directed the applicant to further explore the feasibility of modifying the site plan to reduce view impacts on 7 Via La Cima; directed Staff to more fully analyze and respond to the applicant's request for a density bonus; and asked for additional information regarding the revised traffic impact analysis for the 28-unit project; and continued the public hearing to July 22, 2008; and,

WHEREAS, pursuant to the provision of the California Environmental Quality Act, Public Resources Code Section 21000 *et. seq.* ("CEQA"), the State's CEQA Guidelines, California Code of Regulation, Title 14, Section 15000 *et. seq.*, the City's Local CEQA Guidelines, and Government Code Section 65962.5(F) (Hazardous Waste and Substances Statement), the City of Rancho Palos Verdes revised the Initial Study and determined that, by incorporating mitigation measures into the Negative Declaration, there is no substantial evidence that the approval of Planning Case Nos. SUB2007-00003 and ZON2007-00072—as revised—would result in a significant adverse effect on the environment. Accordingly, a Revised Draft Mitigated Negative Declaration was prepared and circulated for public review for twenty (20) days between July 2, 2008 and July 22, 2008, and notice of that fact was given in the manner required by law; and,

WHEREAS, at the July 22, 2008, Planning Commission meeting, the Planning Commission directed Staff to prepare appropriate P.C. Resolutions to recommend certification of the Mitigated Negative Declaration and conditional approval of the proposed project to the City Council; and,

WHEREAS, at its August 12, 2008, meeting, after hearing public testimony, the Planning Commission adopted P.C. Resolution No. 2008-__ making certain findings related to the requirements of the California Environmental Quality Act (CEQA) and recommended that the City Council adopt a Mitigation Monitoring Program and Mitigated Negative Declaration for the proposed project.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF RANCHO PALOS VERDES DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

Section 1: The Planning Commission makes the following findings of fact with respect to the application for Vesting Tentative Tract Map No. 68796 to subdivide the 1.25-acre site for a 28-unit condominium project:

A. The proposed map and the design and improvement of the proposed subdivision are consistent with the Rancho Palos Verdes General Plan. 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 that "[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 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 28-unit project, the applicant shall be obligated to provide three (3) dwelling units (or their equivalents) that are affordable to households with very low incomes.

B. The site is physically suitable for the type and density of development proposed. The subject property is more than double the minimum size required for lots in the RM-22 zoning district. The twenty-eight units (28) proposed are not consistent with the minimum 2,000 square feet of lot are per unit requirement of the RM-22 zoning district, but the approval of the additional density of one (1) unit is warranted under the density bonus provisions of Section 17.11.060(A)(1) of the Rancho Palos Verdes Development Code. Furthermore, the project complies with all applicable setbacks, lot coverage and parking requirements of the RM-22 zoning district.

C. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, nor are they 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.

D. The design of the subdivision or the type of improvements will not 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.

Section 2: The Planning Commission makes the following findings of fact with respect to the application for a general plan amendment and zone change for the annexation of a 0.01-acre portion of the subject property from the City of Rolling Hills Estates:

A. 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 at 28340 Highridge Road. With the approval of the

proposed project, the applicant will 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 the Planning Commission'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 condominium project, but it 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.

Section 3: The Planning Commission makes the following findings of fact with respect to the application for a conditional use permit to establish a residential condominium project on the subject property:

A. 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. The proposed project is consistent with all of the RM-22 district development standards and the lot is more than double the minimum size required in the RM-22 district.

B. 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 and traffic study have been reviewed by the City's traffic engineer. The traffic study identified impacts at the intersection of Highridge Road and Hawthorne Boulevard that can be mitigated to less-than-significant levels with changes to roadway striping and signal timing. The applicant shall be responsible for the project's fair share of the cost of these modifications. Although the applicant has proposed a left-turn pocket and median break in Highridge Road to provide access to the subject property, the Planning Commission finds that it would be imprudent to allow this left-turn pocket to be constructed due to its close proximity to the intersection of Highridge Road and Peacock Ridge Road.

C. 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 for certain units in the *La Cima* community. For this reason, the applicant was asked to construct a certified silhouette of the proposed project. The RM-22 zoning district

establishes a 36-foot height limit for apartment buildngs, 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.

As supported by the City Attorney's opinion, the Planning Commission has the authority to consider view impacts within the scope of this finding because this application is for a condominium project, which requires the approval of a conditional use permit. Therefore, the 36-foot height limit for the RM-22 zoning district does not have to be treated as a "by right" entitlement for this project. The Planning Commission considered view analyses conducted by Staff from seven (7) of the ten (10) residences on Via La Cima, which is located across Highridge Road from the subject property. Some members of the Planning Commission also inspected the view impacts of the project for several *La Cima* homes, including some not accessible to Staff.

Based upon the view analyses, the Planning Commission found that the revised project still results in significant view impairment for the residence at 7 Via La Cima. *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. The applicant has modified the project to reduce the view impact upon 7 Via La Cima, and has demonstrated that further modifications will make the project physically and/or fiscally infeasible. 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 *La Cima* residences to less-than-significant levels. Given the modification that have been made to the proposed project, the Planning Commission finds that significant view impairment for one (1) unit in the *La Cima* community does not constitute a "significant adverse effect on adjacent property" that warrants denial of or further modifications to the proposed project.

D. The proposed use is not contrary to the General Plan. 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."

E. The required finding that, 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, is not applicable to this project because the subject property is not located within an overlay control district.

F. Conditions, which the Planning Commission finds to be necessary to protect the health, safety and general welfare, have been imposed upon this project. These conditions include all mitigation measures identified in the Mitigated Negative Declaration for the project. 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; 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.

Section 4: The Planning Commission makes the following findings of fact with respect to the application for a grading permit for 22,111 cubic yards of grading related to the development of the proposed condominium project:

A. 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 22,111 cubic yards of earth movement. Most of this material (i.e., 21,583 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 building to be set lower on the site than could be allowed "by right" without the proposed grading (or with less grading).

B. 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. The proposed grading results in a lower structure than would be permitted "by right" without the proposed grading, and the project complies with the 36-foot height limit for the RM-22 zoning district.

C. 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.

D. The required finding that 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, is not applicable because there are no natural topographic features on the subject property.

E. The required finding that, 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, is not applicable because the proposed project is not a new single-family residence.

F. 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. 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. 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.

G. The required finding, that the grading utilizes street designs and improvements which serve to minimize grading alternatives and harmonize with the natural contours and character of the hillside, is not applicable because the proposed project does not involve the construction of new streets.

H. 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.

I. The grading conforms with the minimum standards for finished slope, depth of fill, retaining wall location and height, and driveway slope established under Section 17.76.040(E)(8) of the Development Code.

