



# City of Rancho Palos Verdes

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## Trails Master Plan

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### Sustainable Communities Planning Grant and Incentives Program

**PREPARED FOR:**

Sustainable Communities Planning Grants Program  
% Department of Conservation  
Division of Land Resources Protection  
801 K Street, MS Floor 18-01  
Sacramento CA 95814

**PREPARED BY:**

City of Rancho Palos Verdes  
30940 Hawthorne Blvd.  
Rancho Palos Verdes  
Telephone: (310) 377-0360

August 31, 2010



*The City of Rancho Palos Verdes is located on the Palos Verdes Peninsula in Los Angeles County, an area of green rolling hills, seven miles of coastline and expansive views of the Pacific Ocean. The Trails Master Plan proposed in the following application will serve to protect the Peninsula's valuable and scenic open spaces, invite new and expanded recreational access, and invest in the sustainability of this unique City.*

The City of Rancho Palos Verdes City Council approved this Sustainable Communities Planning Grant Program application on August 17, 2010.

Stefan Wolowicz, Mayor

Thomas D. Long, Mayor Pro Tem • Douglas W. Stern, Council Member

Brian Campbell, Council Member • Anthony M. Misetich, Council Member

Carolyn Lehr, City Manager

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City of Rancho Palos Verdes

Trails Master Plan

APPLICATION

<b>Applicant</b> City of Rancho Palos Verdes 30940 Hawthorne Blvd. Rancho Palos Verdes, CA 90275	<b>Proposed Date of Completion:</b> March 2013																																																																
	<b>Grant Amount Requested:</b> \$100,000																																																																
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<b>Title of Proposal:</b> Rancho Palos Verdes Trails Master Plan																																																																	
<b>Applicant's Representative Authorized in Resolution</b>  Name: Carolyn Lehr Title: City Manager Phone: 310-544-5202 Email: clehr@rpv.com	<b>Person with Day to Day Responsibility for Plan</b> (if different from Authorized Representative)  Name: Kit Fox Title: Associate Planner Phone: 310-544-5228 Email: kitf@rpv.com																																																																
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Signature: <u>Carolyn Lehr</u> Applicant's Authorized Representative as shown in Resolution	<u>8-30-10</u> Date																																																																
Print Name and Title: Carolyn Lehr, City Manager																																																																	

**PROPOSAL SUMMARY STATEMENT**

The City of Rancho Palos Verdes (population 42,964) requests \$100,000 in Sustainable Communities Planning Grant funds to develop a comprehensive Trails Master Plan (TMP). The TMP will consolidate all of the City's existing and outdated trails plans into a single, comprehensive master plan for the implementation of a Citywide, non-motor vehicle transportation network. The City proposes to utilize the services of a qualified consultant to develop the TMP. The total estimated project cost is \$174,895 with \$100,000 (57%) being requested in State grant funds and \$74,895 (43%) contributed by the City as an in-kind and cash match. The planning process is expected to take 29 months with a projected close out date of March 2013. The City has extensive experience managing similar planning grant projects and is confident the project will be completed on-time and within budget.

The City of Rancho Palos Verdes began planning for non-motor vehicle transportation—by pedestrians, equestrians and bicyclists—in 1990 with the adoption of the Conceptual Trails Plan (CTP). The CTP was revised in 1993 and then supplemented in 1996 by the Conceptual Bikeways Plan (CBP). Collectively, the CTP and CBP serve as the City's Trails Network Plan (TNP). However, the TNP has not been updated since the mid-1990s. In the past few years, the City has actively sought to acquire and preserve permanent open space. As a part of the stewardship of these City-owned lands, the City adopted trails plans for the Forrestal Nature Preserve in 2005 and the Palos Verdes Nature Preserve in 2008. Also, in 2008 the City developed a trails plan for the Coast Vision Plan, which is “a modern vision to unify the [City's] coast through design,” providing a framework of connectivity of public amenities within and adjacent to the City's coastal zone.

The TMP will fulfill all four (4) Growth Vision Principles of the Southern California Association of Governments' (SCAG) *Compass Blueprint* for sustainable growth in the 6-county SCAG region: Mobility, Livability, Prosperity and Sustainability.

- **Mobility:** Many of the trails identified in the City's various existing trails plans are (or would be) located within and/or adjacent to the City's major thoroughfares and public rights-of-way. The TMP would facilitate the “re-thinking” of the City's streets to make them more “complete,” more available to and more accessible to alternate modes of transportation.
- **Livability:** The City of Rancho Palos Verdes has a unique community character, comprised in large part of suburban and semi-rural single-family residential neighborhoods, interspersed with natural open space areas and bordered by a spectacular 7½-mile coastline. The connection of the City's neighborhoods to these natural areas is a key component in preserving the City's “sense of place,” and the TMP would provide a tool to help to strengthen these physical connections.
- **Prosperity:** Sound, long-term fiscal planning by the City has ensured stability in the provision of public services to City residents and businesses for many years, even in the current challenging economic times. The TMP would be an important tool for the City and its residents to ensure that the City's scenic, open space assets are accessible, sustainable and preserved. It is an investment in the community and its overall prosperity.
- **Sustainability:** The TMP would foster improved public access to scenic open spaces and recreational amenities by means other than fossil fuel-powered motor vehicles, thereby reducing greenhouse gas (GHG) emissions and promoting healthier, more active lifestyles for residents and visitors.

**PROPOSAL DESCRIPTION**

**Step 1: Threshold Requirements**

1. Consistency with State Planning Priorities

Rancho Palos Verdes was founded 37 years ago in order to guide thoughtful development, avoid sprawling growth patterns and protect valuable and scenic open spaces. Within this context, the City set a strong foundation for its future by establishing a General Plan, Zoning Code and Local Coastal Specific Plan that directed future growth and development. The Trails Master Plan (TMP) described within this proposal is guided by these existing plans, principles and the State’s Planning Priorities.

The Rancho Palos Verdes TMP will be consistent with the State’s Planning Priorities, as articulated in Section 65041.1 of the Government Code. It will identify opportunities to enhance and expand the City’s current trail network and link existing neighborhoods to local businesses, open space and recreational amenities. Providing additional and enhanced trail linkages to natural and recreational resources will foster an increased appreciation of these resources and their value to the community and region. It will enhance tourism, “open up” recreational opportunities, and create economic sustainability. The TMP is a vital investment in the existing community.



