

# RECIRCULATED INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

## Point View Master Use Plan

CITY OF RANCHO PALOS VERDES, CALIFORNIA



NOVEMBER 2012



# RECIRCULATED INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

## Point View Master Use Plan

CITY OF RANCHO PALOS VERDES, CALIFORNIA

Prepared For:

**City of Rancho Palos Verdes**  
**Department of Planning**  
30940 Hawthorne Drive  
Rancho Palos Verdes, California 90275

Prepared By:

**PCR Services Corporation**  
201 Santa Monica Boulevard, Suite 500  
Santa Monica, California 90401

NOVEMBER 2012



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# INITIAL STUDY

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Project Title: Point View Master Use Plan

Lead Agency: City of Rancho Palos Verdes  
Community Development Department  
30940 Hawthorne Drive  
Rancho Palos Verdes, CA 90275

Contact Person: Eduardo Schonborn, AICP  
Senior Planner  
(310) 544-5228  
EduardoS@rpv.com

Project Location: The Project site is located at 6001 Palos Verdes Drive South.

Project Sponsor's Name and Address: York Point View Properties  
550 Silver Spur Rd, #250  
Rancho Palos Verdes, CA 90275

General Plan Designation: 1 Dwelling Unit Per Acre (86 acres) and 1 to 2 Dwelling Units Per Acre (8 acres).

Zoning: Single-Family Residential, RS-1 (86 acres) and RS-2 (8 acres).

Overlay Control Districts: Natural Overlay Control District (OC-1)  
Urban Appearance Overlay Control District (OC-3)

Description of Project: York Point View Properties, the project applicant, is proposing to implement a Master Use Plan that would address uses and activities on a 94-acre property in the Portuguese Bend area of the City of Rancho Palos Verdes. The Master Use Plan ("proposed project") contains three distinct components: the expansion of agricultural uses on the property; development of an executive golf course and improvements to an existing event garden; and, the provision of a paved internal driveway through the property. The proposed project would also allow up to 30 public or private events per year on the property. Please refer to Attachment A, Project Description, for a detailed description of the proposed project.

**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” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages. Please refer to Attachment B, Explanation of Checklist Determinations, of this Initial Study, for a detailed discussion of each of these checklist determinations.

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

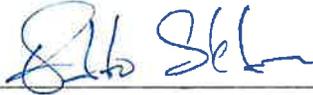
**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or

---

NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Eduardo Schonborn, AICP  
Senior Planner  
Printed Name

11/16/2012

Date

City of Rancho Palos Verdes  
Department of Planning  
For

**EVALUATION OF ENVIRONMENTAL IMPACTS (Refer to Attachment B for Detailed Explanation):**

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
---------	--------------------------------	---	------------------------------	-----------

I. AESTHETICS – Would the project:

- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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 Resources Agency, to non-agricultural use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**III. AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IV. BIOLOGICAL RESOURCES** – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**V. CULTURAL RESOURCES** – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**VI. GEOLOGY AND SOILS** – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. GREENHOUSE GAS EMISSIONS --**

Would the project:

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

**VIII. HAZARDS AND HAZARDOUS MATERIALS -**

Would the project:

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

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b><u>IX. HYDROLOGY AND WATER QUALITY –</u></b>				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING</b> – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XI. MINERAL RESOURCES</b> – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE</b> – Would the project result in:				
a) Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XV. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC</b> – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b> – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>Issues:</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVIII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

# ATTACHMENT A

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## PROJECT DESCRIPTION



# ATTACHMENT A - PROJECT DESCRIPTION

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## A. INTRODUCTION

York Point View Properties (YPVP), the project applicant, has filed a conditional use permit application with the City of Rancho Palos Verdes proposing to implement a Master Use Plan that would address uses and activities on a 94-acre property in the Portuguese Bend area of the City of Rancho Palos Verdes (the “City”). The Master Use Plan (“proposed project” or “project”) contains three distinct components: the expansion of agricultural uses on the property; development of an executive golf course and improvements to an existing event garden; and, the provision of a paved internal driveway through the property. The proposed project would also allow up to 30 public or private events per year on the property.

The proposed project was previously the subject of the April 2012 Point View Master Use Plan Draft Initial Study/Mitigated Negative Declaration (the “Draft MND”). The Draft MND was made available for public review on April 18, 2012, beginning a 30-day public review period that ended May 18, 2012. Subsequent to this public review period, a City Planning Commission Hearing was held on May 22, 2012, to receive public comment and consider approval of the proposed project. Public comments received during this period focused on the project’s potential to increase noise levels at nearby residences, result in traffic impacts along Palos Verdes Drive South (PVDS) and Narcissa Drive, effect the visual character of the project vicinity, and/or increase stormwater flows along Narcissa Drive, among other comments. Agency comments received during this period, including those from the US Fish and Wildlife Service and the California Department of Fish and Game (the “Wildlife Agencies”), focused on the project’s potential to result in impacts to biological resources.

In consideration of the comments received, subsequent consultation with the Wildlife Agencies, and consultation with the project applicant, who is proposing refinements to the project, the City has elected to revise and recirculate the Draft MND. The changes reflected in this Recirculated Draft Initial Study/Mitigated Negative Declaration (the “Recirculated MND”), when compared to the previously circulated Draft MND, focus on analysis of the refinements to the proposed project, as well as on revisions to the biological resources and noise analyses, which are presented in Checklist Question IV, *Biological Resources*, and Checklist Question XII, *Noise*, of Attachment B to this Recirculated MND. Minor additions and corrections to the Project Description and the analyses of other environmental topics have also been made in light of comments received on the Draft MND.

Comments received during the 30-day public review period for the Draft MND are located in Appendix A of this Recirculated MND. These comments are addressed through the refinements to the proposed project and through the revised analysis of potential environmental impacts contained in this Recirculated MND. Thus, individual responses to comments received are not included as part of this document.

## B. ENVIRONMENTAL SETTING

### 1 Project Location and Surrounding Uses

The property, commonly known as the “Point View site,” is located along the south-central coastline of the City of Rancho Palos Verdes at 6001 Palos Verdes Drive South (the “project site” or “site”). The project’s location in relation to the region and vicinity is shown in **Figure A-1, Regional Location and project Vicinity Map**. As shown in **Figure A-2, Aerial Photograph**, there are undeveloped hills, terraces, and canyons to the north of the site. To the northeast is the Portuguese Bend community, with several single-family homes and the Portuguese Bend Riding Club, a private commercial recreational facility.<sup>1</sup> To the south of the site is Palos Verdes Drive South (PVDS), and along the coast, Abalone Cove Shoreline Park. West of the site is the Upper Abalone Cove Community, a single-family residential neighborhood, and to the southwest is a wastewater pump station owned and maintained by the Los Angeles County Sanitation District. Further, lands west of the project site also include the Barkentine portion of the NCCP reserve. To the east is Wayfarers Chapel and large-lot residential development within the Portuguese Bend Community. To the north and east of the site are areas that fall within the boundaries of the City’s Natural Communities Conservation Plan (NCCP) Reserve.

### 2 Existing Conditions

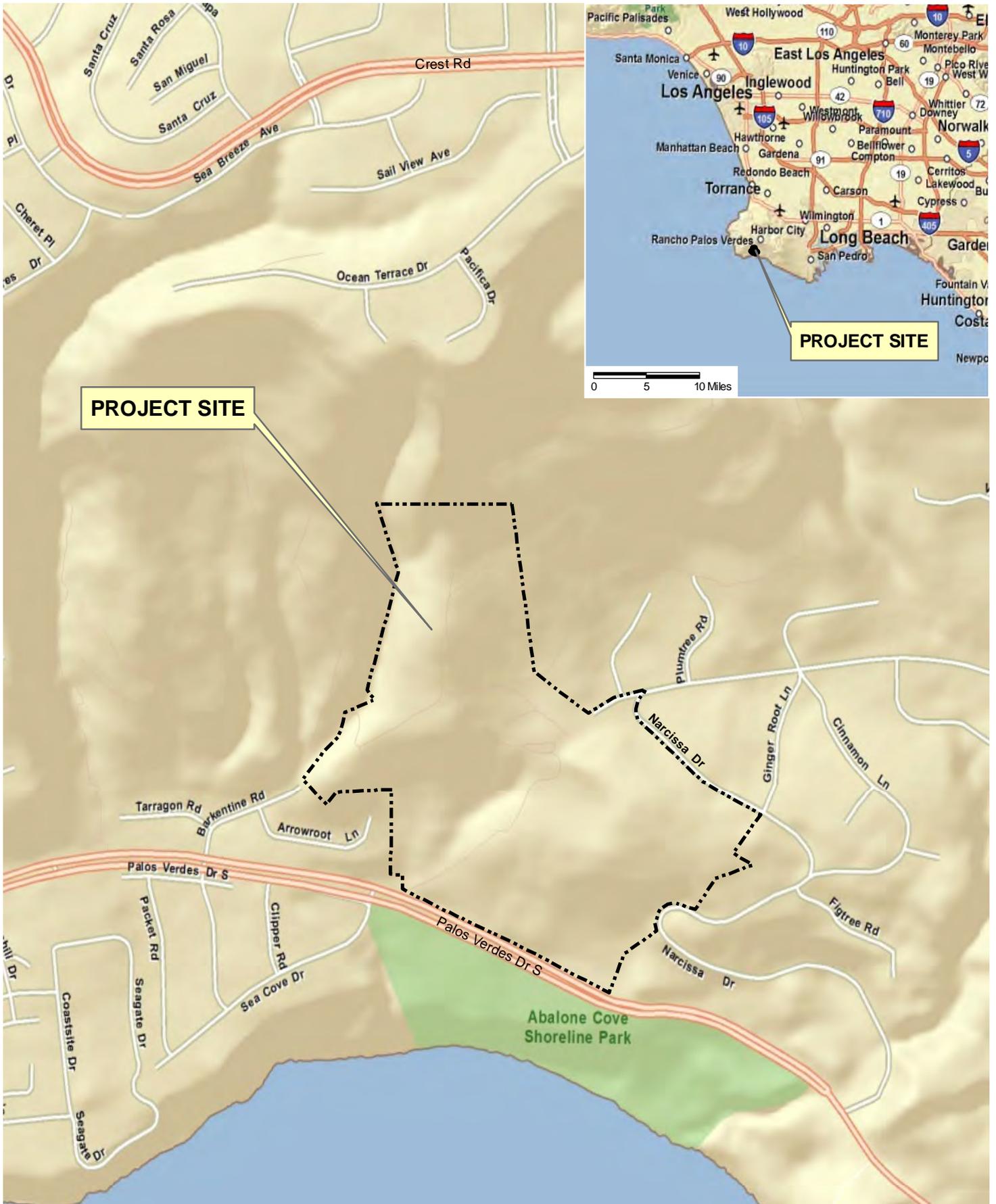
The 94-acre site largely consists of undeveloped hillside terrain that ranges from areas that are generally flat to areas with slopes in excess of 70 percent. Elevations on the site range from about 170 feet above mean sea level (msl) in the southwestern portion of the site to over 700 feet above msl in the northwest portion of the site. The dominant vegetation on the site consists of disturbed annual grasslands covering approximately 74 percent of the site, with other areas of introduced trees and shrubs covering about 7 percent of the site. Areas of both disturbed and relatively undisturbed coastal sage scrub vegetation cover about 13 percent of the site. The remainder of the site (approximately 6 acres, or 6 percent) is developed with various improvements, including an existing landscaped patio/event garden area, two paved and gated entrances, a one-acre avocado orchard, and a network of unpaved roads and trails. The existing one-acre avocado orchard is located on the uphill, northernmost portion of the site. The two paved and gated entrances include an existing 700-foot-long paved driveway at Narcissa Drive that connects to an unimproved road and is only accessible to the owner, staff, and maintenance personnel only, and an approximately 120-foot-long paved driveway at PVDS. The existing avocado orchard was planted in 2009 and is manually irrigated. The southern portion of the project site fronting PVDS contains three large terraces (the existing landscaped patio/garden area is on the upper terrace) that are the result of grading efforts completed by a previous landowner in the early 20th Century. As discussed in detail below, the proposed project would cumulatively occupy approximately 31-acres of the 94-acre site.

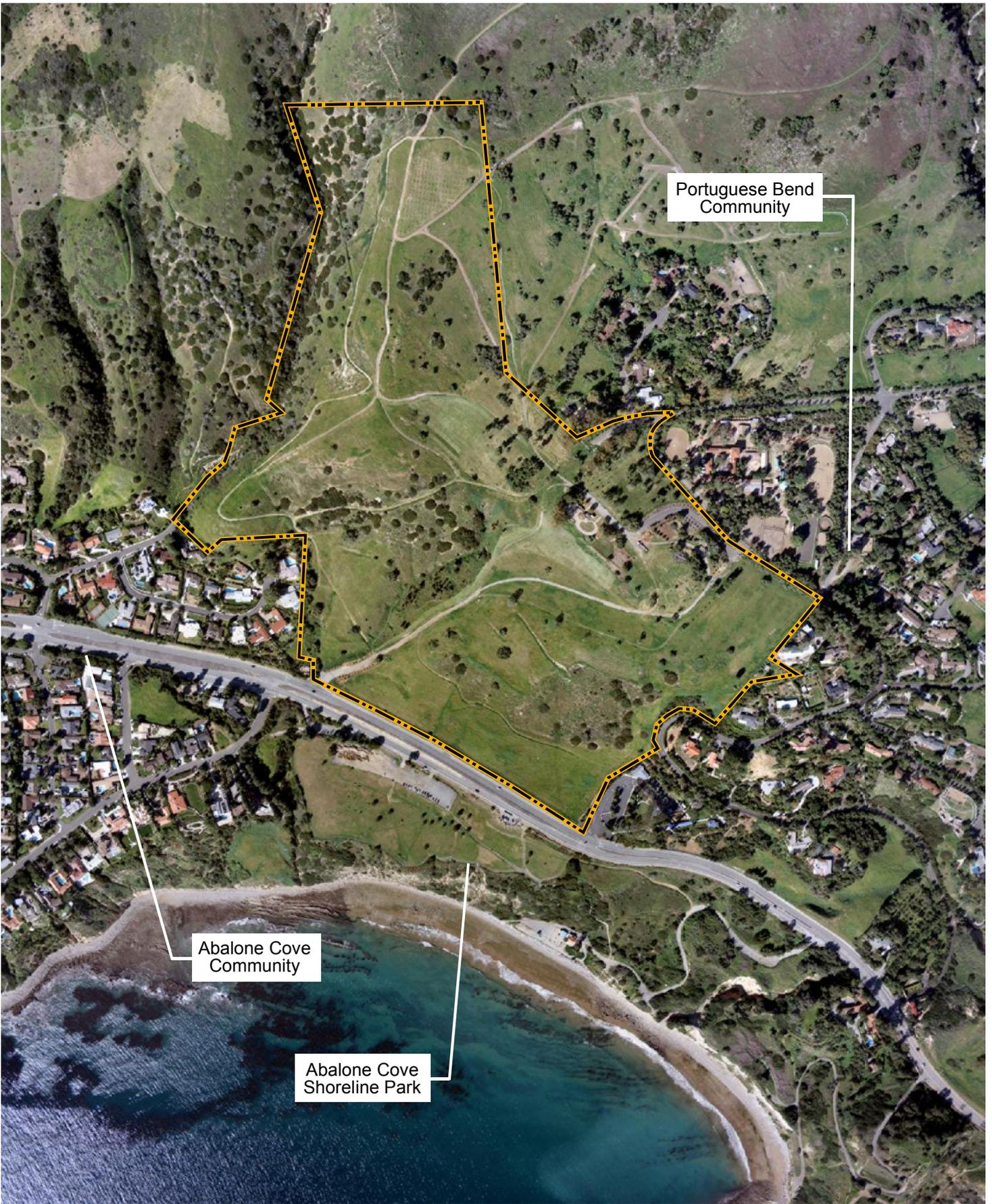
The U.S. Geological Survey topographic map for San Pedro<sup>2</sup> identifies an unnamed blue-line drainage running from the approximate center of the site to the southwest, where it ultimately enters the ocean at Abalone Cove. There is also a blue-line drainage just off-site along the westerly boundary of the project site (i.e., Barkentine Canyon). In the past, areas of the site have also been used for farming and large portions of the site have been periodically disked and/or mowed for fire clearance and weed control. In addition, a variety

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<sup>1</sup> Similar to the project site, the Portuguese Bend Riding club is located on land zoned for single-family residential purposes.