J. Pursuant to Section 17.76.040(E)(9)(c) of the Rancho Palos Verdes Development Code, the proposed 19-foot depth of cut is reasonable and necessary. Grading down the pad within the footprint of the proposed building allows for a structure that is lower than would otherwise be permitted without the proposed grading.

Section 5: The Planning Commission makes the following findings of fact with respect to the application for a density bonus in conjunction with development of the proposed condominium project:

A. The applicant's density bonus request involves requesting one (1) additional market-rate unit, for a total of twenty-eight (28) units. Of these, the applicant will dedicate two (2) units for sale to very-low-income households, which equates to five percent (5%) of the total number of units. This is consistent with the requirements of Section 17.11.040 of the Rancho Palos Verdes Development Code. However, it is the City's position that, in order to qualify for a density bonus under State law (i.e., Sections 65915-65918 of the Government Code), the applicant must set aside ten percent (10%) of the total number of units for very-low-income households. Although the applicant disagrees with the City's interpretation of State density bonus law, he is amenable to paying the City's in-lieu affordable housing fee for the third unit, providing that the City is willing to defer payment of the fee until after sale or occupancy of the twenty-fourth (24th) unit of the project.

The applicant is entitled to a density bonus of up to twenty percent (20%) under State law, but is asking for a density bonus of less than four percent (4%). A 20-percent bonus would amount to a project of up to thirty-three (33) units. Given the constraints of the project site, it is likely that the height of the project would have to be increased to accommodate thirty-three (33) units, possibly to or above the 36-foot height limit. Since the City's and State's density bonus regulations compel local jurisdictions to grant a development concession in conjunction with the density bonus request, the City would probably not be in a position to deny a taller project, even if it exceeded the property's height limit.

For the foregoing reasons, the Planning Commission believes that accepting an in-lieu fee for the third affordable unit is a reasonable compromise in that it upholds the City's interpretation of State law that three (3) affordable units are needed to qualify for the density bonus without requiring the applicant to alter the building design to actually construct a third affordable unit. As such, the Planning Commission recommends that the City Council agree to accept deferred payment of the in-lieu fee for the third affordable unit.

Section 6: Any interested person aggrieved by this decision or by any portion of this decision may appeal to the City Council. Pursuant to Sections 16.08.020, 17.60.060, 17.68.040(D) and 17.76.040(H) of the Rancho Palos Verdes Municipal Code, any such appeal must be filed with the City, in writing and with the appropriate appeal fee, no later than fifteen (15) days following August 12, 2008, the date of the Planning Commission's final action.

Section 7: For the foregoing reasons and based on the information and findings included in the Staff Report, Minutes and other records of proceedings, the Planning Commission of the City of Rancho Palos Verdes hereby recommends that the City Council conditionally approve Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change, Conditional Use Permit, Grading Permit and Density Bonus (Planning Case Nos. SUB2007-00003 and ZON2007-00072), in conjunction with the adoption of a Mitigated Negative Declaration, to allow the subdivision of a 1.25-acre site into twenty-eight (28) residential condominium units, located at 28220 Highridge Road, subject to the recommended conditions of approval in the attached Exhibit 'A'.

PASSED, APPROVED, AND ADOPTED this __th day of August 2008, by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

RECUSALS:

_____
Stephen Perestam
Chairman

_____
Joel Rojas, AICP
Director of Planning, Building and Code Enforcement; and, Secretary to the Planning Commission

EXHIBIT 'A'
RECOMMENDED CONDITIONS OF APPROVAL
FOR TENTATIVE TRACT MAP NO. 68796, GENERAL PLAN AMENDMENT, ZONE CHANGE, CONDITIONAL USE PERMIT, GRADING PERMIT AND DENSITY BONUS
(REC Development, 28220 Highridge Road)

General

1. Within ninety (90) days of this approval, the applicant and/or property owner shall submit to the City a statement, in writing, that they have read, understand and agree to all conditions of approval contained in this approval. Failure to provide said written statement within ninety (90) days following the date of this approval shall render this approval null and void.

2. The developer shall supply the City with one mylar and copies of the map after the final map has been filed with the Los Angeles County Recorders Office.

3. This approval expires twenty-four (24) months from the date of approval of the vesting tentative tract map by the City Council, unless extended per Section 66452.6 of the Subdivision Map Act and Section 16.16.040 of the Development Code. Any request for extension shall be submitted to the Planning Department in writing prior to the expiration of the map.

4. 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. [Mitigation Measure NOI-1]

5. Unless specific development standards for the development of the property contained in these conditions of approval, the development of the lots shall comply with the requirements of Title 17 of the City's Municipal Code.

6. 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 Commissioner (LAFCO). The applicant shall be responsible for all City costs associated with processing the annexation request. [Mitigation Measure LUP-1]

Subdivision Map Act

7. Prior to submitting the Final Map for recordation pursuant to Section 66442 of the Government Code, the subdivider shall obtain clearances from affected departments and divisions, including a clearance from the City's Engineer for the following items: mathematical accuracy, survey analysis, correctness of certificates and signatures, etc.

County Recorder

8. If signatures of record title interests appear on the final map, the developer shall submit a preliminary guarantee. A final guarantee will be required at the time of filing of the final map with the County Recorder. If said signatures do not appear on the final map, a preliminary title report/guarantee is needed that covers the area showing all fee owners and interest holders. The account for this preliminary title report guarantee shall remain open until the final map is filed with the County Recorder.

Cultural Resources

9. 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. [Mitigation Measure CUL-1]

10. 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. [Mitigation Measure CUL-2]

Sewers

11. A bond, cash deposit, or other City approved security, shall be posted prior to recordation of the Final Map or start of work, whichever occurs first, to cover costs for construction of and connection to a sanitary sewer system, in an amount to be determined by the Director of Public Works.

12. Prior to approval of the final map, the subdivider shall submit to the Director of Planning, Building and Code Enforcement a written statement from the County Sanitation District approving the design of the tract with regard to the existing

trunk line sewer. Said approval shall state all conditions of approval, if any, and state that the County is willing to maintain all connections to said trunk lines.

13. Approval of this subdivision of land is contingent upon the installation, dedication and use of local main line sewer and separate laterals to serve each unit of the land division.

14. Sewer easements may be required, subject to review by the City Engineer, to determine the final locations and requirements.

15. Prior to construction, the subdivider shall obtain approval of the sewer improvement plans from the County Engineer Sewer Design and Maintenance Division.

Water

16. 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. [Mitigation Measure UTL-1]

17. Prior to recordation of the Final Map or prior to commencement of work, whichever comes first, the subdivider must submit a labor and materials bond in addition to either:

    a. An agreement and a faithful performance bond in the amount estimated by the City Engineer and guaranteeing the installation of the water system; or
    b. An agreement and other evidence satisfactory to the City Engineer indicating that the subdivider has entered into a contract with the serving water utility to construct the water system, as required, and has deposited with such water utility security guaranteeing payment for the installation of the water system.