*The Trails Master Plan will increase trail usage, connectivity, sustainability and tourism while also preserving the open space, natural habitats and stunning landscape characteristic of the unique Peninsula.*

2. Reduction of Greenhouse Gas Emissions

The TMP will contribute to a permanent reduction in greenhouse gas emissions, as mandated by California’s Global Warming Solutions Act of 2006. The TMP will facilitate the development and enhancement of the City’s alternate transportation network, including trails for use by pedestrians, equestrians and bicyclists. The TMP will also promote strategies for more “complete” streets that will both accommodate alternate modes of transportation and encourage transit ridership. Specific Program objectives and indicators of the effectiveness of the TMP will include:

- Improved air quality due to decreases in motor vehicle miles traveled;
- Improved public health due to increased physical activity among residents and visitors;
- Protection of natural areas due to the development of trail networks respectful of sensitive habitat; and
- Reduced automobile usage by improving access to transit and alternative modes of transportation.

In addition to implementing the goals and objectives of the Sustainable Communities Planning Grant and Incentives Program, the TMP will also be consistent with regional planning initiatives overseen by the Southern California Association of Governments (SCAG), as described in the attached letter of August 19, 2010. These include:

Trails Master Plan

- The Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP);
- The Regional Housing Needs Assessment (RHNA) allocations; and
- The Sustainable Communities Strategy (SCS) component of the 2012 RTP.

3. Collaboration with Regional Partners

As evidenced by the attached letters (beginning on Page 24), the TMP has garnered the support of key regional partners including SCAG and the Los Angeles County Board of Supervisors. These partners share the City's goals of SB 375. Rancho Palos Verdes also has a strong working relationship with other key stakeholders who will be involved in the planning process, including cycling and equestrian groups, property owners, volunteers, nature preservation groups and the organizers of the Palos Verdes Marathon. Of special note is the City's relationship with the Palos Verdes Peninsula Land Conservancy (PVPLC), a local nonprofit which is dedicated to preserving undeveloped land on the Palos Verdes Peninsula. PVPLC manages the Palos Verdes Nature Preserve for the City and has designed educational programming and hikes for children and adults. The City manages the Point Vicente Interpretive Center (PVIC), a facility which explores the natural history of the Peninsula. The City enjoys active partnerships with more than 100 volunteers and docents at the PVIC.

**Step 2: Program Objectives**

Improve Air and Water Quality

*Air Quality*

1. The combination of topography, inversion layers, abundant sunshine, and emissions from the second largest urban area in the United States give the Los Angeles Basin as a whole, the worst air pollution problem in the nation. Air quality near Rancho Palos Verdes typically tests with less pollution than most areas of the South Coast Air Basin, however, the City is within the non-attainment area for Federal air quality standards for ozone (O<sub>3</sub>), carbon monoxide (CO), and suspended particulate matter (PM<sup>10</sup> and PM<sup>2.5</sup>). By reducing residents' reliance upon individual, motor-vehicle use for daily transportation needs, greenhouse gas (GHG) emissions will be reduced. These emissions will also be reduced by providing improved access and connectivity to transit. The TMP will serve as a framework for the implementation of a coordinated, citywide network of trails to support non-motor vehicle use, including walking, hiking, bicycling and horseback riding. The TMP will also "re-think" the City's major public thoroughfares, with the goal of making these streets more "complete" and capable of accommodating a wider range of personal and mass transit modes.

2. Indicator: Decrease greenhouse gas (GHG) emissions.

3. The proposal is consistent with the State Implementation Plan specified by the South Coast Air Basin. As noted in the 2007 Air Quality Management Plan, "**Significant reductions are needed from all sources, but especially Mobile Sources, since the bulk of the remaining air quality problem stems from Mobile Source emissions.**" It is contingent upon every city in the South Coast Air Basin to find ways to improve air quality. Through this TMP, Rancho Palos Verdes is doing its part to reduce vehicle emissions.

*Water Quality*

4. The TMP will include updated design standards for trails and bikeways. Currently, many “unofficial” off-road trails on public and private property have evolved gradually over time and are not sufficiently protective of the surrounding natural environment. This often results in soil erosion, which, in turn, leads to increased sediment and run-off to the ocean. This sedimentation has adverse impacts upon the intertidal zone and increases the turbidity of near-shore waters. The TMP will provide a tool to identify and improve “official” authorized trails in a manner that ensures that trail surfaces are appropriately graded and maintained to reduce run-off and erosion. The use of permeable pavement, which prevents runoff by allowing natural absorption, will also be explored in the planning process. With the enhancement of “official” off-road trails, current “unofficial” trails can be eliminated, repaired and re-vegetated so as to further reduce sediment in surface run-off.

5. Indicator: Decrease sediment in surface run-off to ocean.

6. The TMP will be consistent with the Integrated Regional Water Management Plan, specifically in regard to reducing contaminants in urban runoff. The City of Rancho Palos Verdes currently implements the National Pollutant Discharge Elimination System (NPDES) program which requires developers to incorporate low impact development standards to minimize the amount of runoff and minimize exposure to pollutants such as trash, nutrients, oil and grease, copper, zinc, lead and cadmium and bacteria. Developers must choose a type of Best Management Practices to mitigate potential pollutants. It should also be noted that the City has adopted a landscape ordinance intended to save water and reduce the amount of runoff into the oceans. Furthermore, Pest Management Plans integrated into Landscape Plans also minimize the use of potentially harmful chemicals.

Promote Public Health

1. Indicators: 1) Decrease population with asthma; 2) decrease overweight/obese population.



*Runners in the 2010 Palos Verdes Marathon pass the Point Vicente lighthouse.*

2. The TMP will provide a comprehensive plan for existing and proposed trails in the City. This will further enhance Rancho Palos Verdes as a prime destination for runners, cyclists, and anyone who wants to enjoy nature and fitness in a scenic location. The Annual Kiwanis-sponsored Palos Verdes Marathon is the 2nd longest continuously running Marathon in the United States, second only to the Boston Marathon. It is a truly beautiful course, with breathtaking views throughout. It attracts thousands of spectators and runners from all over the world.

3. Currently, America faces an “epidemic” of health issues related to a population that is overweight or obese. According to the 2007–2008 National Health and Nutrition Examination Survey (NHANES), an estimated 34.2% of U.S. adults aged 20 years and over are overweight, 33.8% are obese, and 5.7% are extremely obese. In addition, the Centers for Disease Control and Prevention (CDC) report that 7.3% of adults and 9.4% of children in the United State suffer from asthma. Although many factors contribute to this state of affairs, a major contributing factor is the sedentary nature of modern American lifestyles. In the development and implementation of the TMP, a number of public health co-benefits will be addressed. Pedestrian,

Trails Master Plan

equestrian and bicycle trails would all provide opportunities for the City's residents and visitors to engage in more active lifestyles, thereby reducing the overweight/obese population. An enhanced and Master Planned trails system will help highlight the City as the venue for the annual Palos Verdes Marathon and prime training ground for many types of physical conditioning on the hilly terrain. Furthermore, as mentioned in the discussion of air quality impacts above, the TMP will contribute to an overall reduction in GHG, including the contributors to the formation of smog and ozone. By improving air quality, the TMP will help to reduce impacts upon sufferers from asthma and other respiratory ailments in the population.