<sup>2</sup> Map dated 1964 and revised in 1981





**Aerial Photograph**

Point View Master Use Plan  
Source: York Point View Properties, 2011.

FIGURE  
**A-2**

of unimproved trails and roads, and pole mounted electrical transformers and telephone lines are located on, and traverse, the site.

As mentioned above, the central portion of the site contains an existing landscaped patio/event garden area, which is used for special events. The landscaped patio/event garden area is the most developed portion of the site and includes an outdoor patio, a turf area, a small restroom building, a small kitchen building (known locally as the "Cook Shack"), a flagstone fireplace, a barbeque/sink area, and miscellaneous trees and landscaping. A ceremony lawn area is located adjacent to the landscaped patio/event garden area.

The restroom and Cook Shack structures have a total floor area of approximately 418 square feet. They are currently used by property maintenance crew and by guests of the property owner for social events or during events approved through a Special Use Permit (SUP). A small portable storage crate is located east of the Cook Shack. The Cook Shack was constructed around 1960 and is approximately 200 square feet in size and approximately 11 feet in height. The restroom building, which was remodeled and upgraded in 2009, contains a men's and women's restroom. The restroom building is approximately 218 square feet in size and approximately 11 feet in height. The restroom building features a stucco exterior, a red terra cotta roof, and ground-level ornamental landscaping around the perimeter. The restroom and Cook Shack buildings are located in the center of the landscaped patio/garden area and effectively divide the area into a northwest "landscaped patio" area and a southeast "event garden" area.

The "landscaped patio" area is composed of decorative, permeable concrete pavers and includes an ornamental pepper tree in its center. The area provides panoramic views of the Pacific Ocean. The west and north sides of the area are bordered by a fireplace and a garden wall that surrounds the patio area. The gas fireplace, completed in 2009 and standing approximately 12 feet in height, is of a freestanding, outdoor design with a flagstone façade. The fireplace is flanked on both sides by a garden wall approximately 6 feet in height. A barbeque/sink area is located at the east end of the garden wall. The barbeque contains a stainless steel grilling area, a counter, a sink, and storage cabinets. A decorative wooden access gate is located between the fireplace and the barbeque area. The garden wall also extends around the southwest border of the landscaped patio/event garden area, although its height is reduced to approximately 2 feet to provide seating and unobstructed views of the Pacific Ocean.

The "event garden" area contains an oval lawn area surrounded by decorative, permeable concrete pavers. A small circular area for event entertainment (e.g., musicians, DJ) and consisting of decorative, permeable concrete pavers is tucked against the south side of the restroom building and Cook Shack to prevent noise from projecting north of the landscaped patio/event garden area. The decorative garden wall extends around the southwest edge of this area and is approximately 2 feet in height at this location. Southeast of this lawn area is the "ceremony lawn" area, which is open on all sides and features views of the Portuguese Bend hillside and the Pacific Ocean. Natural and ornamental landscaping is located northeast of the ceremony lawn area. Southeast of the turf area is a small, vegetable garden. The vegetable garden is separated from the landscaped patio/event garden area.

An unpaved parking area for the landscaped patio/event garden area is currently located directly across the unpaved road northeast of the event garden, and in a dedicated area east of the vegetable garden.

Historic and recent activities that have occurred at the landscaped patio/event garden area include the Walk on the Wildside - Las Candalistas fund-raiser; events by the Pony Club; movie/TV shoots and filming; private parties; the L.A. County Sherriff picnic; the USC Business School fund raiser; the USC Athletics awards banquet; the Children's Hospital fund raiser; and various events hosted by the property owner, which include an annual harvest BBQ, and weddings and receptions. Under existing conditions, approximately 10–20 events have been hosted by the property owner on the project site annually. Historically, more events have been held between April and November than during the remainder of the year. Larger events held at the site have typically included private weddings/receptions, with attendance in the range of 175 people, and the L.A. County Sheriff picnic, with an attendance of approximately 250 people. The largest event, the Walk on the Wildside - Las Candalistas fund-raiser, has been attended by approximately 750 people.

Additional features located throughout the project site include four groundwater wells, landscaping, fencing, and public infrastructure improvements. Previous geology studies related to the Portuguese Bend Landslide Moratorium Area, which extends across the northeast portion of the project site, have resulted in the installation of one production well and three observation wells. These wells have been implemented across the property to monitor groundwater levels and to remove groundwater. Groundwater levels are periodically monitored by the Abalone Cove Landslide Abatement District (ACLAD) and YPVP consultants; ACLAD maintains the one on-site production well (i.e., the Monaghan Well) while YPVP maintains the three observation wells.

The existing on-site conditions also include a greenhouse that was permitted by the City in January 2011 under a Landslide Moratorium Exception, but has not yet been constructed. A revised plan for the greenhouse was approved by the City in April 2012. This greenhouse will be located just northeast of the existing vegetable garden. The greenhouse would be approximately 238 square feet in size, hexagonal in shape, and would stand approximately 12 feet tall. The greenhouse would be constructed of rock walls, concrete columns, glass, and wood deck. The greenhouse would be used by the owner to propagate plants for use in the vegetable garden. As the greenhouse would be solely for the use of the owner and on-site staff, it has not been designed to be Americans With Disabilities Act (ADA) compliant.

The property also includes ornamental landscaping lining the main roads servicing the property. Ornamentals include avocado trees, citrus trees, stone fruit, olive trees, and berries. Most of the property is fenced and posted. Currently, visitors are allowed to hike or ride horses on the property so long as they are invited by or have permission from the owner and respect the property. Lastly, public on-site infrastructure improvements include Southern California Edison power lines, California Water Service Company water lines, and sewer mains.

To maintain the property in good condition and reduce fire hazards, existing on-site conditions include routine on-going landscape maintenance and periodic brush removal activities. Landscape maintenance activities include mowing, grass and plant maintenance, orchard maintenance, weed abatement, and tree trimming. Mowing is completed with a mid-sized tractor and mower attachment, and handheld equipment. Mowing occurs approximately 3 to 4 times per year by a third-party landscape contractor and requires about three days to complete. Landscape maintenance activities are also completed by a third-party company and require a crew of three for approximately two hours per week. Landscaping is completed using small, gas-powered tools (e.g., trimmers, mowers) and hand tools. Maintenance of the existing avocado orchard includes pruning the trees, training the trees, and mowing the avocado rows with a mower; these activities are also completed by a third-party company and require one crew member for approximately two days a

week. Weed abatement activities are largely dependent on seasonal factors; however, typical weed abatement activities include 3 to 4 people and require about 200 hours annually to complete. The trimming of ornamental trees is completed using small gas-powered trimmers and hand tools. Trimming requires approximately 20 hours per year to complete. Brush clearance for fire prevention includes clearing of brush along the perimeter of the site on an as needed basis. In addition, other miscellaneous fuels are removed and abated from the project site as required by Los Angeles County Uniform Fire Code (F.C. 1117).

### **(a) Access and Internal Circulation**

As mentioned above, vehicle access to the site is provided via two improved driveway entrances, including a public entrance along PVDS on the south side of the property and a private entrance along West Narcissa Drive on the north side of the property. No public access is permitted through the Narcissa Gate; access is restricted to owner, staff, and maintenance personnel.

The PVDS entrance is composed of 4-inch asphaltic concrete (AC) overlain on native soil. The paved portion of this driveway extends uphill approximately 120 feet and was designed to accommodate a large range of vehicles, from passenger cars to large, semi-trucks and emergency vehicles. An existing unpaved internal driveway that winds uphill through the site connects these two driveway entrances and provides the primary internal circulation within the property. Additional internal circulation is provided by a network of unpaved service roads and trails that traverse the site. These roads are maintained annually by the property owner.

The existing improvements at the Narcissa Drive entrance were constructed in 2009 and include a 700-foot-long paved driveway that extends from Narcissa Drive southwest to a flat terrace near the exiting landscaped patio/garden area. Improvements at the PVDS entrance were completed in 2007 and include paved access, locking gates, a hammerhead turnaround area, a stop sign, and preliminary landscaping.

Please refer to **Figures A-3 through A-6**, *Views of the project site and Surrounding Uses*, for a visual depiction of the existing uses.

## **3 Land Use and Zoning Designations**

As further described in Attachment B, Explanation of Checklist, of this Initial Study (IS), the property is designated for single-family residential use at densities of one to two units per acre. Approximately 86 acres of the property is zoned RS-1, and 8 acres is zoned RS-2. The site is also located within a Natural Overlay Control District (OC-1) and the Urban Appearance Overlay Control District (OC-3). The OC-1 designation provides specific performance criteria that address: earth movement, alteration of a natural watercourse or water body, vegetation removal, beach replenishment, soil stability, stormwater runoff, sewer or wastewater disposal, and erosion. Approximately 48.18 acres of the project site are within the Portuguese Bend Landslide Moratorium Exclusion Area, 46.82 acres are outside a Landslide Moratorium Exclusion area.

Specifically, the project site is located within a portion of the Portuguese Bend Landslide known as the Ancient Portuguese Bend Landslide Complex. Previous geologic studies have shown that groundwater has, and continues to be, the major contributing factor to landslide potential in the area.

## **C. PROJECT OBJECTIVES**

The primary goal of the proposed project is to provide a high-quality venue for private events that will complement existing public and private venues, and for local charity, fund raising, and non-profit organizations to conduct special activities in a unique and easily accessible outdoor setting. These types of events have historically been held on the property; however, the proposed project seeks to formalize the infrastructure required to continue holding these events, while allowing up to 30 events with up to 300 guests per event on an annual basis. In addition, the proposed project seeks to increase organic and non-organic agriculture uses on the project site to restore historic agricultural uses to the property.

Additional objectives of the proposed project include the following:

- Support General Plan goals that encourage agriculture
- Return the project site to its historic farmland uses by providing productive agricultural and creating a working agricultural operation for organic avocados, grapes, citrus, vegetables, and olives
- Protect identified areas of sensitive natural vegetation by avoiding implementation of agricultural activities in these areas
- Minimize groundwater infiltration on the project site by utilizing state-of-the-art irrigation techniques
- Enhance emergency access to and from the Portuguese Bend community and provide all-weather access to the project site by constructing an all-weather access driveway to serve as the primary ingress/egress for the Point View property
- Develop a mix of low-intensity and environmentally compatible land uses on a large and vacant parcel in the geographical center of the City
- Construct a unique, private golf course facility for the benefit of the property owner and invited guests
- Provide adequate parking (including Americans With Disabilities Act-compliant parking) on the property that will accommodate all proposed uses
- Avoid impacts to existing, adjacent community
- Ensure that all improvements are compatible with existing site characteristics
- Ensure that all improvements and activities are served by adequate infrastructure and services
- Construct flood control and water quality improvements
- Generate revenue to partially offset operating and holding costs

## **D. DESCRIPTION OF THE PROPOSED PROJECT**

As mentioned above, there are three distinct components of the proposed Master Use Plan: the expansion of agricultural uses on the project site; development of an executive golf course and improvements to an existing event garden to conduct up to 30 events per year; and the provision of a paved internal driveway through the project site. In addition, the project would formally permit the existing driveway improvements at the private Narcissa Drive entrance. The majority of the 94-acre property would remain undisturbed by



Photograph 1: View of central and west side of the project site (note existing driveway alignment).



Photograph 2: View of the west side of the project site (note existing driveway alignment).



Photograph 3: View of southern and central portion of the project site with Abalone Cove Shoreline Park in foreground.



### Views of the Project Site and Surrounding Uses

Point View Master Use Plan  
Source: PCR Services Corporation, 2011.

FIGURE

**A-3**



Photograph 4: View of southwestern portion of the project site (note existing driveway alignment).



Photograph 5: View of the event garden with location of proposed golf course and Orchard No. 1 in background.



Photograph 6: View of southwestern portion of the project site (note existing driveway alignment).



### Views of the Project Site and Surrounding Uses

Point View Master Use Plan  
Source: PCR Services Corporation, 2011.



Photograph 7: View of event garden with restroom and CookShack.



Photograph 8: View of west patio area (note location of proposed golf course in background).



Photograph 9: View of east patio area with turf area in background.



## Views of the Project Site and Surrounding Vicinity

Point View Master Use Plan  
Source: PCR Services Corporation, 2011.

FIGURE

A-5



Photograph 10: View of turf area facing restroom, CookShack, and patio area of the event garden.



Photograph 11: View of existing truck vegetable garden (note location of proposed parking area in background).



Photograph 12: View of existing one-acre avocado orchard.



**Views of the Project Site and Surrounding Vicinity**

Point View Master Use Plan  
Source: PCR Services Corporation, 2011.

the project; improvements proposed as part of the project would only effect approximately 31-acres (or 33 percent) of the site. As discussed in detail below, the 31 acres include 15 acres of new avocado orchards; 8.5 acres of grape vineyards; 2 acres of citrus, olive trees, and an organic vegetable garden; a 2.5-acre, 9-hole executive golf course; and improvements to an existing landscaped patio/event garden on 3 acres at the center of the property. Please refer to **Figure A-7, Project Master Use Plan**, for a visual depiction of the project's proposed features.

## 1. Agricultural Uses

The agricultural component of the Master Use Plan proposes to plant up to 15 acres of new avocado orchards, 8.5 acres of grape vineyards, and 2 acres of citrus, olive trees, and an organic vegetable garden. Related improvements include the development of an irrigation system (i.e., two water tanks, pumps, and irrigation lines) and designation of an equipment storage area on the property. Please refer to **Figure A-8, Agricultural Plan**, for visual depiction of the project's proposed agricultural operations.

### (a) Avocado Orchards

The proposed avocado orchards would add 15 acres to the existing one-acre avocado orchard planted in 2009, for a total of 16 acres. The project would plant 8- to 15-gallon organic Hass avocado trees in two separate areas, as depicted in the Master Use Plan and Agricultural Plan. Avocado Orchard #1 (approximately 11.5 acres) would add approximately 9 acres of organic Hass avocado trees to the existing on-site, one-acre orchard. Avocado Orchard #1 would be planted in an area with slopes ranging from 15 to 25 percent, and an average slope of about 17 percent. Avocado Orchard #2 (approximately 6 acres) would be located in the easternmost corner of the property, where the slope averages about 12 percent. As depicted on Figure A-8, a portion of Avocado Orchard #2 could be planted with grapes in lieu of avocados. A decision regarding whether to expand Vineyard #1 and the size of vineyard expansion would be made one year after the initial planting. The decision to plant this area will be based on the success of the avocados and grapes.

All on-site avocado trees would be grown organically. The project would seek continued organic certification for the avocado orchards from the California Certified Organic Farmers (CCOF).<sup>3</sup> The trees would be planted on a grid of 15 to 20 feet on-center. Avocados trees are relatively fast growing and can reach a height of about 15 feet within 5 years. Typically, a mature Hass avocado tree will grow to a height of about 25–30 feet and have a spread of about 20–25 feet. After planting, the Hass trees are expected to start producing fruit within 2 years. Hass avocado trees were chosen for the site because independent research and conversations with growers, agriculture consultants, potential local buyers, and the California Avocado Growers Association (CALAVO) indicates that the south facing slopes of the Palos Verdes Peninsula would be ideal for Hass avocados, due to climate, precipitation, and solar orientation. In addition, soil depth in the selected areas is adequate for the shallow-rooted avocado trees.

Vehicular access to the avocado orchards would be via the proposed paved driveway and the existing unpaved roads. As discussed in greater detail below, the harvest period would be expected to increase the

<sup>3</sup> California Certified Organic Farmers (CCOF) is a US Department of Agricultural (USDA) accredited organic certifying agency and trade association located in Santa Cruz, California. CCOF offers organic certification to the USDA National Organic Program (NOP) standards and CCOF international standards.

number of worker vehicle trips across the site; however, workers would routinely utilize the paved driveway and park in the designated parking area.