18. There shall be filed with the City Engineer a statement from the water purveyor indicating that the proposed water mains and any other required facilities will be operated by the water purveyor and that, under normal operating conditions, the system will meet the needs of the developed tract.

19. At the time the final land division map is submitted for checking, plans and specifications for the water systems facilities shall be submitted to the City Engineer for checking and approval, and shall comply with the City Engineer's standards. Approval for filing of the land division is contingent upon approval of plans and specifications mentioned above.

20. The project shall be served by adequately sized water system facilities that shall include fire hydrants of the size and type and location as determined by the Los Angeles County Fire Department. The water mains shall be of sufficient size to accommodate the total domestic and fire flows required for the land division. The City Engineer shall determine domestic flow requirements. Fire flow requirements shall be determined by the Fire Department and evidence of approval by the Fire Chief is required.

21. Framing of structures shall not begin until after the Los Angeles County Fire Department has determined that there is adequate firefighting water and access available to said structures.

22. 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:
    - Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve;
    - Install water-conserving clothes washers;
    - Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and,
    - Install one-and-one-half gallon, ultra-low flush toilets. [Mitigation Measure UTL-2]

23. 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:
    - Extensive use of native plant materials.
    - Low water-demand plants.
    - Minimum use of lawn or, when used, installation of warm season grasses.
    - Grouped plants of similar water demand to reduce over-irrigation of low water demand plants.
    - Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity.
    - Drip irrigation, soil moisture sensors, and automatic irrigation systems.
    - Use of reclaimed wastewater, stored rainwater or grey water for irrigation. [Mitigation Measure UTL-3]

<u>Drainage</u>

24. A bond, cash deposit, or combination thereof shall be posted to cover costs of construction in an amount to be determined by the City Engineer.

25. Prior to filing of the Final Map, the developer shall submit a hydrology study to the City Engineer to determine any adverse impacts to existing flood control facilities generated by this project. Should the City Engineer determine that adverse impacts will result, the developer will be required to post a cash deposit or bond or combination thereof in an amount to be determined by the Director of Public Works, which will be based on the project's share of the necessary improvements.

26. Drainage plans and necessary support documents to comply with the following requirements must be approved prior to the recordation of the Final Map or commencement of work, whichever comes first:

    a. Provide drainage facilities to remove the flood hazard to the satisfaction of the City Engineer and dedicate and show easements on the final map.
    b. Eliminate the sheet overflow and ponding or elevate the floors of the buildings with no openings in the foundation walls to at least twelve inches above the finished pad grade.
    c. Provide drainage facilities to protect the lots from high velocity scouring action.
    d. Provide for contributory drainage from adjoining properties.

27. In accordance with Section 1601 and 1602 of the California Fish and Game Code, the State Department of Fish and Game, 350 Golden Shore, Long Beach, California 90802, (562) 435-7741, shall be notified prior to commencement of work within any natural drainage courses affected by this project.

28. All drainage swales and any other on-grade drainage facilities, including gunite, shall be of an earth tone color and shall be reviewed and approved by the Director of Planning, Building and Code Enforcement.

29. Site surface drainage measures included in the project's geology and soils report shall be implemented by the project developer during project construction.

30. Subject to review and approval of the City Public Works and Building and Safety Department and prior to issuance of grading permits, the project proponent shall submit a stormwater management plan which shows the on-site and off-site stormwater conveyance system that will be constructed by the project proponent for the purpose of safely conveying stormwater off of the project site. These drainage structures shall be designed in accordance with the most current standards and criteria of the Director of Public Works and Los Angeles County Department of Public Works to ensure that default drainage capacity is maintained. The plan shall also show whether existing stormwater facilities off the site are adequate to convey storm flows.

31. In accordance with the Clean Water Act, coordinate with the Regional Water Quality Control Board (RWQCB) regarding the required National Pollutant Discharge Elimination System (NPDES) permit for the project. The developer shall obtain this permit and provide the City with proof of the permit before construction activities begin on the project site.

32. Appropriate Best Management Practices (BMPs), including sandbags, shall be used to help control runoff from the project site during project construction activities.

33. In accordance with the Clean Water Act, the project proponent shall coordinate with the Regional Water Quality Control Board (RWQCB) on the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for the proposed project.

Streets

34. 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. [Mitigation Measure TRA-6]

35. The contractor shall be responsible for repairs to any neighboring streets (those streets to be determined by the Director of Public Works) which may be damaged during development of the tract. Prior to issuance of grading permits, the developer shall post a bond, cash deposit or City approved security, in an amount determined by the Director of Public Works to be sufficient to cover the costs to repair any damage to streets or appurtenant structures as a result of this development.

36. The applicant shall obtain any necessary approvals from the City of Rolling Hills Estates to allow the use of public streets for project-related construction vehicles.

37. In order to reduce the traffic impacts of the proposed project to less-than-significant levels, the intersection of Highridge Road and Hawthorne Boulevard shall be modified as follows:
    - Convert the existing northbound left turn lane to a shared left-plus-through lane; and the existing northbound through lane to a dedicated right-turn lane;
    - Keep the existing dedicated right-turn lane so there will be two (2) northbound right-turn lanes;
    - Modify the existing traffic signal phases for the northbound and southbound approaches to split-phasing (from protected left-turn phasing);

- Set the cycle length to one hundred twenty (120) seconds or optimize the cycle length to allow for additional green time on all movements; and,
- Provide "cat-track" striping for the two (2) northbound right-turn lanes for their transition to the eastbound through lanes on Hawthorne Boulevard. [Mitigation Measure TRA-1]

38. Prior to building permit final, the applicant shall be responsible for contributing the project's fair share of the cost of the recommended improvements at Highridge Road and Hawthorne Boulevard (estimated at 15.5%) to the City of Rancho Palos Verdes; and shall contribute the project fair share of the cost of future improvements at Hawthorne Boulevard and Silver Spur Road (estimated at 2.5%) to the City of Rolling Hills Estates. [Mitigation Measure TRA-2]

39. On-street parking shall be prohibited within fifty feet (50'-0") of either side of the proposed driveway.

Utilities

40. All utilities to and on the property shall be provided underground, including cable television, telephone, electrical, gas and water. All necessary permits shall be obtained for their installation. Cable television shall connect to the nearest trunk line at the developer's expense.

Geology

41. 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. [Mitigation Measure GEO-1]

42. Prior to recordation of the Final Map or commencement of work, whichever occurs first, a bond, cash deposit, or combination thereof shall be posted to cover costs for any geologic hazard abatement in an amount to be determined by the City Engineer.