4. Local health officials will be involved in the TMP process through involvement in community meetings and via telephone interviews to address specific needs.

Promote Equity

1. The City's past experience with the development of trails plans has demonstrated that there are many stakeholder groups who have an interest in trails, such as equestrians, on- and off-road bicyclists, hikers, environmentalists and private property owners. On the subject of trails, the interests and objectives of these stakeholder groups can sometimes conflict with one another. For example, the right of a private property owner to develop vacant property may conflict with potential trail users' desires to create a trail connection across this same property. As a part of the development of the TMP, it is important to consider and balance the needs of all stakeholders. To that end, the City intends that the stakeholders will be involved throughout the planning process in the development of the TMP.

In addition to internal harmony as it relates to new plans, the implementation of the TMP would serve to "open up" the City's trail to non-Palos Verdes Peninsula residents so that they can also experience the coastal beauty and tranquility offered by the open space and recreational areas of Rancho Palos Verdes.

2. Indicators: 1) Increase stakeholder participation in planning process; 2) increase public access to trails.

3. The City will involve nearby disadvantaged communities in the planning process through contact with local school districts. The Palos Verdes Peninsula Unified School District serves 12,094 children attending 18 schools. As school budgets tighten, affordable field trips in close proximity are a great bonus for schools on the Peninsula and in adjoining cities, some of which have large pockets of economically disadvantaged students. The Los Angeles Unified School District 8, which borders the Peninsula, serves 74,971 students in 113 schools; 72% of the schools are classified as Title I schools. Long Beach School District (88,366 students, 92 schools) reports 67% of students on free or reduced lunch, with 1/5 of the city population living below the poverty level; in Hawthorne School District (8,808 students, 11 schools) 90% of students are on free or reduced lunch. Approximately 230,000 students under the age of 18 live within 16 miles of the project area. The TMP planning process will involve various school district officials by way of individual interviews and involvement in planning workshops. The educators input will be vital as the TMP process examines potential interpretive educational panels and improved ways for school groups to access the trail system.

Increases Housing Affordability

1. The TMP will provide a framework to stimulate economic activity that will allow the City to meet its housing needs for all income levels. For example, as more visitors come to Rancho Palos Verdes to

Trails Master Plan

experience the enhanced recreational trail system, the need for facilities to support the tourism activity will grow. New restaurants, snack shops, bicycle rental shops and lodging will likely fill in vacant and dilapidated properties. Any development within Rancho Palos Verdes will generate a *Housing Impact Fee*. In order to mitigate the impact of local employment generation on the local housing market, new nonresidential development or conversion of existing development to a more intense use, must make provision for housing affordable to low and very low households. This requirement (from the City's 2010 Certified Housing Element) applies to applications for the construction, expansion or intensification of nonresidential land uses, including but not limited to commercial projects, golf courses, private clubs, and institutional developments. Revenues generated by the TMP and its tourism driven development will result in Housing Impact Fees to provide new affordable housing.

2. Indicators: 1) Increase in new tourism related revenue streams to support affordable housing; 2) Decrease in the number of affordable housing units needed.

3. Because the City is almost completely built out and open spaces are preserved, there is limited room for new construction. However, some new housing is planned in the City's 2010 Housing Element. Through the Regional Housing Needs Assessment, SCAG has indicated 60 new housing units needed in the City including: seven units for extremely low income households, nine units for very low-income households, 10 units for low-income households, 11 units for moderate-income households, 23 units for above moderate-income households.

As noted in the first response, the TMP is an investment in the existing community and it is likely to stimulate infill development and tourism related business. This, in turn, will allow the City to address its affordable housing needs.

Promote Infill and Compact Development

1. By its very nature and geographical limitations, all development in Rancho Palos Verdes is compact. The TMP will enable the City to function as a more complete community within its 13.5 square miles. The nine-mile wide Peninsula rises above the Los Angeles Basin, with uniquely terraced configurations and steep, rocky cliffs jutting upward 50 to 300 feet from the ocean. Some areas are clearly not suitable for development due to hazardous natural conditions such as active landslides, sea cliff erosion, and extreme slope. Other areas (1400 acres) are preserved for open space and natural habitat preservation. Urban activity areas encompass only 8,301 acres, most of which is already "built out."

Residential activities are the major land use in the City, with existing and proposed residential uses on 5,456 acres. Approximately 699 acres are vacant and proposed for new residential use. The Land Use Element designates approximately 286 acres for commercial activities. Approximately 3 acres are vacant and proposed for new commercial use. The TMP will be aligned with these land use plans outlined in the City's 2010 General Plan Update. Guiding land use principles to protect property values, open space and development within designated zones have been in place in the City since its inception. The TMP will emphasize connectivity to new developments for residential and commercial uses. The TMP will lead to new tourism related revenue streams to help build and sustain new development and amenities to support them. It will provide a vital stimulus for in fill development.

In addition, the TMP will include updated design standards for trails and bikeways. Many of the trails identified in the TMP will be located within and/or adjacent to the City's major thoroughfares and public rights-of-way.

Trails Master Plan

- 2. Indicators: 1) Decrease the number of vacant properties through planned infill developments;
- 2) Increase multi-modal transportation options.

Revitalize Urban and Community Centers

1. The City of Rancho Palos Verdes has a unique community character, comprised largely of suburban single-family residential neighborhoods, interspersed with natural open space areas and a few commercial centers and corridors. The TMP would include implementation tools to improve residents’ and visitors’ connectivity between recreational, residential and retail spaces. The TMP will support the important infrastructure link by identifying opportunities for the inclusion of non-motorized amenities such as bicycle racks, water fountains, picnic areas, etc.

Second, the TMP would stimulate investment in vacant or dilapidated properties. For example, most of the City’s existing housing stock is 40 or more years old. According to the City’s Housing Element, the City’s housing rehabilitation need is estimated to range from 300 to 500 housing units. Housing that is beyond reasonable repair or in severely dilapidated condition usually requires replacement, not rehabilitation. The replacement housing need is estimated to be 20 to 40 housing units based on the dwellings not having complete plumbing and/or kitchen facilities. New revenue streams generated from increased tourism for the TMP will help residents and the City to renovate or replace dilapidated properties.

- 2. Indicators: 1) Increase trails infrastructure development projects;
- 2) Decrease the number of dilapidated properties.

Protect Natural Resources and Agricultural Land

1. Located only 15 miles south of Los Angeles International Airport and bordered on the north and east by greater Los Angeles, the Peninsula is a place set apart because of its geographic, geologic, and climatic separation from densely populated, urbanized Los Angeles. The four cities located on the Peninsula have been particularly successful in preserving open space and avoiding over-development. Rancho Palos Verdes owns the vast Palos Verdes Nature Preserve, which is managed by the Palos Verdes Peninsula Land Conservancy (PVPLC). The City of Rancho Palos Verdes has actively pursued the acquisition of permanent open space and the control of future growth. These actions have been—and continue to be—consistent with the general objectives of sustainable development to achieve the greatest common good for all segments of the City’s population, protect the natural environment and ensure that future generations will have the resources they will need to thrive.