The orchard rows would be oriented in a direction that is perpendicular to the underlying slope. Soil preparation efforts for the initial planting phase would be limited to digging a small hole (approximately 36-inches deep and 24-inches in diameter) for each tree within the existing slope; no grading or site contouring will be required. It is anticipated that the crop cover around the orchards would be mowed periodically for weed control and irrigation efficiency. The crop cover proposed in the orchards is described in detail below.

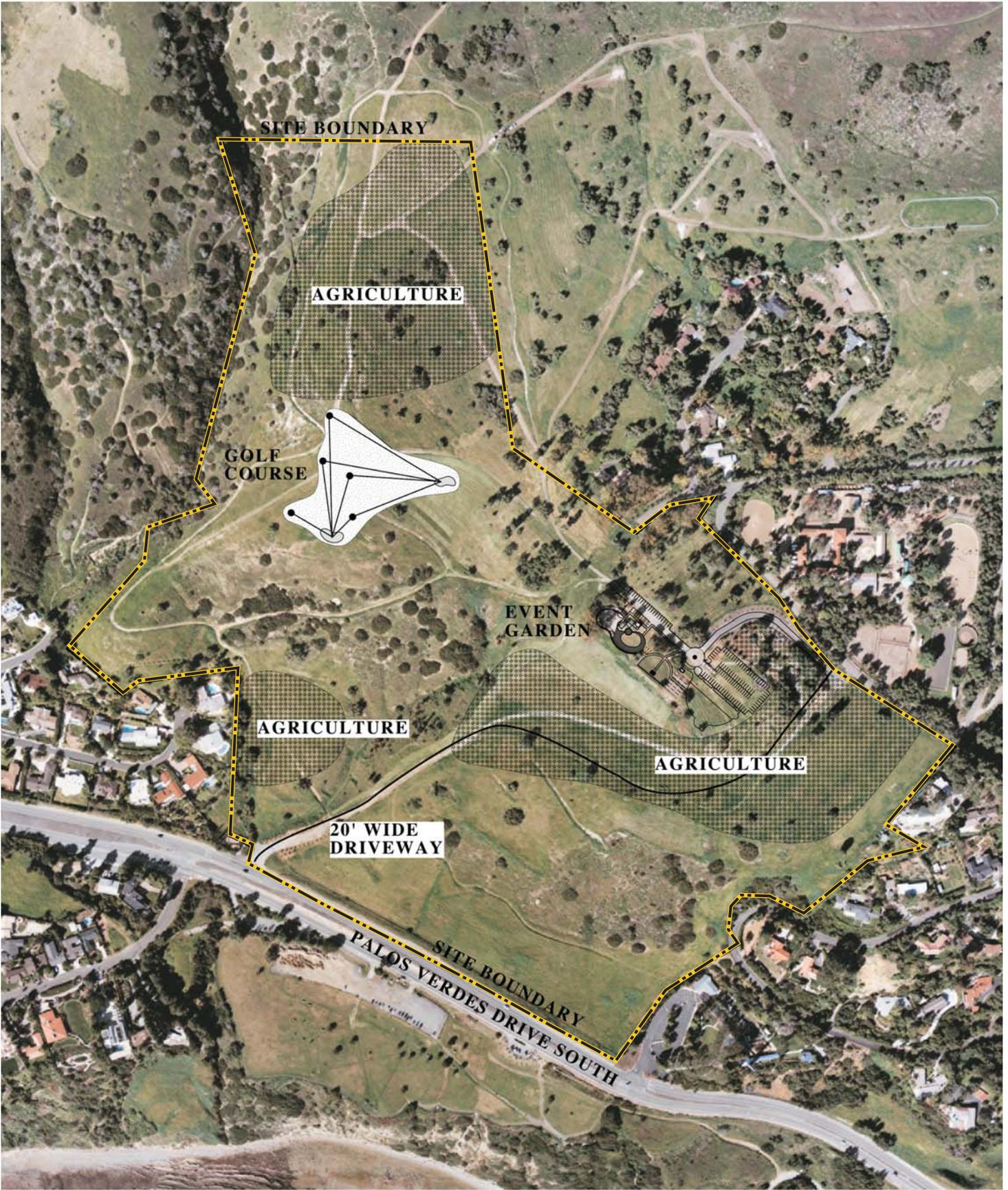
### **(b) Vineyards**

As shown in Figure A-8, two areas of the site are proposed as vineyards. Vineyard #1 would cover an approximately 5.5-acre area located in a large terrace in the center of the property, just below the landscaped patio/event garden area. This south-southwest facing terrace has an average slope between 10 and 15 percent, which is considered optimal for wine grapes. Vineyard #2 (approximately 3 acres) is proposed for the southwest corner of the property, adjacent to the Upper Abalone Cove neighborhood. Vineyard #2 has an average slope of about 15 percent. Additionally, all or a portion of the proposed 6-acre Avocado Orchard #2 may be planted with grapes. Based on research, the project proposes to grow Pinot Noir and Chardonnay grapes. The rootstock would be secured from growers in Sonoma Valley.

Prior to the planting of grapes, sulfuric acid would be applied to the soil to lower the soil's pH and improve crop productivity, which is a process that is common in vineyards throughout Southern and Northern California. To apply the sulfuric acid and eliminate runoff during the process, soil tests would be conducted to ensure only the minimum amount of sulfuric acid required is applied. Following testing, the soils would be ripped to a depth of up to 4 feet. Subsequently, the sulfuric acid would be injected into the ripped soil. The ripped soils would then be irrigated to evenly distribute the sulfuric acid. Lastly, the treated soil would be retested to ensure proper pH levels.

The vine spacing would be four feet between the plants and seven feet between the rows. Approximately 1,550 vines per acre are anticipated. Rootstock will be planted the first year and in the second year cuttings will be grafted to secure the best possible vines. Grape vines perform best with the support of a trellis system, which would be implemented by the project. The trellis system would be a vertical trellis type and would involve a stake at each plant that would rise about 7 feet (84 inches) above the ground and connect to a fruit wire running horizontal down the vine row connecting at each plant stake. Each plant would be trained and tied to the stake and onto the fruit wire where the cordon ("arms" of the grape plant) would be developed. A larger stake six feet high would be spaced at every fifth vine and would carry sets of wires on either side of the stake. This is where the vines, or "canes", from the cordon would be strung during the growing season, creating a vertical "wall" of leaves above the fruit zone. This training would take place over several years. Over an approximately three-year period, the vine would be trained up the stake and out the fruit wire. The first harvest is anticipated to be in year three with vines expected to be in full production in year seven.

The rootstock selected for the site is well suited as its root system penetrates around 48 inches, which is the average depth of the soils on the property. The watering needs for the first year rootstock would be two gallons once a week for the first month, three gallons once a week during the second month and four gallons once a week from the third month or until September when the vines would be watered twice, then allowed





- ORGANIC AVOCADO ORCHARDS
- VINEYARDS
- CITRUS ORCHARDS

**LEGEND**

- ORGANIC AVOCADO ORCHARDS**
  - AVOCADO ORCHARD #1 (10 AC +/-)
  - AVOCADO ORCHARD #2 (6 AC +/-)
- VINEYARDS**
  - VINEYARD #1 (5 AC +/-)
  - VINEYARD #2 (3 AC +/-)
- CITRUS/NON-ORGANIC AVOCADOS**
- WATER TANKS**
- POTENTIAL VINEYARD EXPANSION**
- MAIN IRRIGATION SYSTEM**
  - METER/BACKFLOW
  - PUMP STATION
- AMENDED LANDSLIDE**
- MORATORIUM BOUNDARY**
  - AMENDED BY THE CITY GEOLOGIST ON 3/9/11
  - PURSUANT TO RPV ORDINANCE NO. 517



**Project Agricultural Plan**

Point View Master Use Plan  
Source: York Point View Properties, 2011.

FIGURE

**A-8**



to go dormant for the winter. After the first year a typical watering schedule would be as shown in **Table A-1**, *Estimated Watering Schedule for Established Grape Plants*.

**Table A-1**

**Estimated Watering Schedule for Established Grape Plants**

<b>Month</b>	<b>Frequency</b>	<b>Amount</b>
April	1x per month	4 gallons per plant
May	2x per month	4 gallons per plant
June	3x per month	3 gallons per plant
July	4x per month	2 gallons per plant
August	5x per month	2 gallons per plant
September	5x per month	2 gallons per plant
Post Harvest	1x per month	5 gallons per plant

*Source: YPVP, 2011*

Based on growing characteristics, a detailed site-specific irrigation schedule would be prepared to ensure that the grape vines are barely kept alive and the fruit is "stressed" to maximize grape quality and production.

Access to the vineyards would be from existing unpaved service roads on the property. No paving would be necessary. Further, no grading or contouring would be required to implement the new vineyards. The vineyard would be mowed periodically for weed control.

### **(c) Citrus Orchard/Olives/Organic Vegetable Garden**

A new 2-acre citrus orchard/organic vegetable garden is proposed for the area near the West Narcissa Drive entrance to the property (refer to Figure A-7 and Figure A-8). This moderately sloping area has a north facing orientation, but receives good sunlight during the growing period. This area could include oranges, lemons, limes, olives and/or organic vegetables. In addition to the orchard area, citrus and organic avocado trees would line both sides of the existing and proposed paved road from the Narcissa gate to the event garden.

No grading or contouring would be necessary to implement this orchard/garden. Access to this orchard/garden area would be via existing roads on the property.

### **(d) Organic Operations**

Similar to existing conditions, on-site avocados and olives would be raised organically. The project would seek continued certification by the CCOF for the proposed orchards. Based on the standards of the CCOF, all materials (e.g., fertilizers, pesticides and mulch) used on the avocado orchards would be approved, in writing, by the CCOF prior to use on the project site. Additionally, operations on the orchards would be

conducted in accordance with the standards of the Department of Agriculture's (USDA) National Organic Program. The National Organic Program develops, implements, and administers national production, handling and labeling standards. Organic production is a system that is managed in accordance with the Organic Foods Production Act (OFPA) of 1990 and regulations in Title 7, Part 205 of the Code of Federal Regulations. These regulations were established to respond to site-specific conditions by integrating cultural, biological, and mechanical practices that foster cycling of resources, promote ecological balance and conserve biodiversity. To produce organic avocados and olives, no fertilizers or pesticides made with synthetic ingredients would be used on the project site. As part of the site's organic certification, CCOF would continue to conduct annual inspections of the organic operations on the project site.

All other crops (i.e., grapes, citrus, garden vegetables) would be grown using conventional farming techniques. Nevertheless, the project would rely, to the extent possible, on the same pesticides, fertilizers, and amendments on the conventionally-grown crops as on the organically grown avocados. For example, OMRI-listed products will be used to the extent possible.

### **(e) Equipment Operation and Storage**

It is anticipated that very little new equipment would be necessary to support the proposed agricultural operations. For example, a mid-sized tractor and attachments, as well as four-wheel-drive John Deere Gator (e.g., a golf-cart sized maintenance vehicle), are already used on the property, as are other landscape maintenance equipment. Similar to existing conditions, the mid-sized tractor would continue to be used for agricultural activities and to mow undeveloped portions of the site approximately 3–4 times per year. In addition, a small lawn tractor would continue to be used on-site to mow between the rows of avocado trees. The John Deere Gator would continue to traverse the site on a routine basis to transport people and equipment throughout the site. Agricultural maintenance would be performed periodically using various small gas-powered pieces of equipment (e.g., mowers, chainsaws, tree trimmers, weed eaters). Orchard and vineyard workers typically bring their own equipment for specialized activities (planting, pruning, harvest, etc.). Maintenance of non-agricultural landscaping would continue to be completed by a third-party company using small, gas-powered tools (e.g., trimmers, mowers) and hand tools. The trimming of ornamental trees would also continue to be completed using small gas-powered trimmers and hand tools. To store equipment not brought onto the site by a third party, the proposed project would designate an equipment storage area for on-site equipment. This storage area would be located in the flat area above the Narcissa gate and in the containers in the Cook Shack area and would be approximately 0.5-acre in size.

### **(f) Agricultural Workers**

The initial planting and harvest periods would require a temporary increase in the number of on-site workers, after which only one full-time gardener would be required to maintain the on-site agricultural uses. The initial planting phase is expected to require a crew of 10 to 20 people for approximately two weeks. Initial grafting of the grape vines would also require a similar sized crew for approximately two weeks. Harvest would require a staff of 10 to 20 people for one to two weeks. There would be two to three harvest periods throughout the year when on-site staffing would be increased. For instance, grapes would be harvested in the fall, while avocados would be harvested in the late fall or winter. Lastly, a temporary staff of 10 to 20 people would be required one to three times annually to remove undesirable avocados from the trees, ensuring the success of the remaining avocados. As mentioned above, outside of the initial planting and harvest periods, crop and site maintenance would require only one full-time gardener.

During the harvest period, worker vehicles would be expected to traverse the site. However, as mentioned above, harvesting would only require a staff of approximately 10 to 20 people for a period of one to two weeks. Workers would cross the site on the internal driveway accessed by PVDS, which would be paved as part of the project, and would park at the designated parking area. From this parking lot, personnel would be transported to the agricultural areas on the John Deere Gator or other vehicle via the paved road and other existing unpaved service roads that traverse the project site. On-going maintenance is anticipated to result in five vehicle trips per day across the site.

In addition to the extra workers anticipated for proposed agricultural operations, maintenance of non-agricultural uses would continue as under existing conditions. For instance, as discussed above, grass and plant maintenance activities would continue to be completed by a third-party company and require a crew of three for approximately two hours per week. Weed abatement activities would also continue to require approximately 200 man hours annually to complete and the trimming of non-agricultural ornamental trees would continue to require approximately 20 hours per year to complete. As with all on-site activities, site security for agricultural operations would include periodic security patrols and monitoring cameras.

## **2. Golf Course / Event Garden**

The proposed project also includes a 2.5-acre, 9-hole executive golf course and proposed improvements to the existing event garden. The golf course and event garden would combine to occupy less than 5 acres near the center of the 94-acre property. Please refer to Figure A-7 for a visual depiction of the location of these proposed features.

### **(a) Golf Course**

The proposed golf course would be operated and maintained by the landowner. The golf course incorporates a unique design. As a result, it would not function like, or resemble a traditional golf course. The golf course would not be open to the public, but would be available only to guests of the landowner. It would not be operated as a commercial venture and no green fees would be collected. No regular hours of operation are proposed, but play would be limited to daylight hours, as no lights are proposed. Unlike a traditional golf course, no "clubhouse" or "starter shack" is proposed. However, the Cook Shack and restroom in the landscaped patio/event garden area would be available to guests of the golf course. Access to the golf course would be via the existing unpaved roads on the property. Parking for golf course guests would be available in designated unpaved parking areas adjacent to the landscaped patio/event garden area. Lastly, the proposed golf course would not have designated employees, but would be maintained at the owner's discretion by regular property maintenance personnel.

The golf course is proposed for a gently sloping area about 500 feet west of the existing event garden and south of Avocado Orchard #1. Unlike a traditional golf course, the 2.5-acre Point View Golf Course would consist of two greens, bunkers, and 9 holes. The proposed golf course would include the following:

- The greens would have an irregular shape of approximately 400 square feet each
- The putting surface would be artificial turf (pervious) over sand or dirt
- Small sand bunkers (approximately 200 square feet) would border the side of each green
- Tees would be generally located to the north, west, and east of the greens at a range of 25–150 yards from the green

- While there are only 5 tee locations, four would be used to drive to each green creating an equivalent to 9 holes
- Each tee would be 4 feet by 4 feet, with an artificial turf surface (pervious)
- No grading would be required, nor would any habitat be disturbed or impacted
- Access to the tees and greens would be via existing on-site unpaved roads/trails

The proposed golf course facility would not require any grading, and the greens and tees would be constructed with artificial turf. Although operation of the proposed golf course would not require any water, fertilizer, pesticides, or herbicides, weeds and non-native grass within the golf course area will be periodically cut using the tractor and mower attachment, and/or a hand held weed-eater.