43. All geologic hazards associated with this proposed development shall be eliminated or the City Geologist shall designate a restricted use area in which the erection of buildings or other structures shall be prohibited.

44. Prior to issuance of grading or building permits, the developer shall submit a Geology and/or Soils Engineer's report on the expansive properties of soils on all

building sites in the proposed subdivision. Such soils are defined by Building Code Section 2904 (b).

45. An as-built geological report shall be submitted for structures founded on bedrock. An as-built soils and compaction report shall be submitted for structures founded on fill as well as for all engineered fill areas.

Easements

46. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets or highway access rights, building restriction rights, or other easements until after the final tract map is filed with the County Recorder, unless such easements are subordinated to the proposed grant or dedication. If easements are granted after the date of tentative approval, a subordination agreement must be executed by the easement holder prior to the filing of the Final Tract Map.

Survey Monumentation

47. Prior to recordation of the Final Map, a bond, cash deposit, or combination thereof shall be posted to cover costs to establish survey monumentation in an amount to be determined by the City Engineer.

48. Within twenty-four (24) months from the date of filing the Final Map, the developer shall set survey monuments and tie points and furnish the tie notes to the City Engineer.

49. All lot corners shall be referenced with permanent survey markers in accordance with the City's Municipal Code.

50. All tract corners shall be referenced with permanent survey markers in accordance with the Subdivision Map Act.

Street Names and Numbering

51. Any street names and/or house numbering by the developer must be approved by the City Engineer.

Park, Open Space and Other Dedications

52. Prior to final tract map recordation, the applicant shall pay to the City a fee equal to the value of 0.3136 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. [Mitigation Measure REC-1]

Affordable Housing

53. Prior to approval of the final map, the subdivider shall agree to participate in the City's affordable housing program, as codified in Chapter 17.11 of the City's Municipal Code. Said participation shall include construction within the project of two (2) units affordable to households with very low incomes and payment of an affordable housing in-lieu fee for a third very-low-income unit. The two (2) 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, as demonstrated to the satisfaction of the Director of Planning, Building and Code Enforcement prior to building permit final.

54. Payment of the affordable housing in-lieu fee for the third very-low-income unit shall occur prior to the sale or occupancy, whichever occurs first, of the twenty-fifth (25th) unit in the project.

Grading and Demolition

55. Prior to recordation of the final map or the commencement of work, whichever occurs first, a bond, cash deposit, or combination thereof, shall be posted to cover the costs of grading in an amount to be determined by the City Engineer.

56. Prior to issuance of a grading permit by Building and Safety, the applicant shall submit to the City a Certificate of Insurance demonstrating that the applicant has obtained a general liability insurance policy in an amount not less than 5 million dollars per occurrence and in the aggregate to cover awards for any death, injury, loss or damage, arising out of the grading or construction of this project by the applicant. Said insurance policy must be issued by an insurer admitted to do business in the State of California with a minimum rating of A-VII by Best's Insurance Guide. Said insurance shall not be canceled or reduced during the grading or construction work and shall be maintained in effect for a minimum period of one (1) year following the final inspection and approval of said work by the City, and without providing at least thirty (30) days prior written notice to the City.

57. Approval of the project shall allow a total of 22,111 cubic yards of earth movement, consisting of 21,847 cubic yards of cut and 264 cubic yards of fill, of which 21,583 cubic yards will be exported from the site. The maximum depth of cut is nineteen feet (19'-0") and the maximum height of fill is five feet (5'-0"). Any revisions that result in a substantial increase to the aforementioned grading

quantities shall be reviewed and approved by the Planning Commission as a revision to the grading application.

58. The maximum height of the combined retaining wall and safety railing along the rear property line shall not exceed eight feet (8'-0") as measured from finished grade on adjacent properties to the north and east.

59. A construction plan shall be submitted to the Director of Planning, Building and Code Enforcement prior to issuance of grading permits. Said plan shall include but not be limited to: limits of grading, estimated length of time for rough grading and improvements, location of construction trailer, location and type of temporary utilities. The use of rock crushers shall be prohibited.

60. Prior to filing the Final Map, a grading plan shall be reviewed and approved by the City Engineer and City Geologist. This grading plan shall include a detailed engineering, geology and/or soils engineering report and shall specifically be approved by the geologist and/or soils engineer and show all recommendations submitted by them. It shall also be consistent with the tentative map and conditions, as approved by the City.

61. Grading shall conform to Chapter 29, "Excavations, Foundations, and Retaining Walls", and Chapter 70, "Excavation and Grading of the Uniform Building Code".

62. 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. [Mitigation Measure AIR-1]

63. 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. [Mitigation Measure AIR-2]

64. Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems. [Mitigation Measure AIR-3]

65. Graded slope tops shall be rounded, slope gradients shall be varied, and no significant abrupt changes between natural and graded slopes will be permitted. All created slopes shall not be greater than 3:1.

66. 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. [Mitigation Measure AIR-4]

67. 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. [Mitigation Measure TRA-3]

68. 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. [Mitigation Measure HAZ-1]

69. 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. [Mitigation Measure HAZ-2]

70. 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. [Mitigation Measure HAZ-3]

71. 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. [Mitigation Measure HAZ-4] Notwithstanding the foregoing language of this condition, any other hazardous materials (i.e., besides lead or asbestos) that are discovered on the subject property shall be similarly abated in accordance with applicable local, state and federal regulations.

72. The project shall utilize construction equipment equipped with standard noise insulating features during construction to reduce source noise levels. [Mitigation Measure NOI-2]

73. All project construction equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts is generated. [Mitigation Measure NOI-3]

74. 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. [Mitigation Measure NOI-4]

75. The applicant shall not use the parking lot of the adjacent church for parking or staging of equipment or storage of materials without the express authorization of the property owner.

Public Services

76. The project proponent will coordinate with the County of Los Angeles Fire Department to determine any appropriate mitigation to compensate for the increase in the demand for fire protection services due to the proposed project and any special site design considerations that would minimize fire hazards. The driveway to be constructed as part of this project shall be constructed to Fire Department standards.

77. The project proponent will coordinate with the County of Los Angeles, Office of the Sheriff, to determine any appropriate mitigation to compensate for the increase in the demand for police protection services due to the proposed project. Appropriate police service fees shall be paid before a Use and Occupancy Permit is issued for the project.

Common Area Improvements and CC&R's

78. 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. [Mitigation Measure AES-2]

79. 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. [Mitigation Measure AES-3] Said landscaping shall also be maintained so as not to result in significant view impairment from the viewing areas of dwelling units within the project.