*The Palos Verdes Nature Preserve now encompasses over 1,400 acres. The TMP would foster increased public access and use of the scenic and recreational open space.*

Trails Master Plan

2. Indicators: 1) Increase acres of protected and/or conserved lands; 2) Increase acres of habitat loss avoided.

3. The proposal will be consistent with the California Wildlife Action Plan and Natural Community Conservation Plan by protecting natural habitats and locally threatened wildlife. For instance, the Preserve has experienced a decline in bird populations, specifically a 27% decline in California Gnatcatchers from 2006 until 2009, and a 57% decline in cactus wren population during the same period. The Preserve is now a protected area for threatened wildlife. The TMP will plan for a trail network that allows the public to experience the open space without endangering the threatened species in it. Implementation of the TMP may also provide further opportunities for the acquisition of natural resources and open space areas by the City. This would be consistent with the City’s Natural Communities Conservation Plan (NCCP). In addition, the development of environmentally-sensitive and appropriate trails under the TMP (as mentioned above in the discussion of water quality impacts) will reduce damage to the nature environment and avoid the loss of sensitive habitat to erosion and irresponsible public use.

According to the City’s General Plan Conservation Element, “there are no longer any mineral resources present within the community which would be economically feasible for extraction”.

Reduce Automobile Use and Fuel Consumption

1. The TMP will serve as a framework for the implementation of coordinated, citywide network of trails, many of which will support non-motor vehicle use, such as bicycling and horseback riding. The TMP will include a goal of making the City’s streets more “complete” and capable of accommodating a wider range of personal and mass transit modes. By reducing residents’ and visitors’ reliance upon individual, motor-vehicle use for daily transportation needs, fuel consumption and vehicle miles traveled will be reduced. The TMP will also identify existing and potential linkages between neighborhoods and the City’s existing transit network, making it easier and more convenient for residents and visitors to utilize transit services rather than personal automobiles for routine local trips. The TMP will connect the City’s residential neighborhoods to its recreational amenities, schools and commercial centers.



*Palos Verdes Drive South is popular with recreational bicyclists. Additional facilities for cyclists will be identified in the TMP.*

2. Indicators: 1) Increase transit ridership; 2) decrease vehicle miles traveled; 3) increase multi-modal transportation options.

3. As noted in the letter from the Southern California Association of Governments, the TMP is consistent with State and Regional Transportation Plans. By creating greater synchronicity between multi modal transportation and land use planning the TMP will benefit both local residents and visitors as well.

Improve Infrastructure Systems



*The TMP would provide criteria for the enhancement of trail design.*

1. The TMP will include a goal of making the City’s streets more “complete” and capable of accommodating a wider range of personal and mass transit modes. This will improve the accessibility to and convenience of the existing transit network for resident and visitors. The TMP will also explore and recommend updated design standards for trails and bikeways: including the use of native landscaping, permeable paving and other sustainable features and practices. With these updated standards, the development of future trails infrastructure will better serve the needs of all trail users, which, in turn, will encourage the use of alternate modes of transportation.

Impermeable surfaces such as paved roads, parking lots, and buildings, reduce the amount of land area which naturally absorbs moisture, thereby accelerating runoff and increasing the amount of contaminants flowing into the ocean. Excessive silt ridden erosion and runoff laden with insecticide and fertilizer pollutants can have detrimental effects upon the intertidal and sub tidal organisms. The use of permeable pavement for trail and parking (trail head) surfaces will be addressed in the TMP.

2. Indicators: 1) Increase multi-modal transportation options; 2) Increase use of sustainable design techniques.

Promote Water Conservation

1. The City of Rancho Palos Verdes has recently adopted a water conservation ordinance, based upon the State model. Design techniques to be incorporated in the TMP would also include the use of native landscaping, permeable paving and other water saving features and practices. As such, any landscaping proposed in conjunction with the implementation of the TMP would be consistent with both the City’s water conservation ordinance and sustainable development practices, thereby reducing the use of landscape irrigation. Water Conservation elements that will be addressed in the TMP:

- The selection of native plants requiring less water to maintain since they are naturally designed to thrive in their native environment.
- “Smart” irrigation with weather and soil sensors to automatically adjust irrigation times.

2. Indicator: 1) Decrease use of landscape irrigation.

Promote Energy Efficiency and Conservation

1. The TMP will reduce energy consumption and conserve natural resources by addressing the following:

- ❖ Using products that are made from of recycled materials including:
  - Benches, trash receptacles, picnic tables and light poles.
  - Signage and Interpretive Panels.

Trails Master Plan

- ❖ Conservation of non-renewable fuels:
  - Encouraging the use of alternate modes of transportation, the TMP will support the conservation of non-renewable energy sources.
  - Identifying existing and potential linkages between neighborhoods and the City’s existing transit network, the TMP will make it easier and more convenient for residents and visitors to utilize transit services rather than personal automobiles for routine local trips.

2. Indicators: 1) increase use of recycled materials; 2) Increase transit ridership and multi-modal transportation options.

Strengthen the Economy

1. The stunning coastline and scenic vistas from Rancho Palos Verdes are California treasures. These unique characteristics have made the City especially desirable as a destination for visitors and tourists, who enjoy amenities such as the City’s parks and trails, the Trump National Golf Club and the Terranea Resort. The TMP will help to maintain and enhance connections between the City’s residents and



*The new Terranea Resort includes extensive public trails and other coastal access amenities. Tourism will serve as economic fuel to sustain the City and its amenities for the long term.*

visitors with its natural areas and coastline. In so doing, the financial success of the City’s visitor-serving enterprises will be enhanced, leading to increased revenue to the City and the local economy in the form of increased sales tax, golf tax and transient occupancy tax (TOT) revenues. It is costly to the City to provide inviting, world-class visitor amenities. Increase visitor revenues will help sustain these public facilities. Furthermore, the TMP

would be an important tool for the City to use in the future to ensure that neighborhood quality is preserved, thereby enhancing the value of residents’ tangible investment in the community and its overall prosperity.