### **(b) Landscaped Patio/Event Garden Area**

Improvements to the existing landscaped patio/event garden area at the central portion of the site would complement the proposed golf course. Upon completion, the landscaped patio/event garden area would be used as an "Event Garden". As discussed above, the existing landscaped patio/event garden area has been used periodically over recent years for several purposes, including the Las Candelistas (Walk On The Wildside) charity event, the U.S. Pony Club, the filming of movies, television shows, and commercials, and for private parties hosted by the owner. Historically, there have been about 10–20 events held on the site per year. Under the proposed project, these uses would likely continue, however, the Master Use Plan would allow up to 30 events per year on the property, including 5 events reserved for non-profit organizations or public agencies. Events will include:

- Fund raising and charity events
- Private parties
- Public and community events
- Weddings and receptions
- Corporate parties
- Outdoor conferences
- Educational events

The proposal includes limiting attendance at these events to 300 guests per event (not including event staff, security/safety personnel, etc.); however, an annual special charity event by Las Candelistas for the Walk on the Wildside event would generate up to 750 people. For any other event that would generate over 300 people, the proposal includes requiring approval of a SUP by the Community Development Department, or other process as established by the Conditional Use Permit associated with this proposal.

### **(i) Anticipated Typical Events**

Under the proposed Master Use Plan, an "event" counting towards the 30 event maximum would be defined as any activity that meets at least one of the following conditions:

- a. provides compensation to the property owner;
- b. is a charity event or an event conducted by a charity organization;

- c. has 20 or more persons in attendance; or,
- d. uses amplified sound in the form of a disk jockey.

The requested CUP is to allow up to 30 events annually, with no holiday exceptions. The proposal includes proposed hours of operation from 8:00 A.M. until 10:00 P.M., with the typical event envisioned to last approximately five hours. As a result, event staff would begin instructing guests to vacate the premises at the conclusion of an event (i.e., 10:00 P.M.); however, guests would be given a reasonable amount of time to leave (approximately 30 minutes). Site cleanup would extend for approximately one hour after the conclusion of an event. Event staff would ensure that events are closed quietly. In some cases, site cleanup would occur on the following day, at the direction of the landowner.

### **(ii) Anticipated Typical Event Procedures**

While no two events are identical, based on historical and recent events at the project site, an event would likely be conducted in a manner similar to the following typical procedures:

#### ***Sales/Planning for Events***

The typical scenario would consist of a timed appointment with one member of the sales team and typically one or two members from the inquiring side.<sup>4</sup> These meetings would likely involve a limited number of participants, typically no more than three to five guests, at a time. Hours for meetings would typically be between 10:00 A.M. and 6:00 P.M., seven days a week. During the planning process, a confirmed client may make multiple scheduled visits to the property to meet with coordinators and vendors to discuss the specifics of their upcoming event. All meetings would be by appointment only and due to their very nature, would rarely overlap with other on-site activities. At these meetings, clients would be informed and provided information regarding site rules, such as noise containment and fire prevention requirements, and approved caterers.

#### ***Day Prior to Event***

The day prior to the event would be when set up would typically take place. Equipment would arrive at the site during the daylight hours and could include: items regularly ordered for a wedding ceremony; a cocktail reception area; seating and tables for all guests; necessary china, glass, silver for dinner service; and beverage and bar service. Additional equipment delivered to the site could include propane patio heaters, an executive toilet trailer, delivery vehicles, and a kitchen area. Propane tanks that are part of the rental are not stored on site. Approximately 10 small (5 gallon) propane tanks are currently stored on site, which are used for the existing BBQ area, space heaters and fireplace. The typical rental company would likely utilize two delivery vehicles for an event of this size. Deliveries are anticipated to take four to six hours for unloading and set up. Catered events would usually require a kitchen area for storage, preparation, and clean up. The area would be located out of guest view and would consist of a series of portable tables. All trash would be collected and disposed of in accordance with property regulations.

<sup>4</sup> *No sales office would be located on site. Rather, on-site meetings would be held to provide the inquiring side a walk-around opportunity to view the site.*

***Day of Event***

On the day of the event, it is anticipated that supervisory staff and vendors would arrive two to three hours prior to start time. The supervisory staff would likely consist of the event management team to oversee the arrival and set up of all vendors; typical events would have one manager and a lead server. Vendors would likely include a florist, baker, entertainment staff, photographer and/or video photographer, and all event staff.

Regarding the florists, a team of 2 to 4 individuals is typical and anticipated. The florists would most likely have two panel vans or one box truck and would depart shortly prior to event start time. Most events are anticipated to require one or two bakers, typically arriving 30 minutes to one hour prior to guest arrival. If a cake is required, it may arrive after guests have already been in attendance for an hour or more due to nature of the elements. Event entertainment could range from use of the on-site amplifiers/speakers, a single DJ to multiple musicians, depending on a guest's budget, desire, and the hour of day. The entertainment would likely include one individual or a small group for a wedding ceremony and another for the reception. It is anticipated that musicians would be on-site and set to play before guests arrive. Some musicians/DJs may send a pre-event team to set up and conduct sound checks. All DJ's will be pre-approved by the property owner and will be required to use the pre-approved speaker system, and required to sign an entertainment agreement (e.g., low bass, not to exceed 85 dbA at the source between 8:00 A.M. and 5:59 P.M. and not to exceed 80 dBA at the source between 6:00 P.M. and 10:00 P.M.). Photographers/video photographers would depend on type of event, but a typical wedding/reception would include one to two still photographers and possibly an assistant to help with equipment. Video photographers would be similar.

The existing restrooms are sufficient for up to 100 guests. For events that exceed 100 guests, a self-contained, high-end (e.g., Hollywood movie set style) restroom unit would be brought in when required. The unit would arrive in the morning on the day prior to the event and depart the day following the event.

Event staffing would depend on the complexity of the event, the menu, the duration of event, the time of day, etc. Staff would be anticipated to arrive in shifts, beginning with set up, adding as cocktails begin, more just prior to meal service and then a reduction as appropriate following the meal service. For events with 300 guests, a total of 30 to 50 staff is anticipated. This includes guest services, kitchen prep/clean up, security, and parking attendants. Counts could fluctuate depending on event details. Staff would typically carpool from their base of operation and would park in the on-site overflow area, if necessary. Additionally, during some events, guests may shuttle to the site using a van or bus. An example of this scenario would be where multiple guests are staying at a nearby hotel.

For an event of about 300 guests, an estimated 140 vehicles would be expected to arrive at the site (about 2.5 guests per car). To accommodate these vehicles, 140 parking spaces would be provided by the project's proposed parking areas, and additional parking spaces would be provided in the overflow lot west of the landscaped patio/event garden area. These two parking areas would meet the parking demand of 140 vehicles generated by a nominal event with up to 300 guests and up to 50 event staff. As mentioned above, some events may utilize small shuttle buses for guests. As is often the case, it is anticipated that 35 to 40 of the invited guests could arrive up to an hour and a half prior to start time. Remaining guests would likely arrive starting about 35 to 40 minutes prior to the event with the largest flow about 20 minutes prior to the event and then trickle down to about 15 to 20 minutes after scheduled start time. Departure is

anticipated to be similar, beginning 1.5 hours before scheduled end time, and continue to the end of the event. There is rarely a large rush to depart social events such as those proposed for the project site.

Security, traffic control, and event management fees would be the responsibility of the property owner and/or the organization sponsoring the event. All events would be under the direct supervision of YPVP and designated event staff. In most cases, food would be prepared off-site and delivered to the site prior to events. However, some "finishing" of food items may take place on site, utilizing standardized off-premise catering practices. Additionally, events hosted by the landowner may choose to utilize the existing on-site barbeque and sink area for food preparation rather than to prepare food off-site.

### **(iii) Landscaped Patio/Event Garden Area Improvements**

Two new permanent structures and one new landscape feature are proposed in the landscaped patio/event garden area. The permanent features include a 12-foot-high arbor wall for noise reduction purposes and a small event pergola located at the Pacific-facing edge of the existing turf area. The new landscape feature is a fountain located just east of the event garden. A detailed description of these features is provided immediately below. The existing Cook Shack, restroom, and flagstone fireplace will remain and be used for selected events, as needed. It is also anticipated that temporary structures (e.g., tents, portable restrooms) may be used for certain events. Temporary tents and/or canopies would be approximately 4,000 square feet in area and would stand approximately 20 feet in height. These structures would be removed following completion of the event. Further, bistro lighting (i.e., strings of small light low-wattage bulbs) may be suspended at a height of 10 to 12 feet above portions of the landscaped patio/event garden area to provide adequate illumination for guests. Please refer **Figure A-9, Event Garden Improvements**, for a visual depiction of improvements to the event garden.

To reduce the potential for off-site noise effects from special events held at the landscaped patio/event garden area, and in response to comments received on the Draft MND, the proposed project includes a 12-foot-high arbor wall to be constructed adjacent to the north side of the event garden area. This arbor wall would extend outward from the cook shack building and follow the curved perimeter of the event garden, so that the convex side of the wall faces the Pacific Ocean, directing noise away from the Portuguese Bend community. The arbor wall would be designed to be aesthetically pleasing and would be constructed of decorative concrete block, or another decorative masonry or rock material, and covered with vegetation.<sup>5</sup> A visual depiction of the location and design of the proposed arbor wall are shown in **Figures A-10 and A-12**. To further reduce the potential for off-site noise effects, a stud and stucco wall with insulation would be constructed to fill the small gap between the existing restroom and cook shack.

The event pergola (i.e., gazebo) would be located along the Pacific-facing side of the existing turf area. The pergola's design would incorporate wood-frame construction, stand approximately 14 feet high, and sit on a 160-square-foot at-grade pad composed of flagstones (10 feet x 16 feet). The pergola's "roof" would be composed of decorative wooden beams in an arched, trellis-type configuration. The pergola's four support columns would feature decorative flagstone at their base. A small decomposed granite walkway would be located immediately in front of the proposed pergola.

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<sup>5</sup> *The decorative materials and vegetative cover would be installed to the satisfaction of the Community Development Director.*

The proposed fountain would serve as a focal point at the center of a circular vehicular drop-off area just east of the event garden. The fountain would be of a traditional circular design and would feature tiered basins ultimately flowing to a ground-level basin. The fountain would have a diameter of approximately 12 feet and stand approximately 10 feet in height.

The project would also enhance the landscaped patio/event garden area's landscaping. While the existing trees and shrubs would be trimmed regularly, new trees and shrubs would be planted to enhance the outdoor environment, to provide screening, and to frame views of ocean, bluffs, hillsides, and landmarks. As shown in Figure A-9, above, landscape improvements include: planting a row of avocado trees along the driveway leading from Narcissa Drive; planting avocados, California pepper trees, and Olive trees around the proposed parking area; and planting California pepper trees around all sides of the landscaped patio/event garden area's turf area. Additional grass, groundcover and flowerbeds may be planted in selected activity areas.

Minimal overhead and decorative lighting is proposed in activity areas for event production, cleanup, safety, etc. Decorative low voltage lighting would be implemented in trees, shrubs, activity areas and paths, where possible. Selective lighting would also be utilized in food service areas and for cleanup activities. Additionally, solar-powered, low-voltage lights would be placed along the internal paved driveways.

Amplified sound (recorded or live) is proposed to be limited from 8:00 A.M. until 10:00 P.M. daily. Amplified sound sources would range from the small decorative "rock" speakers and other fixed speakers currently distributed around the landscaped patio/event garden area for background music to stand-mounted "non-fixed" speakers used by disc jockeys. The additional speakers used by disc jockeys would be the landowner's sound-minimizing speakers (i.e., QSC-8 sound minimizing speakers or similar). These stand-mounted speakers would be tilted downward at 7.5 degrees and directed away from the Portuguese Bend community and other residences in the area. Speaker settings will be set for a minimum bass and a maximum sound level of 85 dBA during the 8:00 A.M. to 5:59 P.M. time period and a maximum sound level of 80 dBA during the 6:00 P.M. to 10:00 P.M. time period. Under most conditions, the decorative "rock" speakers and other fixed speakers would be used to provide "background" music when the bandstand speakers are not in use. However, in some situations, the decorative "rock" speakers and other fixed speakers would be connected to the stand-mounted speakers to provide uniform ambient sound throughout the landscaped patio/event garden area.

No permanent signs are proposed by the project; however, temporary, non-illuminated signs and/or banners would be erected on the day of the event, but would be removed at the end of each event. All temporary signage would be consistent with the requirements and restriction of Ranchos Palos Verdes Municipal Code Section 17.76.050.

### **3. Internal Driveway**

To provide public access to the subject property, the project would pave an existing unimproved internal driveway alignment that connects PVDS with the landscaped patio/event garden area, and ultimately the gate at Narcissa Drive. Improvements to the existing internal driveway would provide all-weather vehicular access to the site and improve emergency access. The internal driveway would largely follow the alignment of the existing unpaved driveway; however, a minor alignment change would be made to balance on-site grading and improve emergency vehicle access. The improved driveway would be 20 feet in width and be

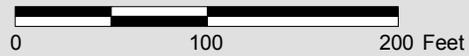


**SYMBOL LEGEND**

SYMBOL	DESCRIPTION
①	20' WIDE PAVED ASPHALT ENTRY ROAD TO REMAIN.
②	EXISTING STRUCTURES TO REMAIN, PROTECT-IN-PLACE.
③	PROPOSED 10' X 12' EVENT PERGOLA
④	EXISTING FLAGSTONE FIREPLACE.
⑤	EXISTING GARDEN WALL WITH ACCESS GATE.
⑥	PROPOSED GREENHOUSE.
⑦	EXISTING CONCRETE WALKWAY.
⑧	PERMEABLE CONCRETE PAVERS.
⑨	DECOMPOSED GRANITE SURFACING.
⑩	GRAVEL DRIVEWAY/ PARKING AREA.
⑪	FLOWER AND VEGETABLE GARDEN.
⑫	LAWN AREA.
⑬	DECORATIVE PLANTING AREAS, TYP.
⑭	EXISTING AGRICULTURE TRELLIS.
⑮	EXISTING BBQ AND COUNTER.
⑯	ENTRY FOUNTAIN (12 RAD. X 10 T. MAX)
⑰	SOLAR LOW VOLTAGE LIGHTING, TYP.