80. 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). [Mitigation Measure AES-4]

81. 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. [Mitigation Measure AES-5]

82. Exterior lighting fixtures on the grounds shall be low, bollard-type fixtures, not to exceed forty-two inches (42") in height. [Mitigation Measure AES-6]

83. 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. [Mitigation Measure AES-7]

84. No internally-illuminated signage may be used on the project site. [Mitigation Measure AES-8]

85. 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. [Mitigation Measure TRA-7]

86. Prior to approval of the Final Map, copies of the Covenants, Conditions and Restrictions (CC&R's) shall be submitted for the review of the Director and the City Attorney. Said CC&R's shall reflect the applicable development standards contained in this Resolution. All necessary legal agreements, including homeowners' association, deed restrictions, covenant, dedication of development rights, public easements and proposed methods of maintenance and perpetuation of drainage facilities and any other hydrological improvements shall be submitted for review and approval prior to the approval of the Final Map.

87. The approved landscape plan shall include a pesticide management plan to control the introduction of pesticides into site runoff.

Development Standards

88. The Final Map shall be in conformance with the lot size and configuration shown on the Vesting Tentative Map for the RM-22 zoning district.

89. Prior to building permit issuance, the building elevations shall be revised to provide architectural trim and detailing on any blank 2-story facades of the facing wings of the building. [Mitigation Measure AES-1]

90. 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. [Mitigation Measure AIR-5]

91. The approved structure shall maintain minimum setbacks of twenty-five feet (25'-0") front for above-ground portions of the structure; twelve feet six inches (12'-6") front for below ground portions of the structure; ten feet (10'-0") on each side; and twenty feet (20'-0") on the rear. BUILDING SETBACK CERTIFICATION REQUIRED, prior to foundation forms inspection.

92. The approved project shall maintain minimum open space are of thirty-five percent (35%), including private outdoor living areas of the individual units. Wherever they are practicable and not prohibited by some other agency or authority (such as the Fire Department), the project shall employ permeable paving surfaces in hardscape areas.

93. Driveway slopes shall conform to the maximum 20-percent standard set forth in the Development Code.

94. The private driveway shall meet Fire Department standards, including any painting or stenciling of curbs denoting its existence as a Fire Lane and turn-arounds.

95. Final building and site plans, including but not limited to grading, setbacks, elevations, lot coverage calculations, landscaping, and lighting shall be submitted to the Director of Planning, Building and Code Enforcement for review and approval to determine conformance with the Development Code. Said plans shall be in substantial compliance with the plans stamped APPROVED with the effective date of this Resolution, as presented to the Planning Commission on July 22, 2008.

96. The maximum building shall be 484.0'. BUILDING HEIGHT CERTIFICATION REQUIRED, prior to roof sheathing inspection.

97. The approved project shall consist of three (3) 1-bedroom units and twenty-five (25) 2- to 3-bedroom units, for a total of twenty eight (28) dwelling units.

98. The approved project shall provide and maintain sixty-seven (67) off-street parking spaces, consisting of fifty-three (53) assigned resident spaces and fourteen (14) un-assigned guest spaces. All parking spaces shall be in the subterranean garage.

99. Each 1-bedroom unit shall have at least one hundred thirty square feet (130 SF) of private outdoor living area (i.e., patios, decks or balconies). Each unit with two (2) or more bedrooms shall have at least one hundred fifty square feet (150 SF) of private outdoor living area. No side of the private outdoor living area for any unit shall be less than seven feet (7'-0") in length. The private outdoor living area for each unit shall have at least one (1) electrical outlet.

100. Each unit shall have at least four hundred cubic feet (400 CF) of enclosed, weather-proofed and lockable storage space for the sole use of the unit resident, in addition to customary storage space within the unit.

101. Chimneys, vents and other similar features may only exceed the height of the building by the minimum height necessary to comply with Building Code requirements.

102. The following attached unit development standards from Chapter 17.06 of the Rancho Palos Verdes Development Code shall apply to all units in the building:

    a. No plumbing fixture or other such permanent device which generates noise or vibration shall be attached to a common wall adjacent to a living room, family room, dining room, den or bedroom of an adjoining unit. All plumbing fixtures or similar devices shall be located on exterior walls, on interior walls within the unit or on common walls, if adjacent to a similar fixture or device.
    b. All water supply lines within common walls and/or floors/ceilings shall be isolated from wood or metal framing with pipe isolators specifically manufactured for that purpose and approved by the city's building official. In multistory residential structures, all vertical drainage pipes shall be surrounded by three-quarter-inch thick dense insulation board or full thick fiberglass or wool blanket insulation for their entire length, excluding the sections that pass through wood or metal framing. The building official

may approve other methods of isolating sound transmission through plumbing lines where their effectiveness can be demonstrated.

c. All common wall assemblies which separate attached single-family units shall be of a cavity-type construction.

d. All common wall assemblies which separate all other attached dwelling units (multiple-family condominiums, stock cooperatives, community apartment houses) or a dwelling unit and a public or quasi-public space shall be of a staggered-stud construction.

e. All common wall assemblies which separate dwelling units from each other or from public or quasi-public spaces (interior corridors, laundry rooms, recreation rooms and garages) shall be constructed with a minimum rating of fifty-five STC (sound transmission class).

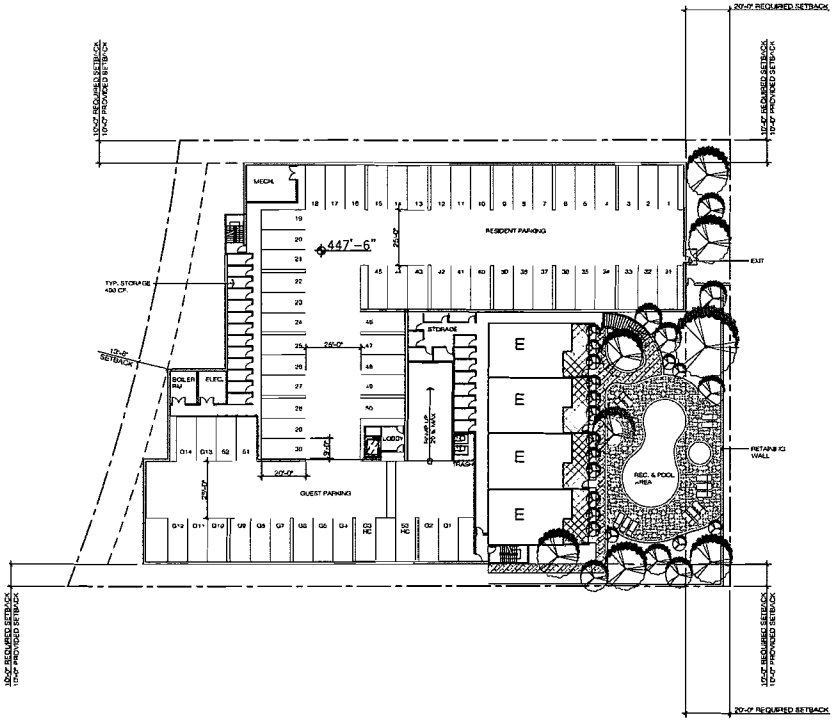
f. All common floor/ceiling assemblies which separate dwelling units from each other or from public or quasi-public spaces (interior corridors, laundry rooms, recreation rooms and garages) shall be constructed with a minimum rating of fifty STC (sound transmission class) and a minimum rating of fifty-five IIC (impact insulation class). Floor coverings may be included in the assembly to obtain the required ratings, but must be retained as a permanent part of the assembly and may only be replaced by another insulation.