2. Indicators: 1) Increase tourism and transient occupancy tax; 2) increase residential property values.

**Step 3: Priority Considerations**

1. Demonstrates Collaboration and Community Involvement

The TMP demonstrates ongoing collaboration with state, regional and local, public and private stakeholders and community involvement, as depicted in the attached work plan (see Page 17). Recent trail planning efforts in the City have involved collaboration with a wide variety of stakeholder groups, including (but not limited to) the Palos Verdes Peninsula Land Conservancy (PVPLC), the Rancho Palos Verdes Council of Homeowners’ Associations (CHOA), the Palos Verdes Peninsula



*Hikers and equestrians share a trail in the Palos Verdes Nature Preserve.*

Trails Master Plan

Horsemen's Association (PVPHA), the Concerned Off-Road Bicyclists Association (CORBA), the California Coastal Conservancy and the South Bay Chapter of the Sierra Club. As a prelude to the preparation of the draft TMP, the City will conduct outreach to these and other stakeholder groups to refine the scope of the TMP. The engagement of the community at large in the TMP process will be sought through the local print media; the City's website, listserv and public-access television channel; and other means.

2. Serves as "Best Practices"

The TMP demonstrates strategies or outcomes that can serve as "Best Practices" (BPs) for communities across the State. The TMP will include tools or processes that can be easily accessed and used by other government agencies to develop plans or strategies for sustainable communities. The City will share these tools and processes freely with other jurisdictions, and will make them publicly available through the City's website. The City further understands and appreciates that, if State grant funding is awarded for the TMP, it is incumbent upon the City to share the benefits and experiences of developing the TMP statewide.

3. Leverages Additional Resources

Awarding an SGC planning grant for the TMP leverages existing City resources. The City of Rancho Palos Verdes has already allocated up to \$30,000 in its FY 2010-11 budget to revise and update its existing trails plans. This initial budget allocation would be expected to allow for only a modest updating to the City's current trails plans that would be likely to have only modest (albeit positive) effects in creating a more mobile, livable, prosperous and sustainable community. For example, without additional resources, the several key tasks for the completion of the TMP would be under-capitalized, including the assessment of existing trails conditions and status; development of updated trail design criteria; analysis of trails opportunities and constraints, refinement of existing and proposed trail alignments; and prioritization of future trails projects for implementation. The leveraging of the City's existing funds with critical grant funding for the TMP will result in a more robust plan than would be otherwise possible, as discussed in greater detail in the attached work plan (see Page 17). In addition, members of the community and other stakeholders groups have already expressed interest and willingness to provide their volunteer efforts toward the preparation of the TMP.

4. Addresses Climate Change Impacts

The TMP addresses climate change impacts, identifying specific program indicators and desired outcomes. The implementation of the TMP will provide incentives for the use of alternate modes of personal transportation and for the use of public transit. With increases in transit ridership and decreases in vehicle miles traveled (VMT), GHG emissions will be reduced as more residents and visitors walk, cycle and/or ride horses, both for recreation and for basic transportation. The enhancement and expansion of the City's trails network within the natural areas of the City will help to preserve these important biotic resources, which serve to sequester carbon dioxide (CO<sub>2</sub>) in the atmosphere and offset GHG production elsewhere in the local environment (such as the Port of Los Angeles).

5. Serves a Disadvantaged Community

Although the City of Rancho Palos Verdes does not meet the definition of a "disadvantaged community," the TMP would serve the populations of such communities elsewhere in the Los Angeles region. Currently, hundreds school children and other "at risk" youth from disadvantaged communities in Los

Trails Master Plan

Angeles County utilize the City’s open space and recreational amenities—particularly Point Vicente Interpretative Center, Abalone Cove Shoreline Park and their respective trails networks—as outdoor “classrooms” during each school year. The implementation of the TMP will improve access to these and other open space and recreational areas of the City for use by these disadvantaged student populations.

**Step 4: Organizational Capacity**

Organizational Experience

The City of Rancho Palos Verdes has previously undertaken programs like the TMP utilizing “in house” staff and resources. In fact, most of the existing trails plans that would be consolidated as the new TMP—the 1993 Conceptual Trails Plan, the 1996 Conceptual Bikeways Plan, the 2005 Forrestal Nature Preserve Trails Plan and the 2008 Palos Verdes Nature Preserve Trails Plan—were prepared “in house.” However, the City believes hiring an experienced consultant team for this comprehensive evaluation and compilation of existing plans will be needed. The City has previously utilized the services of an experienced planning consultant for other large scale planning efforts, as was the case with the 2008 Coast Vision Plan.

Project Partners

As discussed in the attached work plan (see Page 18), the City intends to reach out to a wide variety of stakeholder groups with an expressed interest in trails planning in Rancho Palos Verdes. The City has worked with many of these stakeholder groups in recent trails planning efforts, most notably the 2005 Forrestal Nature Preserve Trails Plan and the 2008 Palos Verdes Nature Preserve Trails Plan. For example, the Palos Verdes Peninsula Horsemen’s Association (PVPHA) is an important resource for receiving input from the local equestrian community. Another group with particular interest in the City’s off-road trails is the Concerned Off-Road Bicyclists Association (CORBA), a non-profit organization serving the mountain-bicycling community of Los Angeles and southern Ventura counties.

Project Management

The City of Rancho Palos Verdes will utilize the following practices to ensure the planning process stays on schedule and within budget:

**Utilizing the Services of a Qualified Consultant with a Proven Track Record of Success.** The City of Rancho Palos Verdes will hire a qualified planning consultant (through a competitive bid process) that has extensive experience in updating zoning ordinances, developing comprehensive plans and other pertinent skills. Selection criteria during the evaluation process will include years of experience of firm and key staff assigned to the project, technical experience including a proven track record of accomplishments in document preparation and public participation, reputation of the firm or key staff, general knowledge of the City of Rancho Palos Verdes and Los Angeles County, understanding of the technical requirements, communication skills, proximity of the firm to the City of Rancho Palos Verdes, compensation, schedule, and potential conflicts of interest.

**Conducting Weekly Conference Calls.** The City of Rancho Palos Verdes will maintain open lines of communication with the selected consultant to ensure that project targets and benchmarks are met continuously.

Trails Master Plan

***Requiring Monthly Progress Reports with Level of Effort Completion Rate and Costs Incurred to Date charts and narrative summaries.*** The City of Rancho Palos Verdes will require the selected consultant to provide detailed, timely reports and metrics on the progress of the project so as to ensure that the awarded grant funds are expended as efficiently and effectively as possible.

Budgetary Contingencies

The City of Rancho Palos Verdes expects that the requested grant funding—combined with the existing City budget allocation for this project—will be sufficient for its timely completion. However, in the event of a budget shortfall, the City will assume additional costs and responsibilities for clerical and administrative components of the project (i.e., reprographics, postage, etc.) so that the consultant’s efforts may be focused on the most critical and substantive components of the project. To the extent feasible, the City will utilize volunteer labor by interested stakeholders to complete the project, whether or not such effort is warranted by a budget shortfall. As a last resort, the City shall contribute additional funding to fill any budget shortfall, subject to the review and approval of the City Council.