**PARKING COUNT:**  
 96 STANDARD STALLS  
 18 COMPACT STALLS (15% OF TOTAL)  
 5 ACCESSIBLE STALLS  
**TOTAL COUNT: 119 STALLS**





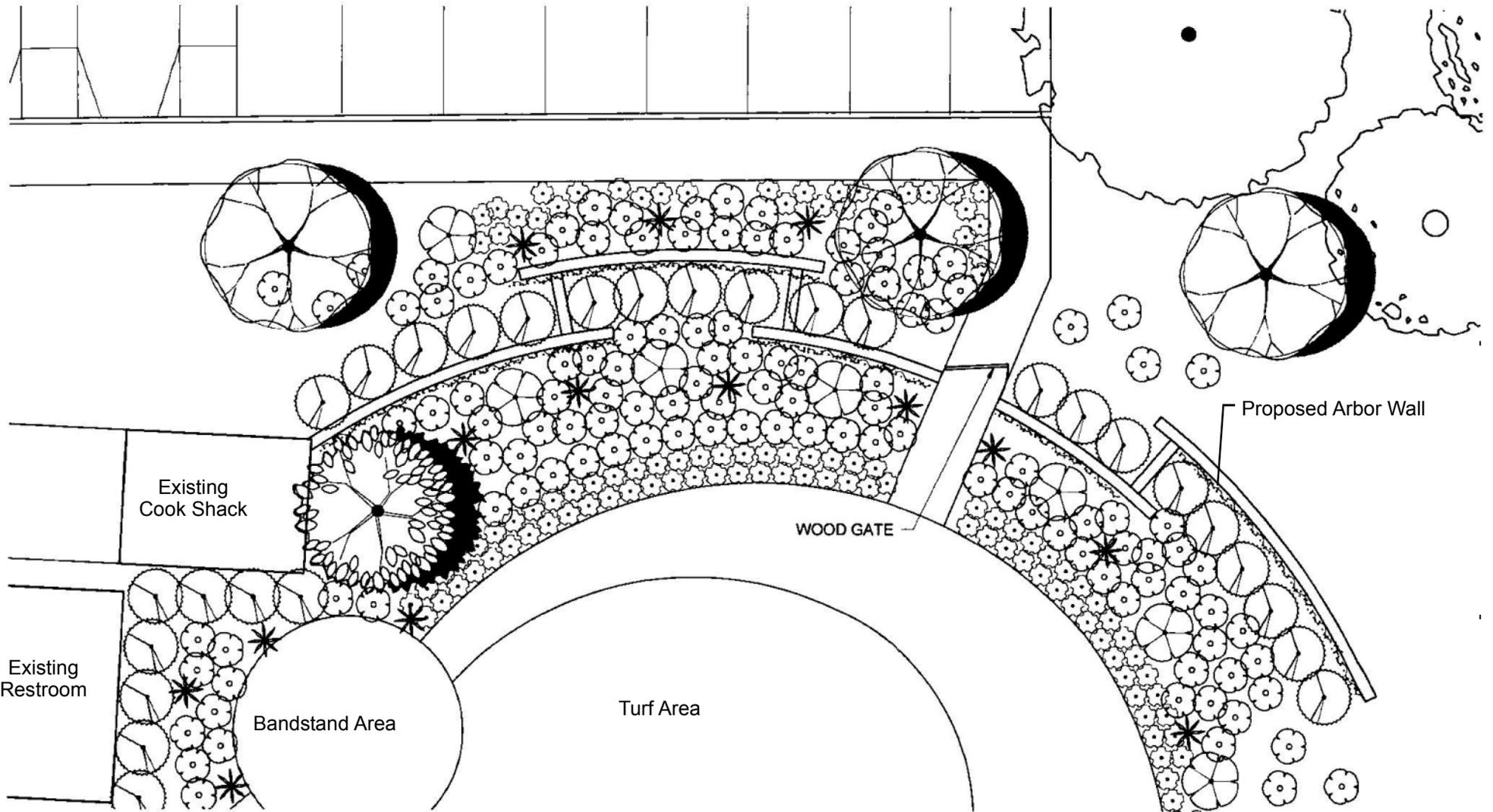
### Location of Proposed Arbor Wall

Point View Master Use Plan  
Source: Aerials Express, 2010; PCR Services Corporation, 2012.

FIGURE

**A-10**





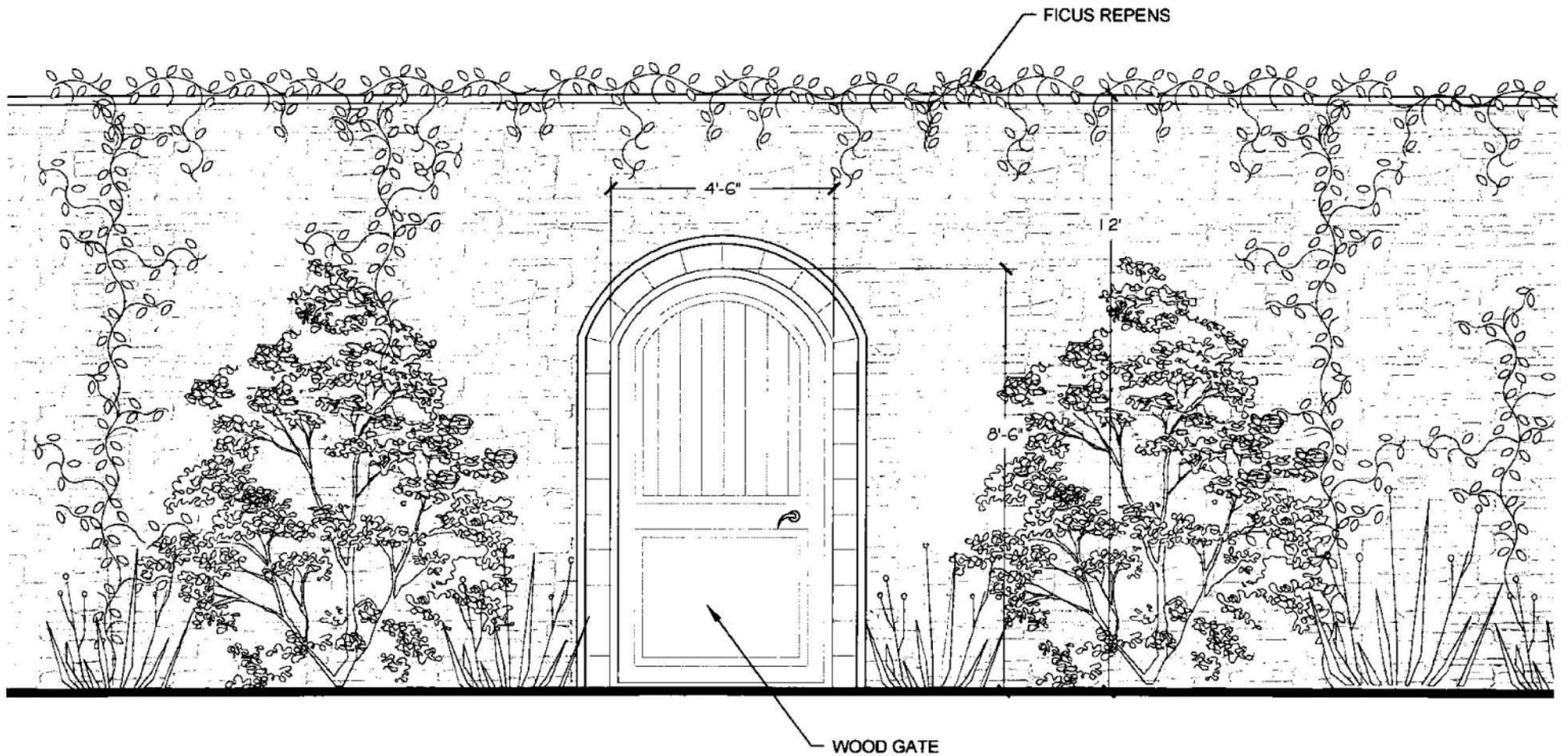

 No scale

### Arbor Wall and Landscaping Schematic

Point View Master Use Plan  
 Source: York Point View Properties, 2012.

FIGURE

**A-11**



constructed of 3 inches of AC pavement over 4 inches of base material. The proposed internal driveway improvement would be approximately 1,880 feet in length. The proposed driveway is designed to reflect semi-rural characteristics of the project site and surrounding vicinity, but would accommodate passenger cars, trucks, and emergency vehicles. Please refer to **Figure A-13, Driveway Plan**, for a depiction of the proposed driveway improvements.

In addition to providing public access from PVDS, the proposed project would formally permit previously constructed improvements at the private entrance along Narcissa Drive. Specifically, in July 2009, the applicant paved a 700-foot-long segment of a previously unimproved driveway at the West Narcissa Drive entrance. The paved segment of the driveway extends from the West Narcissa Drive entrance to the existing landscaped patio/event garden area and is used for maintenance personnel only. In that same month, the City notified the applicant that the driveway improvement was completed without the proper permits, and a stop order was issued. As part of the project's Master Use Plan, the applicant is seeking to formally permit these existing driveway/roadway improvements. No public access would be provided by the Narcissa Gate. The volume of vehicles accessing the project site from West Narcissa Drive would remain the same as under current conditions, and access would be restricted to the landowner, staff, and maintenance personnel.

#### 4. Irrigation and Groundwater Infiltration

As mentioned above, the proposed project would include the installation of a custom, on-site irrigation system to serve on-site agricultural uses. The primary component of the system would be two on-site, 4,000-gallon water tanks. The new tanks would be located on a flat site near the center of the property, west of the landscaped patio/event garden area. Please refer to **Figure A-14, Preliminary Irrigation Design Plan**, for a visual depiction of the project's proposed irrigation system. The tanks would be located adjacent to each other and would occupy an area of about 200 square feet. No grading or slab foundation would be required; the tanks would sit on a gravel base. The specifications of the water tanks are as follows:

- Height: 10 feet, 6 inches
- Diameter: 8 feet, 6 inches
- Material: ¼-inch High-Density Polyethylene (or equal)
- Color: Light Green
- Foundation: Gravel with metal ring

Domestic water would be delivered to the property via an existing 6-inch water line that bisects the property. A 2-inch water meter and service line connecting to the 6-inch water line was previously permitted and installed on the property near the West Narcissa Drive entrance. These features were intended to replace the previous water service to the site, which is inadequate to serve the project's needs. Although a plumbing permit was issued for the improvement, the City subsequently determined that the permit had been issued erroneously and a stop work order was issued. The City concluded that since the new water service was within the boundary of the Landslide Moratorium Area, a permit was invalid without issuance of a Moratorium Exception or without being part of a larger project that is subject to an entitlement application. The project would formally permit the existing improvements and complete the plumbing, which would serve the project's proposed irrigation system. To complete the irrigation system, the project would install a new 2-inch water meter, 290 feet of service line, valves, and backflow devices (please refer to Figure A-14).

From the two proposed water tanks, irrigation of the vineyards and downhill orchards would be controlled by a gravity-feed system or a pump, when needed, whereas uphill orchards would require installation of a pump to supply water. The pump(s) would be installed at the site of the two water tanks. New, above-ground (except at road and trail crossings) water lines would include 2-inch and 1-inch diameter PVC or polytubing pipes. These pipes would serve each crop row, while a micro sprinkler or drip emitter will serve each tree or vine. If required, a filtering system would be installed at or near the proposed tanks to filter water for the vineyards and avocado orchards. Likewise, any required fertilizers and/or amendments would be added at the tanks or injected in the fields at valve stations. Some fertilizers and amendments may also be added at the individual trees, vines, and plants.

### **(a) Vineyard Irrigation**

For the vineyard, a new 2-inch above-ground (except at roadway crossings) waterline would be installed to bring water to the vineyard areas. To reduce the potential for excess water to be applied to the vineyards, the water delivery system would be an above-ground lateral drip system with a ½-gallon per hour emitter on either side of the vine. The system would be designed to limit water penetration to the “feeding zone” (36–48 inches) of the plant. Additionally, periodic soil testing would be conducted to ensure that overwatering does not occur. Table A-1 above provides the anticipated watering schedule for mature grape plants.

### **(b) Avocado, Olive, and Citrus Irrigation**

Water would be delivered to the avocado orchards by new 2-inch PVC above-ground (except at roadway and trail crossings) water lines extending from the pumps at the water tank. Avocado trees rely on precise irrigation and since they are evergreens they require irrigation throughout the year if evaporative demand exceeds effective rainfall, which is likely to be the case. Under-watering would result in a distressed tree, which will result in poor production, while overwatering would result in root rot, which can kill a mature tree. Hass avocados have a relatively shallow root system, so up to 80 percent of the water is obtained from the top 2 feet of soil. The recommended irrigation schedule for the first two years is five (5) gallons per tree per week.

The irrigation system for the avocado, olive, and citrus trees would be designed to provide adequate irrigation while preventing excess water from being applied. Initially, each tree would be irrigated by "spot-spitter" type mini-sprinklers. These sprinkler heads provide a gentle rain-like distribution of water with excellent uniformity, which is critical to avocado trees. Young avocados are initially irrigated with a small, 90-degree spot-spitter. After two years, the sprinklers would be changed to a 180-degree pattern. At about four years "spinner" type micro sprinklers would be installed. Watering would be limited to daylight hours when watering can be accurately monitored.

Precise watering and fertilizing schedules would be developed as the trees mature; however, it is anticipated that the sprinklers would provide a flow rate of five (5) gallons per hour. As discussed below, so that trees receive adequate water and that soils do not become saturated, systematic soil samples would be conducted on the orchards.

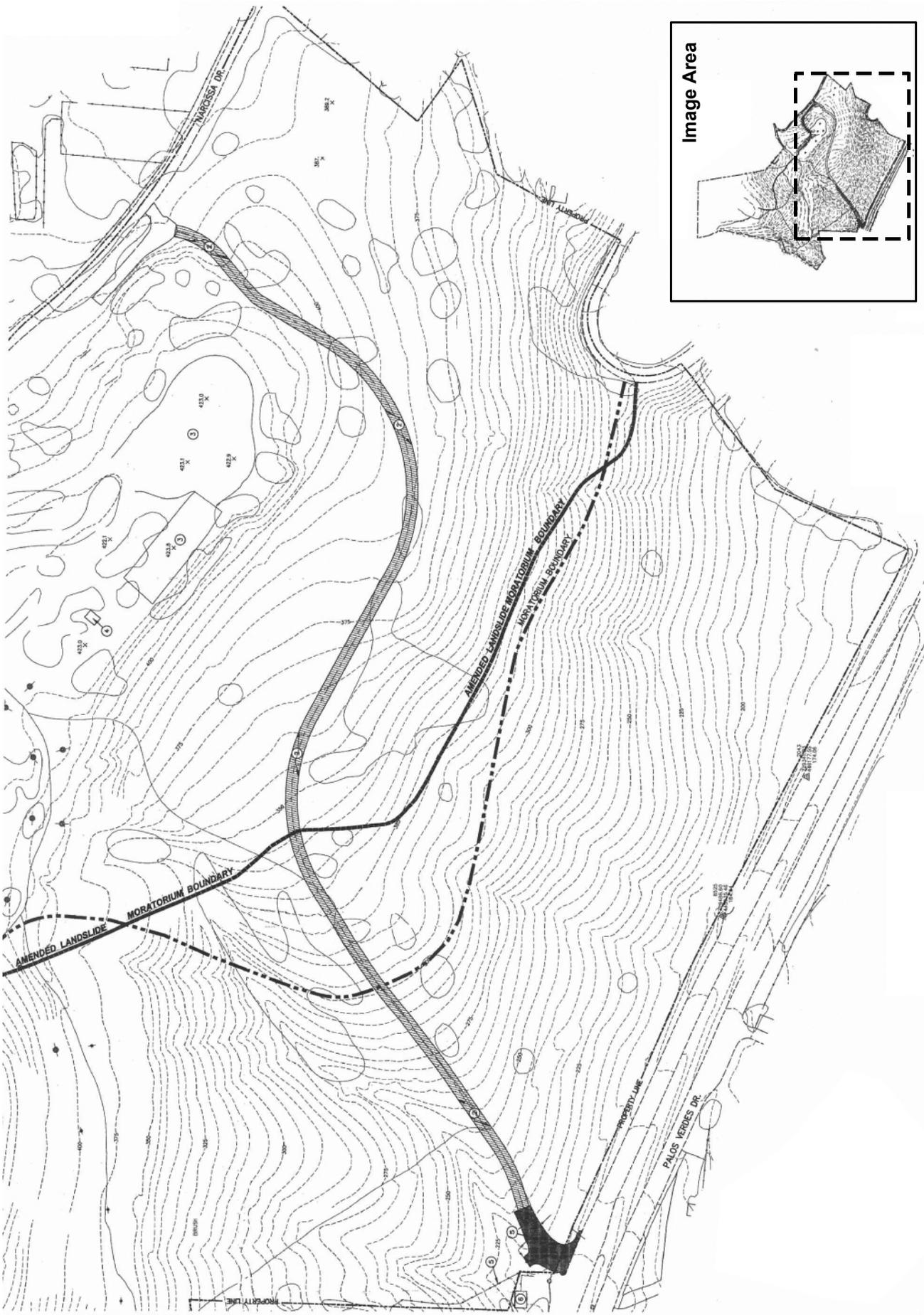
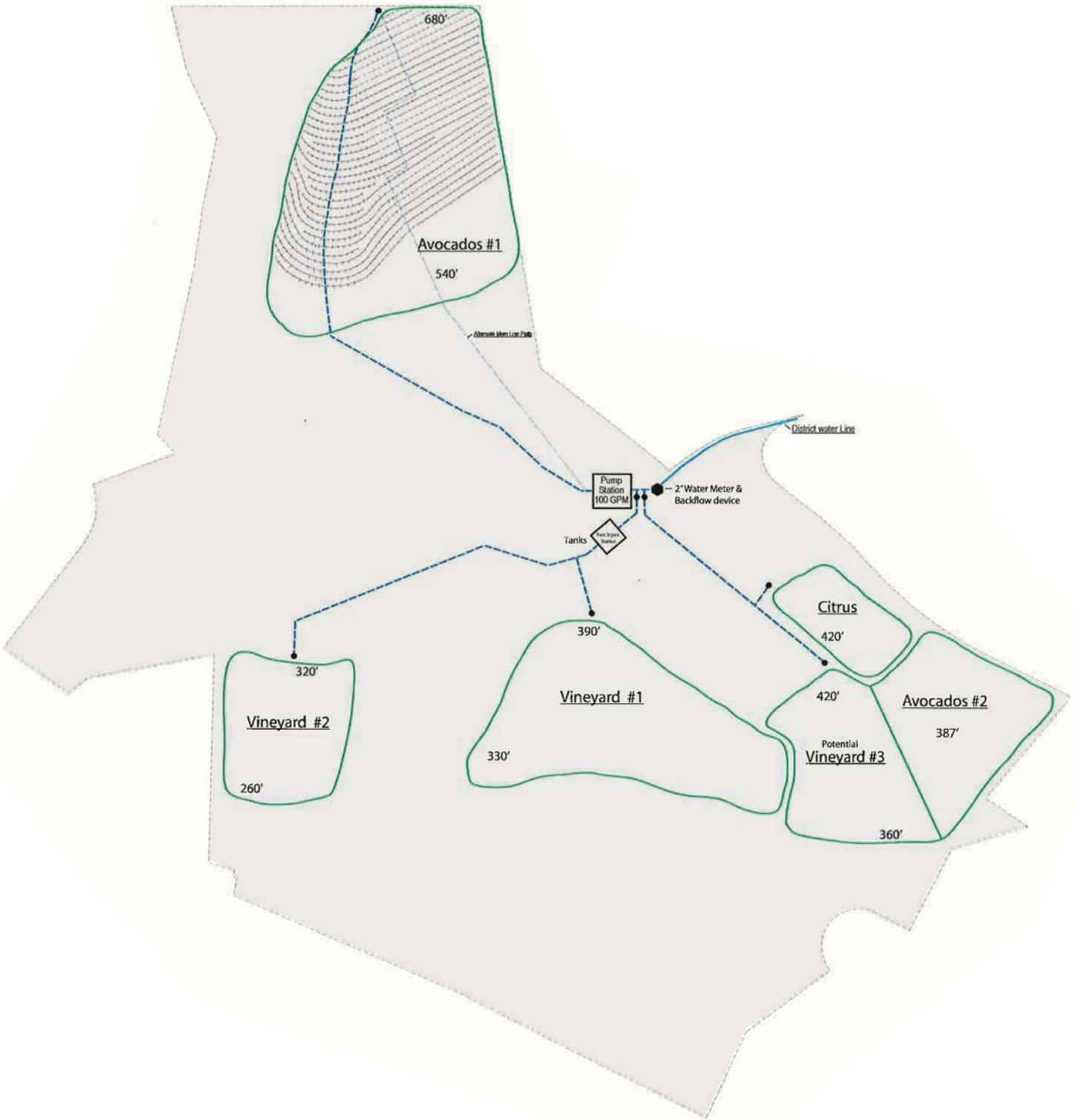