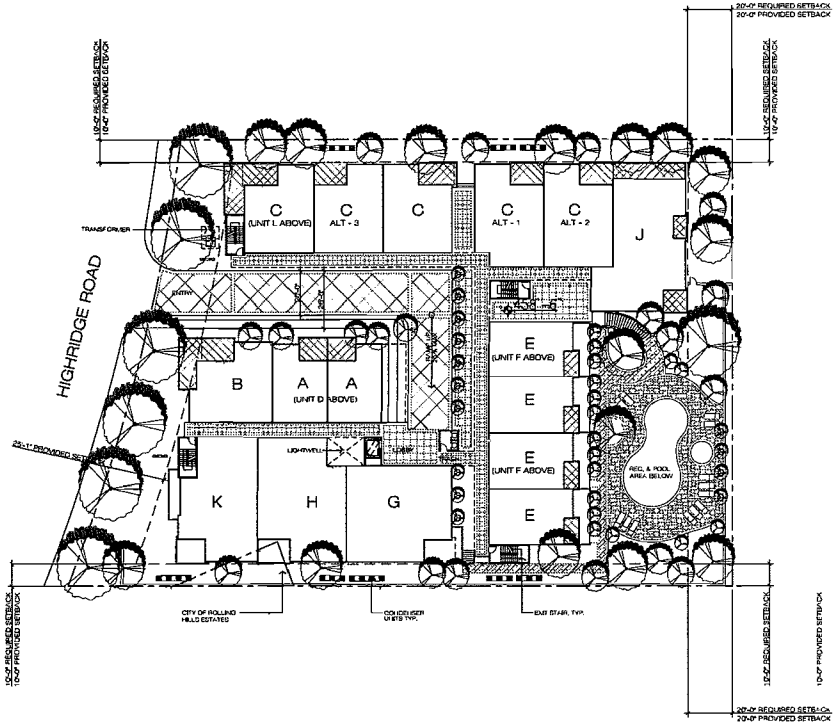
g. STC and IIC ratings shall be based on the result of laboratory measurements and will not be subjected to field testing. The STC rating shall be based on the American Society for Testing and Materials system specified in ASTM number 90-66t or equivalent. The IIC rating shall be based on the system in use at the National Bureau of Standards or equivalent. Ratings obtained from other testing procedures will require adjustment to the above rating systems. In documenting wall and floor/ceiling compliance with the required sound ratings, the applicant shall either furnish the city's building official with data based upon tests performed by a recognized and approved testing laboratory, or furnish the building official with verified manufacturer's data on the ratings of the various wall and floor/ceiling assemblies utilized.

103. Fences and walls located within the 25-foot front-yard setback area shall not exceed forty-two inches (42") in height, with the exception of the intersection visibility triangle at the driveway, where they shall not exceed thirty inches (30") in height as measured from the curb elevation at Highridge Road. Fences and walls located elsewhere on the property shall not exceed six feet (6'-0") in height as measured from the grade on the high side and eight feet (8'-0") in height as measured from grade on the low side.

104. With the exception of solar panels, roof-mounted mechanical equipment is not permitted. Mechanical equipment may encroach upon the rear- and side-yard

setback areas, provided that such equipment does not generate noise levels in excess of 65 dBA at the property line.





SITE / PODIUM BUILDING PLAN

BUILDING A - PARKING SUMMARY	
RESIDENTIAL:	
Required: 66 spaces	residential (1 bedrm.) 3 units x 1 space = 3 spaces residential (2 bedrm.) 25 units x 2 spaces = 50 spaces residential guest parking (.25 x 52 units) = 14
RESIDENTIAL PARKING REQUIRED:	67 parking spaces
	standard spaces = 53 spaces standard guest spaces = 14 spaces
RESIDENTIAL PARKING PROVIDED:	67 parking spaces

BUILDING A - PROJECT SUMMARY	
LOT AREA:	1.24 acres gross (54,031 S.F.)
TOTAL UNITS:	28 residential units (modified
DENSITY:	22.58 du/ac (1,929 s.f. per unit)
BUILDING AREA	
RESIDENTIAL:	43,370 S.F. (1,548 SF. per unit)
CIRCULATION:	7,796 SF.
PRIVATE OPEN AREA	5,816 SF.
BUILDING AREA TOTAL:	57,032 SF.
BUILDING COVERAGE:	29,291 S.F.
BUILDING HEIGHT:	29'-0" / 39'-0"
GARAGE AREA	30,445 S.F.
OPEN SPACE:	22,400 S.F. COMMON OPEN SPACE 0.50 acres 41% of lot (799 S.F. per unit) 5,802 S.F. PRIVATE DECK OPEN SPACE
TOTAL OPEN SPACE:	28,202 S.F. OPEN SPACE
HARDSCAPE AREA :	2,715 S.F. (0.06 acre) 5.0% of lot