Project Implementation

The TMP is expected to be a “stand alone” document that will not be reliant upon further changes to the City’s zoning regulations and/or General Plan prior to its implementation. The City will implement the projects and policies established in the TMP on an on-going basis and as funds become available. The Plan will be reviewed annually by staff and updated as appropriate. Presentations citing progress will be made before the City Council as deemed necessary by the City Manager.

City of Rancho Palos Verdes

Trails Master Plan

**BUDGET FORM**

All cost elements included should be clearly described in the Proposal

Proposal Element	Work Plan Number	Total Cost	Strategic Growth Council Grant	In-Kind Match	Cash Match
<b>1. Grant Administration</b>					
<p><b>City Staff</b>                      -4 hrs./mo. x \$80 average fully burdened rate x 29 months = \$9,280.                      -Executing grant agreement, processing request for reimbursements, records retention, reviewing invoices from consultant, ensuring compliance with grant agreement, preparing progress reports.</p>	1-2, 20-24	\$9,280		\$9,280	
<b>Subtotal Task 1: Grant Administration</b>		<b>\$9,280</b>		<b>\$9,280</b>	
<b>2. Project Administration</b>					
<p><b>City Staff</b>                      -12 hrs./mo x \$80 average fully burdened rate x 29 months = \$27,840.                      -Develop RFP, Select Consultant, Kick-off Mtg., oversee day-to-day activities of consultant including stakeholder team meetings, public outreach, presentations, review and edit draft Plan, adopt Final Plan, complete progress reports and final report.</p>	3-19	\$27,840		\$27,840	
<p><b>Consultant</b>                      -Participate in weekly project status conference calls; prepare monthly progress reports.</p>	6-19	\$5,000	\$5,000		
<b>Subtotal Task 2: Project Administration</b>		<b>\$32,840</b>	<b>\$5,000</b>	<b>\$27,840</b>	
<b>3. Trails Master Plan Development</b>					
<p><b>Consultant</b>                      -Prepare an extensive "Existing Conditions" report; develop/refine trail design criteria; prepare "Opportunities/Constraints" analysis; define/refine proposed trail alignments; prepare "Trails Action Plan."</p>	6-7, 11-15	\$90,000	\$75,000		\$15,000
<p><b>Consultant</b>                      - Prepare and finalize Trails Master Plan.</p>	16-19	\$25,000	\$10,000		\$15,000
<b>Subtotal Task 3: Trails Master Development</b>		<b>\$115,000</b>	<b>\$85,000</b>		<b>\$30,000</b>

City of Rancho Palos Verdes

Trails Master Plan

Proposal Element	Work Plan Number	Total Cost	Strategic Growth Council Grant	In-Kind Match	Cash Match
<b>4. Public Outreach</b>					
<b>City Staff</b> -30 hrs./working group x \$80 average fully burdened rate x 3 meetings = \$7,200. -Plan, participate, and conduct 3 working group meetings, distribute meeting notices, make presentations.	8-10	\$7,200		\$7,200	
<b>Consultant</b> -Conduct outreach, interview stakeholders, meet with regional agencies, etc.	8-10	\$7,500	\$7,500		
Web Posting Costs -5 postings x \$80 hourly rate for webmaster to post x 5 hours total.	10	\$400		\$400	
Public Forum Costs -Anticipate using City facilities at no charge.	9	\$0		\$0	
<b>Subtotal Task 4: Public Outreach</b>		<b>\$15,100</b>	<b>\$7,500</b>	<b>\$7,600</b>	
<b>5. Materials</b>					
City materials include paper and postage for required progress reports, request for reimbursements, final report, and creating files for records retention. Estimate 500 copies x \$0.15/copy = \$75 and \$100 for postage over life of project.	8-10, 19-24	\$175		\$175	
Consultant materials cost include printing, maps, electronic file conversion, postage, express delivery charges, etc.	6-19	\$2,500	\$2,500		
<b>Subtotal Task 5: Materials</b>		<b>\$2,675</b>	<b>\$2,500</b>	<b>\$175</b>	
<b>GRAND TOTAL</b>		<b>\$174,895</b>	<b>\$100,000</b>	<b>\$44,895</b>	<b>\$30,000</b>

\*\*Additional budget detail may be required upon award of funding

City of Rancho Palos Verdes

Trails Master Plan

**WORK PLAN**

<b>Lead Applicant: City of Rancho Palos Verdes</b>
<b>Proposal Title: Trails Master Plan</b>

No.	High Level Activities/Milestones	Responsible Party	Proposed Start/ End Dates
<b>Grant Administration</b>			
1	Grant Award and Fully Executed Grant Agreement.	SGC and City of RPV	11-2010/01-2011
2	Grant Administration (project is expected to commence January 2011 with final payment received from State in May 2013, total of 29 months).	City of RPV	01-2011/05-2013
<b>Consultant Contracting</b>			
3	Develop Request for Proposals (RFP) to Develop Trails Master Plan.	City of RPV	01-2011/02-2011
4	Issue RFP, review proposals, make selection, obtain City Council approval.	City of RPV	02-2011/05-2011
5	Contract authorization and Notice to Proceed issued. Host kick-off meeting with Consultant.	City of RPV/Consultant	06-2011/06-2011
<b>Consultant Preparatory Work and Research</b>			
6	<p>Prepare Draft Work Plan including a project timeline including background research, a detailed schedule of meeting dates and times, document and plan delivery dates, review periods, public meeting dates, and an expected adoption date. Key meeting dates to assess include:</p> <ul style="list-style-type: none"> <li>• Document research and analysis</li> <li>• Key stakeholder interviews</li> <li>• Initial meeting before the Planning Commission</li> <li>• Planning Commission recommendation</li> <li>• Document preparation</li> <li>• Work group meetings</li> <li>• First draft</li> <li>• Revised draft</li> <li>• Final draft</li> <li>• City Council public hearing</li> <li>• City Council recommendation</li> <li>• Master plan adoption</li> </ul>	Consultant	06-2011/06-2011