FIGURE  
**A-13**

**Driveway Plan**

Point View Master Use Plan  
Source: Rothman Engineering, Inc., 2011.





### Preliminary Irrigation Design Plan

Point View Master Use Plan  
Source: York Point View Properties, 2011.

FIGURE  
**A-14**

### **(c) Groundwater Infiltration and Stormwater Runoff**

As noted above, the project site is located within the vicinity of the Portuguese Bend Landslide Complex, which has demonstrated soil movement due to high groundwater levels. It is important to note that no portion of the Point View property has experienced landslide activity in historic or recent times. While the proposed uses will not induce activities that will cause landsliding, it is important that irrigation and stormwater runoff be controlled. As such, in addition to the crop-specific irrigation system discussed above, the proposed project would implement an irrigation monitoring system to ensure precise soil moisture in the agricultural areas and to prevent groundwater infiltration. Irrigation systems would be manually operated and personnel would be present during watering to ensure excess water is not applied and that no portion of the irrigation system is broken or leaking. The irrigation monitoring system would include, but not be limited to, systematic samples that would be provided to the City for review on a regular basis. Not only would this proposed monitoring and scheduled irrigation system prevent groundwater infiltration, but correct soil moisture levels are critical to the health of the trees and vines and to insure proper growth of avocados and grapes. In addition to limiting the amount of water applied to the agricultural uses, the project would include best management practices (BMPs) and soil conservation techniques, as discussed in this Initial Study, to limit soil and water runoff from agricultural area during storm events.

In addition to limiting the amount of water applied to the agricultural uses, the proposed internal driveway and agricultural improvements would include a series of BMPs to control drainage, limit sediment and pollutants from flowing onto the PVDS, reduce the potential for runoff to enter the groundwater table, and reduce the potential for adverse effects on water quality. Specifically, the internal driveway would include a 20-foot-wide vegetated buffer strip along the length of the roadway. Further, the internal driveway would also include trench drains with catch basin inserts at the PVDS and Narcissa Dive entrances to capture any runoff not directed towards the vegetated buffer strip. Similarly, the project's agricultural areas would implement a combination of crop cover, straw mulch, and fiber rolls (hereafter referred to as "Cover Crop BMPs") to capture any pollutants in stormwater flows. The basis of the Crop Cover BMP approach is that the area beneath and between the agricultural crop rows would be covered with a turf to absorb pollutants and prevent erosion.

As part of this proposed monitoring system, moisture probes would be employed to measure moisture content in the ground and to track the depth of watering. As noted above, each tree or vine would be served by a micro sprinkler or drip emitter. Irrigation would be manually controlled to prevent over- or under-watering. While the specific moisture meter probe has not been selected, it is anticipated that it would be a model normally used in agricultural fields. Typically, agricultural soil moisture probes are hand-held devices that measure the relative water content of soils. During the initial phase of the agricultural operation, plant water requirements are less predictable. During this period, weekly readings would be taken to insure proper irrigation. While a formal schedule of moisture readings for established plants cannot be developed at this time, watering would be more frequent during the summer months in the initial phase of the agricultural operation. After the plants are established and irrigation schedule is finalized, readings are likely to be taken on a monthly or quarterly basis. As a condition of approval, the applicant would provide regular reports to the City Planning Department, as required.

## **5. Landscaping**

As mentioned above, the Landscape Concept calls for enhancement of the existing landscaping in the landscaped patio/event garden area. While the existing trees and shrubs would be trimmed regularly, new

trees and shrubs would be planted to enhance the outdoor environment, to provide screening, and to frame views of ocean, bluffs, hillsides, and landmarks. As discussed above, ornamental trees would be planted along the perimeter of the proposed parking area discussed below. Trees planted along the perimeter of the parking area would include California pepper, avocado, and olive. Moreover, as also mentioned above and shown in Figure A-9, landscape improvements would be made in and around the event garden area and include planting a row of avocado trees along the driveway leading from Narcissa Drive, and planting California pepper trees around all sides of the landscaped patio/event garden area's turf area. Further, additional grass, groundcover and flowerbeds may be planted in selected activity areas. Landscaping improvements would also be completed at the PVDS entrance. Landscape improvements in this area would include the planting of a cluster of coral and avocados trees surrounded by ground-level plants. Avocado trees would extend up the driveway. Please refer to **Figure A-15, Palos Verdes Drive Entrance Landscape Plan**, for a visual depiction of the project's proposed landscaping around the PVDS entrance. Within the remainder of the project site, landscaping would be limited to the placement of ornamental and avocado trees along the site's internal roadways and additional landscaping at the PVDS Gate.

## 6. Project Access and Parking

A network of unpaved service roads and trails currently traverse the site. These roads are maintained annually. Following implementation of the proposed project, primary access to the project site would be from the PVDS entrance. The volume of vehicles accessing the project site from West Narcissa Drive would remain the same as under current conditions, and would be limited to the landowner, staff, and maintenance personnel.

During and following an on-site entertainment event, vehicular ingress/egress would be from the existing entrance along PVDS. As mentioned above, the PVDS entrance was approved in 2006 to accommodate a wide range of vehicles, including trucks/trailers and large emergency vehicles. From the end of the existing paved segment of the entry driveway, visitors would travel along the improved roadway alignment to a proposed parking lot and drop-off area east of the landscaped patio/event garden area. During an event, vehicular access through the Portuguese Bend community would be prohibited, except for emergency vehicles.

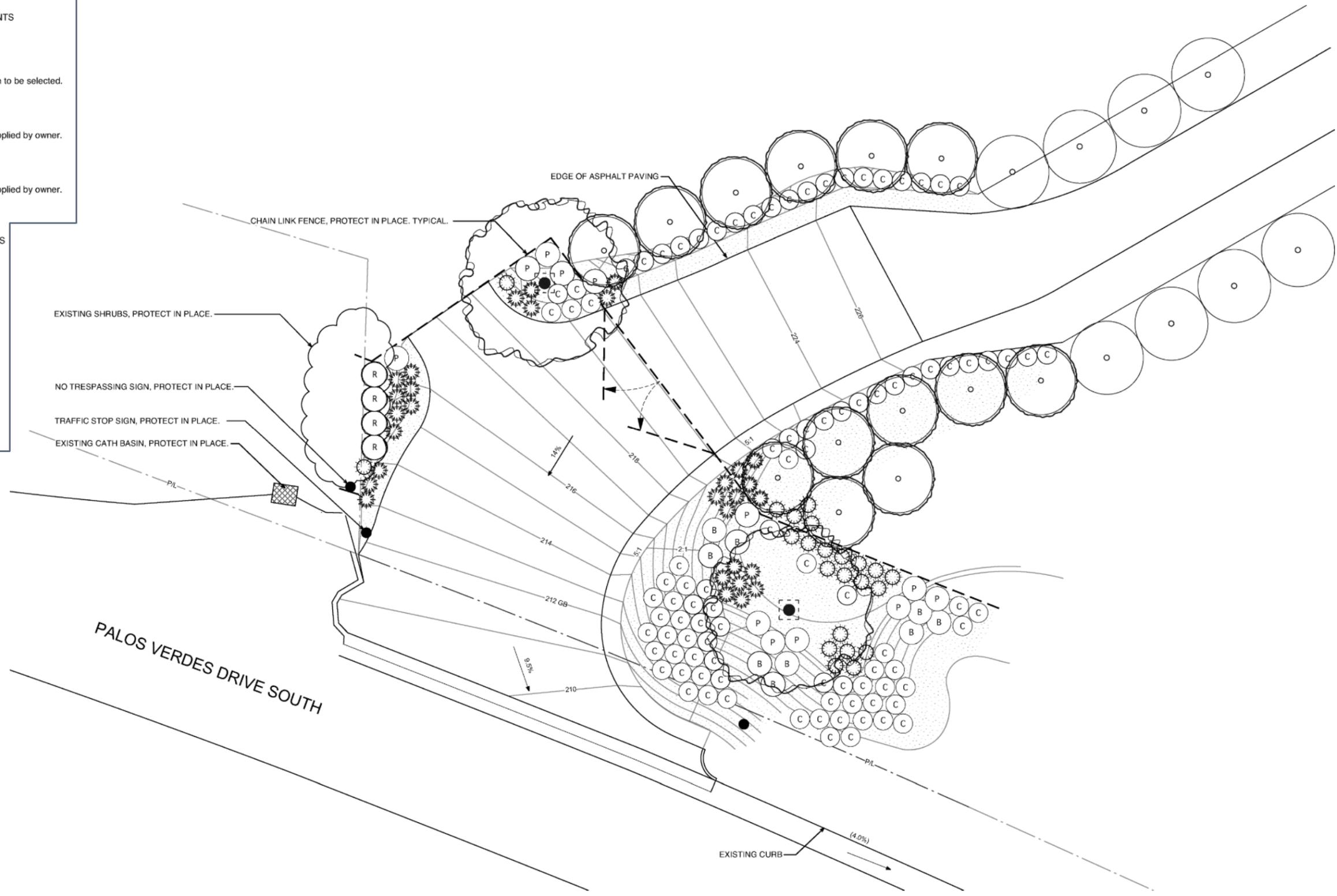
Parking would be provided in two areas; one along both sides of the unimproved road adjacent to the landscaped patio/event garden area, and another in a proposed parking area east of the landscaped patio/event garden area. The project would provide a total of 117 standard parking stalls, 18 compact stalls, and 5 ADA accessible stalls, for a total of 140 parking stalls. The proposed parking area would be composed of an unimproved surface overlain with 3/4-inch crushed rock to ensure an adequate parking lot surface. As a result, parking stalls would not be permanently marked; rather, chalk or spray paint would be used to temporarily mark stalls for events on the property. The parking area would accommodate the equivalent of 96 standard stalls and 18 compact stalls. Each standard stall would be based on the City standard of 9 feet by 20 feet, whereas drive aisles will be at least 20-feet wide. An additional 21 standard-size gravel stalls would be located along the unpaved road adjacent to the event garden. Per City standards, five paved ADA-accessible stalls would be provided on the southwest side of the unpaved road adjacent to the landscaped patio/event garden area in close proximity to restrooms, Cook Shack, and event reception area. During larger special events, such as the Walk on the Wildside, overflow parking would be provided in the grass field to the west of the landscaped patio/event garden area. Loading/delivery areas would be designated

**PLANTING LEGEND**

SYM.	NAME	COMMON NAME	SIZE	QUANTITIES	COMMENTS
<b>TREES</b>					
	Erythrina caffra	Coral Tree	36" Box	2	Specimen to be selected.
	Avocado	Avocado	-	Per owner	To be supplied by owner.
	Citrus spp.	Lemon	-	Per owner	To be supplied by owner.

NAME	COMMON NAME	SIZE	QUANTITIES
<b>SHRUBS</b>			
	Agave attenuata	Foxtail Agave	15 gal. 31
	Aloe arborescens	Tree Aloe	15 gal. 23
	Bougainvillea 'San Diego Red'	Bougainvillea	5 gal. 9
	Ceanothus g.h. 'Yankee Point'	California Lilac	1 gal. 95
	Phormium tenax	Flax	15 gal. 11
	Rhus integrifolia	Lemonade berry	5 gal. 4

NAME	COMMON NAME
<b>GROUND COVER</b>	
	Existing Hydroseed
	Hydroseed



**Palos Verdes Drive Entrance Landscape Plan**

Point View Master Use Plan  
Source: Land Images Landscape Architecture, 2011.

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adjacent to north side of the landscaped patio/event garden area. Please refer to Figure A-7, *Master Use Plan*, above for a visual depiction of the project's proposed parking.

## 7. Noise Containment

The proposed project would manage event-related noise through design features, as well as through event planning and restrictions placed on the location and orientation of noise intensive activities and on the specifications and limits for equipment associated with amplified sound.

With respect to design features, as described above, the proposed project includes a 12-foot-high arbor wall to be constructed adjacent to the north side of the event garden area. This arbor wall would extend outward from the cook shack building and follow the curved perimeter of the event garden, so that the convex side of the wall faces the Pacific Ocean, directing noise away from Portuguese Bend neighborhood. The arbor would be designed to be aesthetically pleasing and would be constructed of decorative concrete block, or another decorative masonry or rock material, and vegetation would be trained to grow along the wall's surface.<sup>6</sup> In addition to the noise wall, a stud and stucco wall with insulation would be constructed in the small gap between the existing restroom and cook shack.