BUILDING A - RESIDENTIAL SUMMARY

UNIT TYPE	PLAN	DESCRIPTION	QUANTITY	GROSS AREA	SUBTOTAL	NET AREA	SUBTOTAL	BALCONY (MIN-MAX)	SUBTOTAL
attached flat	A	1 BR / 1 BA	2	776 S.F.	1,552 SF.			130 S.F.	260 SF.
attached flat	B	2 BR / 2 BA	2	1,151 S.F.	2,302 SF.			150 - 250 S.F.	500 SF.
attached flat	C	2 BR / 2 BA	3	1,102 S.F.	3,306 SF.			150 - 165 S.F.	550 SF.
attached flat	C-alt1	2 BR / 2 BA	2	1,263 S.F.	2,526 SF.			150 - 165 S.F.	315 SF.
attached flat	C-alt2	2 BR / 2 BA	2	1,306 S.F.	2,612 SF.			150 - 329 S.F.	315 SF.
attached flat	C-alt3	1 BR / 2 BA	1	1,109 S.F.	1,109 SF.			150 S.F.	150 SF.
attached flat	D	2 BR + DEN / 2.5 BA	1	1,940 S.F.	1,940 SF.			250 S.F.	250 SF.
attached 2 story / townhome	E	2 BR + DEN / 2.5 BA	4	1,719 S.F.	6,876 SF.			323 S.F.	1,292 SF.
attached flat	F	2 BR / 2 BA	2	1,795 S.F.	3,590 SF.			150 S.F.	300 SF.
attached flat	G	2 BR / 2 BA	2	1,972 S.F.	3,944 SF.			152 - 210 S.F.	362 SF.
attached flat	H	3 BR + DEN / 2.5 BA.	2	1,978 S.F.	3,956 SF.			152 S.F.	304 SF.
attached flat	J	3 BR / 3 BA.	2	1,980 S.F.	3,960 SF.			153 - 403 S.F.	556 SF.
attached flat	K	3 BR / 3 BA.	2	1,730 S.F.	3,460 SF.			150 S.F.	300 SF.
attached flat	L	3 BR / 3 BA.	1	2,265 S.F.	2,265 SF.			240 S.F.	240 SF.
TOTALS:			28 units provided		42,276 SF.				5,802 SF.

SITE / BUILDING PLANS

N

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

CLIENT
REAL ESTATE CONNECTION
3812 Sepulveda Blvd, Suite 540, Torrance, CA 90505
tel. (310) 378-1557

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-6585
Fax (310) 217-0425

JOB NO. A6074.200
DATE: June 24, 2008
PRINTED: August 05, 2008

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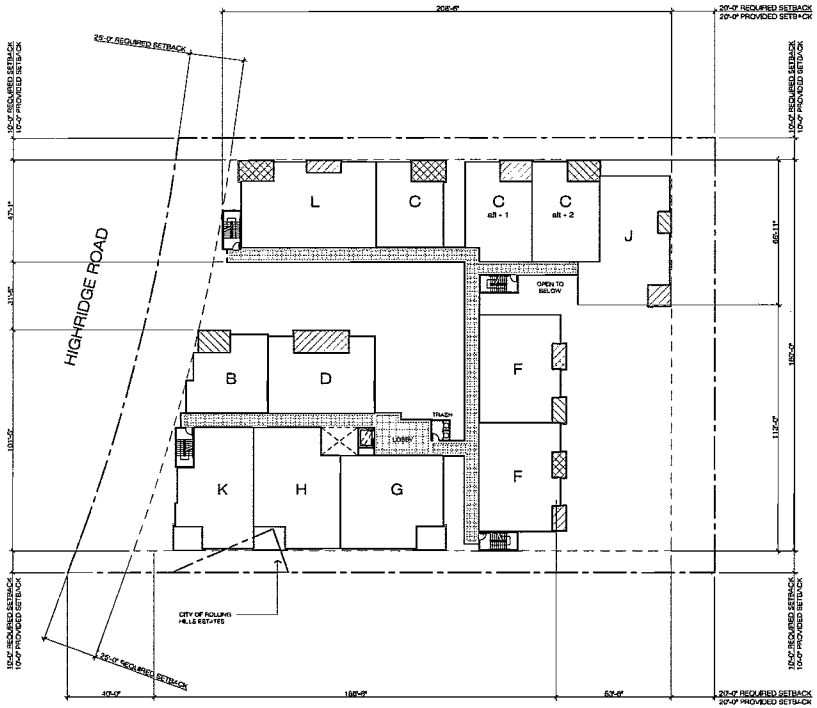
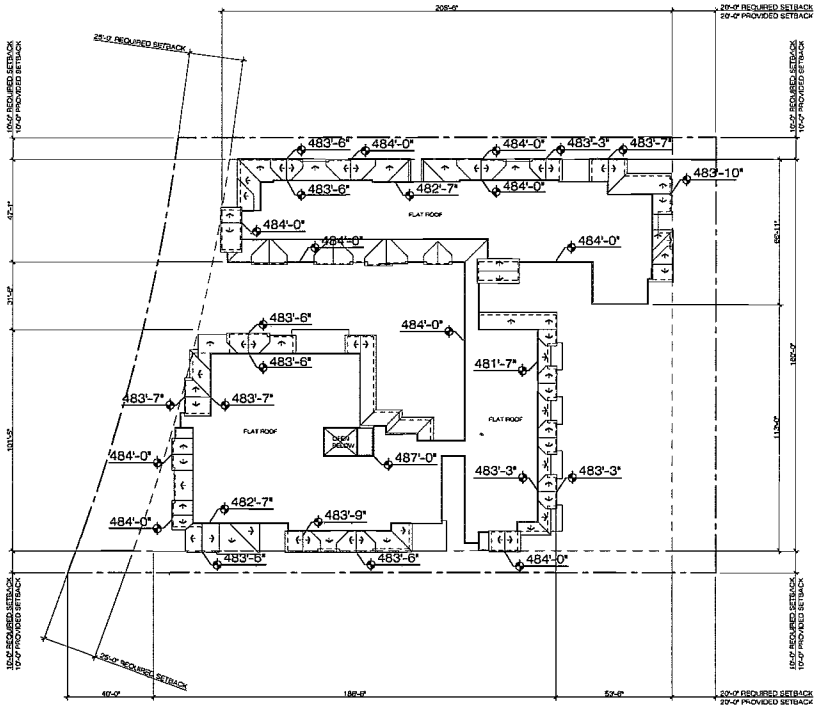
11-482



SECOND FLOOR BUILDING PLAN



ROOF PLAN

BUILDING PLANS

N

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

CLIENT
REAL ESTATE CONNECTION
3812 Sepulveda Blvd. Suite 540, Torrance, CA 90505
tel. (310) 378-1557

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-5880
Fax (310) 217-0425

JOB NO. A6074.200
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REVISED: August 06, 2008