City of Rancho Palos Verdes

Trails Master Plan

No.	High Level Activities/Milestones	Responsible Party	Proposed Start/ End Dates
7	Literature review and research including City's Conceptual Trails Plan, Conceptual Bikeways Plan, Forrestal Nature Preserve Trails Plan, Palos Verdes Nature Preserve Trails Plan, Rancho Palos Verdes Cost Vision Plan, Rancho Palos Verdes Natural Communities Conservation Plan, SCAG Sustainable Communities Strategy, SCAG Compass Blueprint, AQMD strategies, and other regional GHG reduction plans and goals. Conduct a literature review of the current legislation to ensure that the goals and objectives of the Trails Master Plan are in line with other legislation that has been or is in the process of being placed. Create an overall goals and objectives document that is in alignment with all applicable documents with special attention to reducing greenhouse gas emissions and complying with AB 32 and SB 375.	Consultant	06-2011/08-2011
<b>Public Outreach and Stakeholder Involvement</b>			
8	Develop stakeholder team including but not limited to residents, RPV Chamber of Commerce, the Los Angeles County Board of Supervisors, the Palos Verdes Peninsula Land Conservancy, the Rancho Palos Verdes Council of Homeowners' Associations, the Palos Verdes Peninsula Horsemen's Association, the Concerned Off-Road Bicyclists Association, the California Coastal Conservancy, the South Bay Chapter of the Sierra Club, the South Coast Air Quality Management District, the Southern California Association of Governments, and others. Initiate contact and conduct up to 15 telephone interviews.	Consultant	07-2011/09-2011
9	Conduct three working group meetings consisting of public and private stakeholders and conduct public meetings before City Commissions and City Council. Create, prepare and distribute all meeting materials, informational brochures, etc.	Consultant	09-2011/09-2012
10	Distribute meeting notices via City's website, listserv messages, articles in the <i>Daily Breeze</i> and <i>Peninsula News</i> , post at City Hall, public library, and schools. Participate in all working group meetings and make presentations when appropriate.	City of RPV	09-2011/09-2012
<b>Specific Tasks to Complete Trails Master Plan</b>			
11	Prepare an "Existing Conditions" Report – This report would be largely compiled from visual observation by walking the trails and from the existing Trails Network Plan (TNP) other recent City trails plans. It would include the identification of existing dedicated and/or improved trails, trail segments and easements.	Consultant	10-2011/01-2012

City of Rancho Palos Verdes

Trails Master Plan

No.	High Level Activities/Milestones	Responsible Party	Proposed Start/ End Dates
12	<u>Develop/Refine Trail Design Criteria</u> – The TNP currently includes appendices describing design criteria for a variety of trail types. These existing criteria would be refined and brought up-to-date, where necessary.	Consultant	10-2011/01-2012
13	<u>Prepare an “Opportunities and Constraints” Analysis</u> – An inventory of opportunities to use existing City property, rights-of-way and easements to provide trails connections would be prepared. Similarly, a summary of constraints upon trails would be compiled, including such issues as topography, sensitive habitats, soils stability and jurisdictional conflicts.	Consultant	10-2011/01-2012
14	<u>Define/Refine Proposed Trail Alignments</u> – The TNP currently describes and maps numerous trails systems and segments throughout the City. However, these descriptions and maps are sometimes rather vague and non-specific, and their mapping is imprecise. Existing and proposed trail alignments would be clarified, field-verified and mapped.	Consultant	10-2011/01-2012
15	<u>Prepare a Trails Action Plan</u> – A Trails Action Plan (TAP) would be developed to identify, evaluate and prioritize specific trails projects and segments for short- and long-term implementation.	Consultant	10-2011/01-2012
<b>Trails Master Plan Development, Review, Revision, and Adoption</b>			
16	<p>Prepare a draft Trails Master Plan based on input from the City of RPV and all stakeholders. The Plan shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Introduction and Purpose</li> <li>• Description of Trail Systems and Classifications</li> <li>• Trail Summary (by Trail System, Segment and Subarea)</li> <li>• Trail Standards and Support Facilities</li> <li>• Implementation and Development Review</li> <li>• Safety and Education Programs</li> <li>• Amendment Procedures</li> </ul>	Consultant	03-2012/07-2012
17	Review Draft Trails Master Plan and provide feedback/comments to Consultant.	City of RPV	07-2012/09-2012

City of Rancho Palos Verdes

Trails Master Plan

No.	High Level Activities/Milestones	Responsible Party	Proposed Start/ End Dates
18	Prepare and provide a final Trails Master Plan based on the information and recommendations received throughout the planning process. The final plan must be clear and concise. Provide one (1) copy ready, paper copy of the document and one (1) digital copy of the Master Plan.	Consultant	09-2012/12-2012
19	Adopt Trails Master Plan after appropriate public meeting process	City of RPV	01-2013/03-2013
Grant Administration and Close Out			
20	Submit Request for Reimbursements (15% retained by State until final payment, no advances).	City of RPV	As needed from 01-2011/03-2013
21	Submit two progress reports per year until project completion.	City of RPV/Consultant	01-2011/03-2013
22	Complete proposal completion packet, including final report and final payment request.	City of RPV/Consultant	03-2013/03-2013
23	Project Close-out/Final Payment from State (must be 36 months from date Grant Agreement executed).	SGC and City of RPV	05-2013/05-2013
24	Records Retention (3 years after final payment is made by State).	City of RPV	05-2013/05-2016
25	<p>Plan Implementation</p> <p>-The City will implement the projects and policies established in the TMP on an on-going basis and as funds become available. The Plan will be reviewed annually by staff and updated as appropriate. Presentations citing progress will be made before the City Council as deemed necessary by the City Manager. Because the TMP is designed to be in complete alignment with existing land use plans, no zoning updates or land use changes are anticipated as a result of this planning initiative.</p>	City of RPV	On-going

SGC – Strategic Growth Council

**INDICATORS AND OUTCOMES**

<b>Program Objectives</b>	<b>Indicators (Data Point)</b>	<b>Desired Outcomes</b>
Improved Air Quality and Water Quality	Greenhouse gas emissions	✓ Decrease
	Sediment in surface runoff	✓ Decrease
Promote Public Health	Population with asthma	✓ Decrease
	Overweight/obese population	✓ Decrease
Promote Equity	Stakeholder participation in planning process	✓ Increase
	Public access to trails	✓ Increase
Increase Affordable Housing	New revenue streams to support affordable housing	✓ Increase
	Affordable housing units needed	✓ Decrease
Promote Infill and Compact Development	Vacant properties	✓ Decrease
	Multi-modal transportation options and access to transit	✓ Increase
Revitalize Urban and Community Centers	Trails infrastructure in development projects	✓ Increase
	Dilapidated properties (Identified in City's Land Use Element)	✓ Decrease
Protect Natural Resources and Agricultural Lands	Acres of protected and/or conserved lands	✓ Increase
	Acres of habitat loss avoided	✓ Increase
Reduce Automobile Usage and Fuel Consumption	Transit ridership	✓ Increase
	Vehicle miles traveled	✓ Decrease
	Multi-modal transportation options	✓ Increase
Improve Infrastructure Systems	Multi-modal transportation options	✓ Increase
	Use of sustainable design techniques	✓ Increase
Promote Water Conservation	Use of landscape irrigation	✓ Decrease
Promote Energy Efficiency and Conservation	Use of recycled materials	✓ Increase
	Transit ridership and multi-modal transportation options	✓ Increase
Strengthen the Economy	Tourism and transient occupancy tax	✓ Increase
	Residential property values	✓ Increase