With respect to event planning and restrictions, as mentioned above, the project includes amplified sound (recorded or live), which is proposed daily from 8:00 A.M. until 10:00 P.M. The speakers used for DJs/musicians would be stand mounted, tilted downward at 7.5 degrees, and directed away from the Portuguese Bend community and other residential structures. Speaker settings will be set for a minimum bass and a maximum sound level of 85 dBA during the 8:00 A.M. to 5:59 P.M. time period and a maximum sound level of 80 dBA during the 6:00 P.M. to 10:00 P.M. time period. Further, DJs would be located in the circular bandstand area or reception area tucked up against the existing event garden structures to direct sound away from residential areas. All amplified music by a DJ will be required to use the landowner's sound-minimizing speakers (i.e., QSC-8 speakers or similar) to minimize off-site noise levels. DJs hired for on-site events would be required to use the facilities speaker system and would be required to execute an entertainment agreement with the landowner obligating them to comply with site restrictions to control noise levels during entertainment events. In addition to disc jockey speakers in the circular bandstand area, as with existing conditions, the existing small ambient "rock" speakers are distributed around the event garden to provide "background" music when bandstand speakers are not in use. However, in some situations, the "rock" speakers would be connected to the portable speakers to provide uniform ambient sound throughout the landscaped patio/event garden area. These speakers would be kept at a low volume as to not interfere with event conversation. By utilizing an in-house sound system and multiple ground-level speakers, the noise levels would be controlled with the intent of limiting noise to the landscaped patio/event garden area. The existing garden wall and event garden structures would also help to attenuate sound generated in the event garden. Further, event guests would not be permitted to roam the site and would be confined to the event garden area, primary and overflow parking areas, the vegetable garden, the future greenhouse, and the golf course (by invitation only) by event staff.

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<sup>6</sup> *The decorative materials and vegetative cover would be installed to the satisfaction of the Community Development Director.*

## 8. Grading

Construction of the project's proposed driveway improvements would require minimal amounts of grading. The driveway improvements are designed to balance on-site cut and fill. For instance, construction of the driveway would require 600 cubic yards of cut and 600 cubic yards of fill, which is a result of smoothing and re-countering the existing unpaved roadway to facilitate paving the roadway and providing appropriate drainage. The maximum depth of cut and fill are approximately 2 feet and 3 feet, respectively. To maintain balanced cut and fill while ensuring design standards, the excavated driveway soil would be removed and re-compacted prior to paving the driveway.

Since the proposed golf course would utilize existing terrain, grading would not be required for the greens and sand traps. However, some soil preparation (e.g., removal of dirt clods, smoothing the surface with hand tools) would be required to accommodate the artificial (synthetic) turf on the greens and for the sand bunkers. Additionally, approximately 0.5 to 1.0 feet of soil would be removed from each of the 200 square foot traps with hand tools and replaced with common washed sand. It is estimated that a total of approximately 10 cubic yards of soil would be removed from the two traps and moved to the greens to create a surface that would accommodate the synthetic turf. No grading is necessary for the five tee boxes. The tee boxes would be raked flat and a synthetic turf would be placed over native soil.

Grading would not be required for the proposed agricultural operations, irrigation systems (including water tanks), pergola, event garden, or parking areas. As discussed above, the proposed vineyard would require soil preparation to adjust the soil's pH; however, this preparation would be within the contours of the existing topography and would not require any cut and fill. As mentioned above, no new haul roads would be required for the project; however, construction of the driveway may require equipment to use land immediately adjacent to the proposed paved road.

## 9. Lighting

In general, existing lighting would be adequate for most on-site events and for all service areas. The current low-voltage lighting mounted on existing structures can provide adequate lighting for up to 80 guests. For events with more than 80 guests, bistro lights would be suspended approximately 10 to 12 feet above portions of the landscaped patio/garden area and proposed parking area. Further, during events, solar-powered low voltage lighting and/or reflective markers would be utilized along the internal driveway to demarcate the driveway's alignment and ensure safe vehicle travel. The existing on-site lighting and the proposed bistro lights and low-voltage driveway lights would also assist in event production and cleanup, as well as to provide safety for guests. Further, decorative low voltage lighting would be implemented in trees, shrubs, activity areas and paths, for decorative purposes where possible. Selective lighting will also be utilized in food service areas and for cleanup activities. Typically, accent lighting would include LED style "up-lighting" of trees/structures, string lighting for tables or other gathering areas. Further, set lighting may continue to be occasionally used for movie, television, and commercial filming; however, this lighting would primarily be used during daylight hours to compliment the natural light conditions, and would continue to be reviewed and approved through the Film Permit process.

## 10. Fire Prevention

As the Portuguese Bend area is subject to wildfire, fire prevention awareness is an important component of the proposed project. The project proposes the following actions to ensure fire prevention:

- No open flames would be permitted during “Red Flag Alerts” as declared by the Los Angeles County Fire Department or the City
- Smoking would be permitted in the designated outdoor area next to the fireplace only and will be prohibited entirely during “Red Flag Alerts”. Flyers would be distributed to guests upon entrance to the property and regulations will be enforced by event staff. Signs would also be posted throughout the event garden area prohibiting smoking in non-designated areas
- Fire extinguishers would be placed throughout the event garden as recommended by the Los Angeles County Fire Department.
- Vegetation would be trimmed within 500 feet of the event garden to minimize fuel sources
- Security guards and event staff would be informed about fire prevention and smoking regulations
- The proposed plans for the site and event garden area will be subject to review and approval by the Los Angeles County Fire Department.

## 11. Security

Security is a key component of effective event management. A security program would be implemented as an aspect of extended hospitality, not a manner of crowd control. Security would be available and apparent from the moment guests enter the property, through and including the parking area, until guests depart. As a condition of the project’s approval, a security team would be provided for all events with more than 50 people. Security would include a guard at the PVDS entrance and at least one "roving" guard in the event garden, parking, and surrounding areas. In addition, traffic control at the PVDS entrance would be provided for major events or events proposed during peak traffic periods. Lastly, if required, the Lomita Sheriff would be hired to provide traffic control for special events, such as the Walk on the Wildside fundraiser. During non-event days, security may be provided by a third-party security company tasked with performing intermittent site checkups and through the use of video surveillance security cameras.

## E. PROJECT CONSTRUCTION

Project implementation would occur over an approximately six-month period anticipated to conclude in 2013. During this time, the project’s driveway, water tanks, gazebo, and water fountain would be constructed or installed. Specifically, the Project’s proposed driveway improvements would be completed over a nine-week period (5 weeks for rough grading, 3 weeks for finish grading and drainage improvements, and 1 week for paving). Improvements to the event garden would also occur during this period. Since avocado trees and grape vines have the best chance for success when planted during the spring, the majority of these plantings will occur in the spring of 2013. For instance, the remaining acres in Avocado Orchard #1 and the plantings in Avocado Orchard #2, Vineyard #1, Vineyard #2, and portions of the citrus orchard/vegetable garden would likely be planted in spring 2013. Installation of the irrigation systems serving these agricultural areas, including the proposed water tanks and pumps, would correspond to the planting of these orchards/vineyards. Events would begin to be held at the event garden in late spring/early summer of 2013. All construction activities would take place during times of day permitted by the City (i.e., 7:00 A.M. to 7:00 P.M., Monday through Saturday).

Construction of the driveway portion proposed project would require approval of a Major Grading Permit from the City of Rancho Palos Verdes. As discussed above, the maximum depth of excavation for the

proposed driveway would be approximately 2 feet, while the maximum depth of fill for the proposed project would be approximately 3 feet. The proposed driveway has been designed to balance all cut and fill on the project site; no import or export of soil would be required. For instance, the project would require 600 cubic yards of cut and 600 cubic yards of fill. To maintain balanced cut and fill while ensuring design standards, the excavated driveway soil would be removed and re-compacted prior to paving the driveway. No additional grading would be required to construct the proposed project. However, some soil preparation would be completed to accommodate the artificial turf on the golf course.

## **F. NECESSARY APPROVALS**

The City of Rancho Palos Verdes is the Lead Agency for the project and has discretionary authority over the proposed project. Approvals required for implementation of the proposed project include, but are not limited to, the following:

- Approval of a Mitigated Negative Declaration and Mitigation Monitoring Program
- Conditional Use Permit approval
- Site Plan Review for two water tanks, a gazebo, and a water fountain
- City of Rancho Palos Verdes Grading Permit

Approval of the entitlements would constitute the “Point View Master Use Plan”.

## ATTACHMENT B

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### EXPLANATION OF CHECKLIST



# ATTACHMENT B - EXPLANATION OF CHECKLIST DETERMINATIONS

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## I. AESTHETICS

*Would the project:*

### a) Have a substantial adverse effect on a scenic vista?

**Less Than Significant Impact.**

#### **Existing Setting**

The City of Rancho Palos Verdes' (the "City") location on the Palos Verdes Peninsula affords scenic views that are considered one of the most valuable natural resources on the Peninsula. These views are of natural and man-made aesthetic resources, and are visible to those walking, driving, or recreating throughout the City. The most valued and dramatic views within the City focus on the Pacific Ocean; however, the City recognizes that views of open space areas (such as canyons, ridges, and bluffs themselves) are vital from both public and private spaces, as these areas contribute to the unique character of the City.

The project site's relatively steep north-south slope, in combination with the limited existing on-site development, affords a high number of unobstructed views north and south across the project site. Views east and west across the project site are more limited, being obstructed topography, existing vegetation and development on the project site. The City of Rancho Palos Verdes General Plan (the "General Plan") identifies several significant visual resources that are observable from the project site, as well as across the project site from nearby private property and public vantage points. Public vantage points afforded views across the project site include Palos Verdes Drive South (PVDS), Abalone Cove Shoreline Park, and the McBride Trail (discussed in more detail below). These visual resources primarily consist of ocean views encompassing Portuguese Point and Inspiration Point, but also include views of Abalone Cove Shoreline Park, Wayfarers Chapel, and other visual features associated with natural and undeveloped lands. The General Plan also identifies PVDS as a vehicular corridor, which provides views to landmarks and natural features. One scenic vista, a view of Wayfarers Chapel from PVDS, is identified as being visible along PVDS east of the project site. Further, the General Plan identifies portions of the project site as Undeveloped Lands Impacting Visual Character.<sup>1</sup> This designation applies to areas of concern where proposed development could visually impact a view corridor. Although the General Plan suggests that areas under this designation would not affect significant views or vistas, it indicates that such areas could provide adjacent visual elements which either positively or negatively impact established visual corridors.

A description of vantage points in the project vicinity with views across the project site is provided below. For a discussion of the existing visual character of the project site and surrounding vicinity, refer to Checklist Question I(c) below.

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<sup>1</sup> *Rancho Palos Verdes General Plan, Adopted June 26, 1975, page 189, Figure 41, Visual Aspects, and page 191.*

### ***Palos Verdes Drive South***

As shown on Figure 41, Visual Aspects, of the General Plan, PVDS is identified as a City-designated vehicular corridor.<sup>2</sup> PVDS is a four-lane roadway that runs along the coastline and the southern boundary of the project site and is split-level in certain sections, including the segment immediately south of the project site.

To the north, travelers along PVDS are afforded views of the Portuguese Bend hillside (including the project site) and single-family residential homes at the top of the hillside. To the west and east, travelers are afforded views of the roadway corridor, including Wayfarers Chapel east of the project site. To the south, travelers are afforded views of the Pacific Ocean and Abalone Cove Shoreline Park.

### ***Abalone Cove Shoreline Park***

Abalone Cove Shoreline Park is located significantly downslope from the project site across PVDS. While the panoramic views of the Pacific Ocean to the south provide the most dramatic views from the upper area of the park, upslope views of the project site and other hillside areas to the north are also scenic and contribute to the rural character of this area of the coast. The views of the project site and adjacent undeveloped areas include rolling hills covered with non-native grasslands that are interspersed with trees and shrubs. The project site is not generally visible from the Abalone Cove beaches, except from its southernmost reach at the base of Portuguese Point. Immediately adjacent to the park there is a viewpoint turnout off of PVDS that includes several parking spaces, and an area with interpretive exhibits and ocean views. Similar to Abalone Cove Shoreline Park, the ocean views are the primary feature but the undeveloped project site and Portuguese Bend hillside across the roadway contributes to the overall scenic quality of the area.

### ***Wayfarers Chapel***

Adjacent to the east side of the project site is Wayfarers Chapel, Also referred to as the “glass church,” it represents a structural focal point. Framed by its surroundings, the glass church also provides a vista from PVDS. The most dramatic views from the Chapel are of the Pacific Ocean to the south. Views to the north and east are limited by vegetation and the existing single-family residential development adjacent to the Chapel. Views to the west from Wayfarers Chapel, particularly from the Chapel’s parking lot, are of the rolling hills of Rancho Palos Verdes, with distant hills in the background and the eastern slope of the on-site undeveloped hillside in the foreground.

### ***McBride Trail & Homes North of the Project site***

The existing McBride Trail, an unpaved multi-use trail identified as Trail Segment B2 in Section 3 of the City’s Conceptual Trails Plan (the “CTP”), is located just north of the project site. Specifically, the McBride Trail travels in an east-west direction immediately south of the single-family residential homes at the top of the Portuguese Bend hillside. These homes are located along Ocean Terrace Drive, Pacifica Drive, and Sea Ridge Circle. To the southeast and southwest, the McBride Trail and single-family residential homes are provided panoramic views encompassing both Portuguese Point and Inspiration Point. Directly south, these uses are provided downslope views of undeveloped hillsides (including the project site and surrounding residential areas), with expansive views extending outward over the Pacific Ocean, and Catalina Island on clear days.

<sup>2</sup> *Rancho Palos Verdes General Plan, City of Rancho Palos Verdes, as amended through April 14, 1988, page 189.*

The project site is part of and contributes to the scenic nature of these uninterrupted views of the ocean and coastline.

### ***Palos Verdes Riding Club & Homes in the Upper Abalone Cove Community***

The project site is located southwest of the Palos Verdes Riding Club and Stables. However, a line of trees borders the property line, additional trees on the project site, and vegetation within the Portuguese Bend community generally block views from the activity centers at the riding club. The project site is located adjacent to homes in the Portuguese Bend and Upper Abalone Cove communities. Views of the project site from the Portuguese Bend and Upper Abalone Cove communities are generally limited by topography and vegetation. There are two exceptions to these view obstructions. One exception is an existing single-family home located approximately 350 feet northwest of the existing landscaped patio/event garden area in the Portuguese Bend community. Views from this home are largely obstructed by existing vegetation and existing on-site development in the landscaped patio/event garden area, but include views south across the project site that extend outward to the Pacific Ocean in limited areas. The other exception is three existing single-family homes at the southwest corner of the project site on Arrowroot Lane in the Upper Abalone Cove community. These three homes have broad views of the lower portion of the project site, as well as distant focal points and the ocean.

### **Project Impacts**

The General Plan defines two visual categories: views and vistas. A view is “a scene observed from a given vantage point. Views represent an unfocused visual aspect which extends to the horizon of a distant focal point (Catalina Island, rather than a lighthouse oriented focused view), and has an unlimited arc and depth. These views can be either continuous (as viewed from along a public corridor), or localized (as viewed from a specific site) in nature.” In comparison, the General Plan defines a scenic vista as “a confined view, which is usually directed toward a terminal or dominant element or feature. A vista, unlike a view, may be created in its entirety and is therefore subject to close control through elements that frame the vista. Each vista has, in simplest terms, a viewing station, an object or objects to be seen, and an intermediate ground.”

Section 17.02.040 of the Rancho Palos Verdes Municipal Code, View Preservation and Restoration, defines view-related terms and sets forth building height restrictions to protect views. A view, as protected by this section, is defined in terms of a “near view” and a “far view.” A near view includes a scene located on the peninsula, whereas a far view is defined as a scene located off the peninsula. As stated in this section, a view shall not include vacant land that is developable under the Code, a distant mountain area not normally visible, nor the sky, either above distant mountain areas or above the height of offshore islands.