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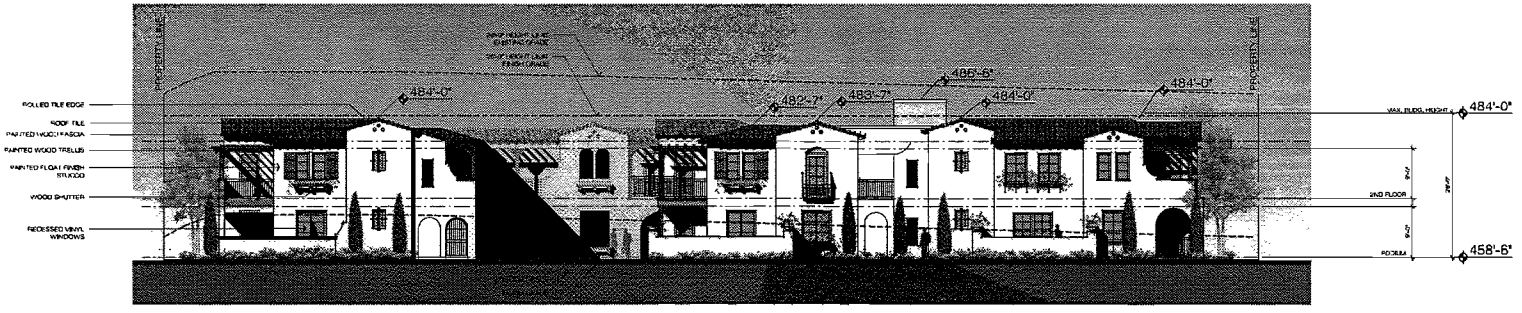
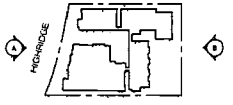
B - REAR ELEVATION (EAST)



A - ELEVATION (WEST) - FRONT VIEW / FACING HIGHRIDGE



KEY PLAN

A - HIGHRIDGE ROAD ELEVATION (WEST)

BUILDING ELEVATIONS

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

CLIENT
REAL ESTATE CONNECTION
3812 Sepulveda Blvd. Suite 540, Torrance, CA 90505
tel. (310) 378-1557

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-6085
Fax (310) 217-0425

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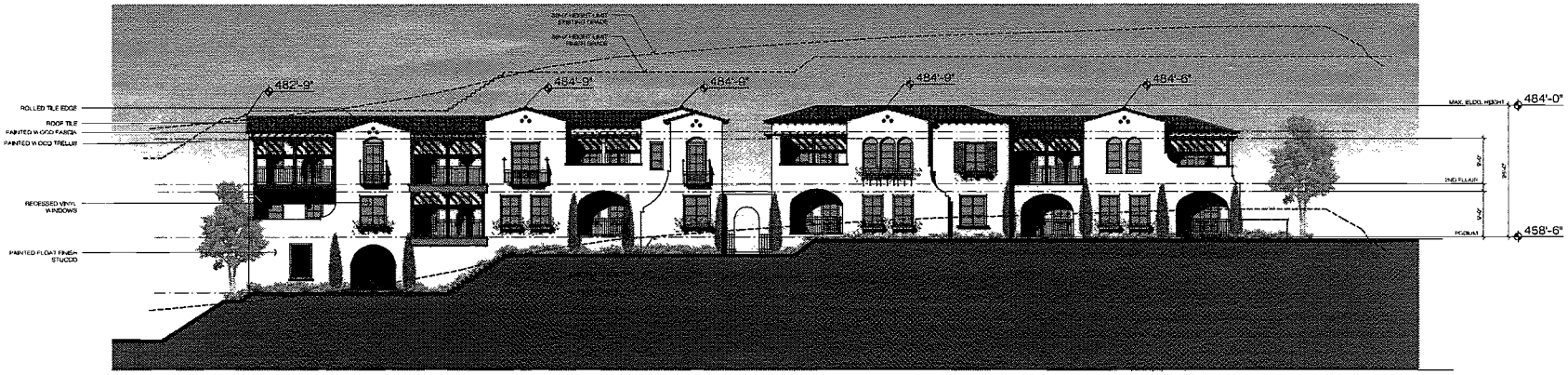
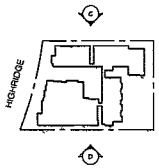
11-484

D - SIDE ELEVATION (SOUTH)



C - SIDE ELEVATION (NORTH)



KEY PLAN

BUILDING ELEVATIONS

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

CLIENT
REAL ESTATE CONNECTION
3812 Sepulveda Blvd. Suite 540, Torrance, CA 90505
tel. (310) 378-1557

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-6885
Fax (310) 217-0425

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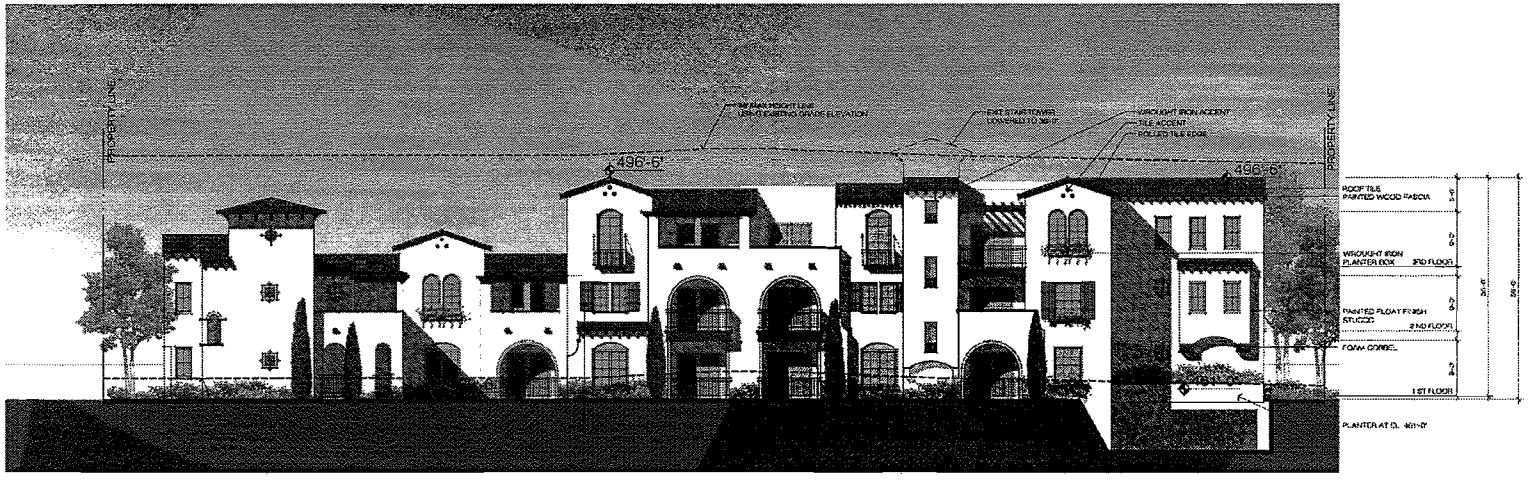
2 STORY ELEVATION



3 STORY ELEVATION

HIGHRIDGE ROAD ELEVATION

HIGHRIDGE CONDOMINIUMS
RANCHO PALOS VERDES, CALIFORNIA

CLIENT
REAL ESTATE CONNECTION
3812 Sepulveda Blvd, Suite 340, Torrance, CA 90505
tel. (310) 378-1507

Withee Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-6885
Fax (310) 217-0425

JOB NO. A6074.200

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