**AUTHORIZING RESOLUTION:**

**RESOLUTION NO. 2010-69**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES APPROVING THE APPLICATION FOR GRANT FUNDS FOR THE SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM UNDER THE SAFE DRINKING WATER, WATER QUALITY AND SUPPLY, FLOOD CONTROL, RIVER AND COASTAL PROTECTION BOND ACT OF 2006 (PROPOSITION 84).**

WHEREAS, the Legislature and Governor of the State of California have provided funds for the program shown above; and,

WHEREAS, the Strategic Growth Council has been delegated the responsibility for the administration of this grant program, establishing necessary procedures; and,

WHEREAS, said procedures established by the Strategic Growth Council require a resolution certifying the approval of application(s) by the Applicant's governing board before submission of said application(s) to the State; and,

WHEREAS, the Applicant, if selected, will enter into an agreement with the State of California to carry out the development of the proposal.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF RANCHO PALOS VERDES:

**Section 1:** Approves the filing of an application for the Trails Master Plan in order to become a sustainable community;

**Section 2:** Certifies that Applicant understands the assurances and certification in the application;

**Section 3:** Certifies that Applicant or title holder will have sufficient funds to develop the Proposal or will secure the resources to do so;

**Section 4:** Certifies that the Proposal will comply with any applicable laws and regulations; and,

**Section 5:** Appoints the City Manager, or designee, as agent to conduct all negotiations, execute and submit all documents including, but not limited to applications, agreements, payment requests and so on, which may be necessary for the completion of the aforementioned project(s).

City of Rancho Palos Verdes

Trails Master Plan

PASSED, APPROVED, AND ADOPTED this 17<sup>th</sup> day of August 2010.

/s/ Stefan Wolowicz  
Mayor

ATTEST:

/s/ Carla Morreale  
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. 2010-69 was duly and regularly passed and adopted by the said City Council at a regular meeting held on August 17, 2010.

  
\_\_\_\_\_  
for City Clerk

**COLLABORATION REQUIREMENT LETTER(S):**



**BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES**

822 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012  
Telephone (213) 974-4444 / FAX (213) 626-6941

**DON KNABE**  
SUPERVISOR, FOURTH DISTRICT

August 24, 2010

**RECEIVED**

AUG 25 2010

PLANNING, BUILDING AND  
CODE ENFORCEMENT

Ms. Cynthia Bryant  
Chair  
Strategic Growth Council  
1416 Ninth Street, Suite 1311  
Sacramento, California 95814

Dear Ms. Bryant:

As the Los Angeles County Supervisor representing the Fourth Supervisorial District, I was pleased to learn that the City of Rancho Palos Verdes is applying for planning grant funds to develop a comprehensive Trails Master Plan. It is important that all local jurisdictions within Los Angeles County are encouraged plan for a more sustainable future for the County. Therefore, I support the City's efforts and will participate in the planning process as a regional stakeholder.

Of particular importance to BOS (and regional sustainability) is the City's plan to foster improved public access to and use of open space and recreational amenities of the City by means other than fossil fuel-powered motor vehicles, thereby reducing greenhouse gas (GHG) emissions and promoting healthier, more active lifestyles for residents and visitors. I am particularly pleased that residents' and visitors' experience of such Fourth District public recreational gems as Los Verdes Golf Course and Deane Dana Friendship Park will be enhanced by Rancho Palos Verdes' Trails Master Plan.

BOS directly oversees the development of over 2,653 square miles of unincorporated territory within Los Angeles County, serving a population of 1 million residents. BOS also participates in regional growth and planning initiatives throughout the County. I look forward to assisting Rancho Palos Verdes during the planning process and encourage your favorable consideration of their application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Don Knabe".

DON KNABE  
Supervisor, Fourth District  
County of Los Angeles

DK:ha

City of Rancho Palos Verdes

Trails Master Plan

RECEIVED

AUG 23 2010

PLANNING, BUILDING AND  
CODE ENFORCEMENT



August 19, 2010

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

**RE: City of Rancho Palos Verdes Trails Master Plan – Strategic Growth Council Sustainable Communities Planning Grant Application Consistency with Regional Goals**

**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

Dear Mr. Fox,

The City of Rancho Palos Verdes has submitted its Sustainable Communities Planning Grant application summary to the Southern California Association of Governments (SCAG) for review regarding consistency with regional goals. SCAG is officially designated by the Federal and State governments as a Council of Governments (COG), a Multi-County Transportation Planning Agency, and the Metropolitan Planning Organization (MPO) for the Southern California region. As such, SCAG has a number of formal authorities and responsibilities, including:

- Preparation of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP)
- Preparation of Regional Housing Needs Assessment allocations for cities and counties
- Developing the Sustainable Communities Strategy (SCS) as part of the 2012 RTP

**Officers**  
President  
Larry McCallon, Highland  
  
First Vice President  
Pam O'Connor, Santa Monica  
  
Second Vice President  
Glen Becerra, Simi Valley

The City of Rancho Palos Verdes proposes to use grant funds to develop a Trails Master Plan. The project would update and consolidate the City's 1993 Conceptual Trails Plan, 1996 Conceptual Bikeways Plan, 2005 Forrestral Nature Preserve Trails Network Plan, 2008 Preserve Trails Plan for the Palos Verdes Nature Preserve and 2008 Coast Vision Plan into a single, comprehensive Trails Master Plan.

**Executive/Administration Committee Chair**  
Larry McCallon, Highland

The Trails Master Plan would facilitate the "re-thinking" of the City's streets to make them more "complete," more available to and more accessible to alternate modes of transportation. This would promote greater synchronicity between transportation and land use planning, and promote greater variety in travel choices for residents and visitors. The consolidated Trails Master Plan would foster improved public access to and use of the City's open space and recreational amenities by means other than fossil fuel-powered motor vehicles, thereby reducing greenhouse gas emissions and promoting healthier, more active lifestyles for residents and visitors. This would help to preserve the semi-rural, recreational and open space areas of the City for the future benefit of both its residents and the residents of the larger Southern California region.

**Policy Committee Chairs**  
Community, Economic and Human Development  
Bill Jahn, Big Bear Lake  
  
Energy & Environment  
Margaret Clark, Rosemead  
  
Transportation  
Greg Pettis, Cathedral City

SCAG finds that the City of Rancho Palos Verdes's application would be consistent with Regional Transportation Plan goals and Compass Growth Visioning principles. Please feel free to contact us if you have any questions.

Sincerely,

Huasha Liu  
Director, Land Use and Environmental Planning

DOCS# 158106

The Regional Council is comprised of 84 elected officials representing 189 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

**DISADVANTAGED COMMUNITY DOCUMENTATION**

The City of Rancho Palos Verdes does not qualify as a “Disadvantaged Community” or “Severely Disadvantaged Community.” As such, no Disadvantaged Community Documentation is provided as a part of this application.