Views from PVDS and the Abalone Cove Shoreline Park are evaluated below. Additionally, while not protected under CEQA, scenic views from nearby private property were considered in this analysis. This analysis focuses on potential impacts to views, a discussion of the project’s potential to impact the visual character of the project site and surrounding vicinity, please refer to Checklist Question I(c) below. Additionally, this analysis assumes that construction impacts on views would be less than significant since construction would introduce, on a temporary basis, equipment which is not of sufficient size or scale to obstruct views across the project site. The project’s potential impacts on views from the vantage points identified above are as follows:

***Palos Verdes Drive South***

As indicated above, PVDS roadway creates the southern boundary of the project site and is located at a substantially lower elevation. Thus, views of Abalone Cove Shoreline Park and the Pacific Ocean to the south would not be obstructed by the proposed project.

As discussed in Attachment A, Project Description, of this Initial Study, and in Checklist Question I(c) below, the project would represent a minor change to the semi-rural visual character of the of the project site as seen from the PVDS roadway. Specifically, the proposed project would introduce additional vegetation, temporary use structures, an arbor wall, and an executive golf course to the project site. The agricultural uses would introduce a more orderly and human-influenced element to the existing undeveloped portion of the project site; the project's temporary use structures, arbor wall internal driveway, and executive golf course would largely be unnoticeable to the casual observer, as it would be located at a substantially higher elevation than the PVDS roadway. The portion of the proposed use that has the greatest potential to obstruct views from along PVDS in an uphill direction is the avocado trees. At full growth, the proposed avocado orchards would grow to a height of approximately 30 feet with essentially a continuous tree crown. However, this view obstruction would not be significant, as it would only comprise a small portion of the uphill viewshed from PVDS adjacent to the south side of the project site. Further, the avocado orchards would be located towards the northern portion of the site, which is not readily visible from along PVDS. Therefore, no views of scenic resources, including the upper portions of the Portuguese Bend hills, would be obstructed from PVDS and a less than significant impact would result.

***Abalone Cove Shoreline Park***

Similar to the views from PVDS, the proposed avocado orchards would extend to a height of 30 feet when the avocado trees are full grown, would not be tall enough in comparison to the on-site elevation change to obstruct views of the upper Portuguese Bend hillside north of the project site. In this respect, the landscaping at the entrance to the internal driveway would also not be tall enough to obstruct uphill views from Abalone Cove Shoreline Park. The proposed arbor wall is located in a portion of the project site that is obstructed from view by the existing terraces. The arbor would not be tall enough to be visible above the ridgeline created by the lip of the upper terrace, and thus, would not obstruct any scenic vistas across this portion of the site. Therefore, view impacts from the Abalone Cove Shoreline Park would be less than significant.

***Wayfarers Chapel***

As mentioned above, Wayfarers Chapel is located immediately east of the project site. From the Chapel, views to the west are of the rolling hills of Rancho Palos Verdes, with distant hills in the background and the eastern slope of the on-site undeveloped hillside in the foreground. The proposed project does not include any features that would impede views across the project site from Wayfarers Chapel. The proposed internal driveway would be flush with the existing topographic contours of the site and the agricultural uses would be located higher on the hillside, and would not obstruct views across the site. The arbor wall would not be located within a viewshed across the project site from Wayfarers Chapel. Thus, the proposed project would result in a less than significant impact to scenic views from the Wayfarers Chapel.

***McBride Trail & Homes North of the Project site***

Similar to view impacts from vantage points south of the project site, views from the McBride Trail and residential homes north of the project site would remain unobstructed as a result of the relatively small height of proposed project features when compared to the slope and height of the Portuguese Bend hillside. Specifically, as mentioned above, the project's avocado trees would rise to a height of approximately 30 feet at full growth. The northern end of the project site is approximately 150 feet below the McBride Trail and residential homes at the top of the Portuguese Bend hillside. The project site continues to slope downward approximately 530 feet to the south. As a result, even at full growth, the avocado trees at the northern portion of the project site would not obstruct views across the project site of Portuguese Point, Inspiration Point, the Pacific Ocean, or Abalone Cove Shoreline Park. Therefore, the project would result in a less than significant impact on scenic views from the McBride Trail and residential development north of the project site.

***Palos Verdes Riding Club & Homes in the Upper Abalone Cove Community***

As discussed above, views across the project site from the Palos Verdes Riding Club and Stables are generally obstructed by a line of trees along the property boundary and vegetation within the Portuguese Bend community. This condition would not change under the proposed project. Similarly, existing views from the Portuguese Bend and Upper Abalone Cove Communities are generally limited by topography and vegetation. This condition would also not change under the proposed project.

With respect to the three homes on Arrowroot Lane, located southwest of the project site, the majority of the proposed uses would be out of the field of view from these homes. The exception is the landscaping proposed at the entrance to the internal driveway along PVDS and vineyard. This landscaping would obstruct a small portion of the view across the project site; however, this obstruction is not great enough to meaningfully impede a scenic view from these homes. Further, although the vineyard would be visible, it would be planted along an existing slope and would not grow to a height that would project into any views. Lastly, the project's proposed water tanks would be strategically located in an existing cluster of on-site trees that already obstructs views to the south from this property. In this way, the primary view of the ocean to the south would be retained and a less than significant impact would result from this vantage point.

In summary, due to the height, slope, topography, and vegetation of the Portuguese Bend hillside, the project's proposed features would not obstruct views from vantage points north and south across the project site. The project would likely obstruct a small portion of the scenic views east across the project site from the three homes on Arrowroot Lane. However, all other scenic views would be retained and the view obstruction from these homes would not be meaningful enough to be considered a significant impact. Therefore, the impacts on a scenic vista are considered less than significant. As a result, no mitigation measures or further evaluation of this topic is required.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less Than Significant Impact.** The project site is visible from and adjacent to PVDS. PVDS is not a designated as a state scenic highway; however, it is a City-designated Vehicular Corridor, which supports scenic views as described above in Checklist Question I(a) above. In general, the proposed project would not

alter the natural landform and topography of the site. The proposed project includes smoothing the existing contours of the existing unpaved driveway in order to prepare it for pavement, and would require a negligible amount of grading for the proposed executive golf course. However, this grading has been designed to follow the contours of the existing topography so that it does not alter the existing terrain. As a result, the grading would not be noticeable to the casual observer. As discussed in Checklist Question I(a) above and Checklist Question I(c) below, the proposed project would not significantly obstruct scenic views, nor would the project introduce incompatible visual elements or significantly impact the visual character of the project site or surrounding vicinity. No existing trees would be removed by the proposed project; vegetation removal would be limited to non-native grasses. Lastly, the project site does not contain any historic resources. Therefore, the proposed project would result in a less than significant with respect to scenic resources along an identified City-designated Vehicular Corridor. As a result, no mitigation measures or further evaluation of this topic is required.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

The project vicinity is semi-rural in nature and largely consists of undeveloped hillside and scenic ocean views. Development within the project vicinity is characterized by single-family residential neighborhoods. Vegetation on undeveloped parcels primarily consists of non-native grasses with clusters of native scrub. Vegetation in the residential areas consists of trees and mature landscaping. Wayfarers Chapel, also referred to as the “glass church,” is located immediately adjacent to the east side of the project site.

The visual character of the project site largely consists of undeveloped hillside terrain that ranges from areas that are generally flat to areas with slopes in excess of 70 percent. On the undeveloped portions of the project site, the visual character is defined by large areas of disturbed annual grasslands interspersed with areas of introduced trees and undisturbed coastal sage scrub vegetation. Undisturbed areas of coastal scrub are primarily clustered in the central portion of the project site. East of the coastal scrub, the visual character of the project site consists of development and landscaping associated with the landscape patio/event garden area. The landscape patio/event garden area consists of small, single-story structures of varying materials with introduced trees surrounding this development. Other development visible on the project site includes two paved and gated entrances (one at PVDS and one at Narcissa Drive); a one-acre juvenile avocado orchard on the uphill, northeast portion of the project site; and a network of unpaved roads and trails. The visual character of the southern portion of the project site includes three large terraces, on which the existing landscaped patio/garden area is on the upper of these three terraces.

**Construction Impacts**

**Less Than Significant Impact.** Construction would introduce on a temporary basis, both construction equipment and agricultural equipment to the project site. Specifically, roadway grading and paving equipment would be present on the site for a period of approximately nine (9) weeks during road construction, while a mid-size tractor and John Deere Gator would be present on the project site during the planting of the orchard and vineyard. The presence of this equipment on the project site would be limited in duration and would comprise only a small portion of the site’s overall viewshed. As a result, the presence of construction equipment would not substantially alter the semi-rural visual character of the project vicinity.

In addition to the presence of construction and agricultural equipment, exposed soils would be present in the vineyard areas for a few days while the vineyard is being ripped (e.g., the soil is being prepared for planting) and along the proposed driveway alignment for several weeks while the driveway is being paved. These exposed soils would comprise only a small portion of the overall visual landscape and would be somewhat concealed from view by the site's topography. In addition, the project proposes best management practices (BMPs) to protect water quality during construction. One of these BMPs requires that exposed areas be covered with straw to prevent erosion. This cover would have the added benefit of improving the visual character of the project site at areas where the soil is temporarily exposed.

As project construction would only introduce construction equipment and exposed soils on only a small portion of the project site for a temporary basis, project construction would result in a less than significant impact with respect to the semi-rural visual character of the project vicinity. As such, no mitigation measures or further evaluation of this topic is required.

### **Operational Impacts**

**Potentially Significant Unless Mitigation Incorporated.** The relatively undeveloped project site contributes to the semi-rural visual character of the project vicinity. The site is visible from a number of vantage points, including off-site residential areas, open space areas (including Abalone Cove Shoreline Park), PVDS (a City-designated Vehicular Corridor), and Wayfarers' Chapel. The proposed project would introduce additional vegetation, temporary use structures, and an executive golf course to the project site.

With regard to the proposed agricultural uses, the project would replace non-native grasses with vineyards, avocado/citrus/olive orchards, and garden vegetables. These uses in and of themselves, are semi-rural in nature. The proposed orchards would grow to a height of approximately 30 feet with essentially a continuous tree crown, while the vineyard would have vines that would grow to a height of approximately 7 feet (84 inches). All proposed agricultural uses would be located on portions of the project site currently occupied by non-native grasses. In this way, the agricultural uses would introduce a more orderly and human-influenced element to the undeveloped portion of the project site. Nonetheless, these agricultural uses would be semi-rural in nature and would be compatible with the surrounding residential uses. Further, these agricultural uses would be a continuation of existing on-site uses, particularly the avocado trees located at the upper portion of the project site and garden area towards the center of the project site. Moreover, the proposed agricultural uses would be compatible with the historic uses of the project vicinity and with native and ornamental vegetation that, with the exception of the non-native grasses to be removed, would be retained in its current location. In this way, the project's proposed agricultural features would be consistent with the semi-rural visual character of the project vicinity.

With respect to the landscaped patio/event garden area, very little additional structures are proposed to accommodate the proposed increase in use of this area. In this regard, the arbor wall, pergola, and paved internal driveway would be the only visible structural improvements required. The remainder of the improvements, such as the proposed fountain and formalizing the parking area, would be at ground level and would not be visible to off-site viewers due to the elevation of this area and the topography of the site. The proposed arbor wall would only be partially visible from a few homes in the Portuguese Bend area, as it is located on a portion of the site that is substantially obstructed from off-site views by topography, vegetation, and existing development. At 12 feet in height, the arbor wall would be compatible with the scale, mass, and character, of existing improvements. Further, the wall would be constructed of decorative materials and

vegetation would be trained to grow along the surface and top of the arbor wall, resulting in a feature that is visually compatible with existing development and the semi-rural and suburban nature of the project area.<sup>3</sup> The proposed pergola is relatively small, being only 14 feet in height and approximately 160 square feet in size (10 feet x 16 feet), and is thus, consistent with the scale, mass, and character existing in the landscaped patio/event garden area. Further, the pergola is somewhat transparent in that it does not have walls or a continuous roof. In this way, the pergola would not be apparent and would be minimal when compared to a formal enclosed structure. In addition to permanent structures, temporary tents would also be set up on the upper terrace during events at the landscaped patio/event garden area. These temporary tents would not be visible from lower vantage points. Where visible, the temporary tents would comprise only a small portion of the viewshed and would be constructed of decorative materials that are compatible with existing development on the landscaped patio/event garden area. As a result, the proposed improvements to the landscaped patio/event garden area would be consistent with the existing scale, mass, and character of existing improvements in this area and would largely go unnoticed by the casual observer. Other changes associated with the landscaped patio/event garden area would include an increase in landscaping at the event garden and landscaping along the entrance roadway. This landscaping would include varying types of ornamental and fruit trees clustered around the landscaped patio/event garden area. As this landscaping would be clustered in an area that already includes this type of vegetation, the additional landscaping would be a continuation of the existing visual character of the landscaped patio/event garden area and would not be apparent to the casual observer.

With respect to the proposed internal driveway, this feature has been designed to minimize cut and fill and would essentially sit flush with the existing contours of the project site. In this way, the paved internal driveway would retain the site's existing landform and would be visually similar to the existing unpaved internal driveway currently traversing the site. It is important to consider that due to the site's existing slope and the proposed vineyard, the proposed driveway would be somewhat obstructed from PVDS. Nonetheless, the internal driveway, if paved with a standard blacktop surface, would introduce a visible feature to the site that would contrast strongly with the site's existing visual character, which is organic and reflects the semi-rural nature of the project site. This is considered a potentially significant impact. To reduce this impact to a less than significant level and ensure that the proposed driveway is compatible with the rural character of the project site, Mitigation Measure AES-1 is proposed below. This measure would require that the driveway consist of an earth-tone colored surface, similar to that of the existing unimproved driveway.

With respect to the proposed executive golf course, the 2.5-acre portion of the project site on which the golf course would be located is partially visible from PVDS and Abalone Cove Shoreline Park, as well as from adjacent nearby residential properties. The proposed executive golf course would result in a minor change in the visual character of the central portion of the project site, in that artificial turf would replace non-native ornamental grasses on the "greens" (putting) area of the golf course. Non-native grass would be retained as groundcover on the remainder of the executive golf course. Although the artificial turf would likely be a different shade than the existing ground cover, the artificial turf would not cover an area large enough to be noticeable to casual observers north of the project site. In this way, the proposed golf course, at 2.5 acres (of which only several hundred square feet would be comprised of artificial turf) would comprise a small portion of the overall project site, and an even smaller portion of the overall viewshed from off-site uses. As such, the change of ground cover from non-native ornamental grasses to artificial turf, as well as the addition

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<sup>3</sup> *The decorative materials and vegetative cover would be installed to the satisfaction of the Community Development Director.*

of tee boxes, would represent an almost imperceptible change to the visual character of the project site and surrounding vicinity.

In summary, the largest change in the visual character of the project site would result from the proposed agricultural uses and the proposed internal driveway. The agricultural uses would introduce a more human-influenced and orderly appearance to on-site vegetation. Nonetheless, these agricultural uses would, at the scale proposed, be compatible with the semi-rural nature of the project site and project vicinity and would not substantially degrade the visual character of the site. In accordance with Mitigation Measure AES-1, the proposed internal driveway would consist of an earth-tone colored surface so that the driveway is compatible with the existing rural character of the project site. The other improvements would largely be unnoticeable to the casual observer and would be consistent with the semi-rural character of the project vicinity and the scale, mass, and height of existing structures in the landscaped patio/event garden area. Therefore, with implementation of Mitigation Measure AES-1 below, potential impacts to the visual character or quality of the site and surrounding area would be less than significant. No further evaluation of this topic is required.

### Mitigation Measures

**AES-1:** Subject to the satisfaction of the Community Development Director, the portion of the paved internal driveway, between the existing driveway approach along PVDS and uphill to where the property flattens, shall be paved with an earth-tone-colored surface material.

#### d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**Potentially Significant Unless Mitigation Incorporated.** Existing sources of on-site light and glare consist of limited, low-wattage mood lighting in the landscaped patio/event garden area and occasional vehicle headlights along the unpaved internal driveway. The proposed project would introduce two new light sources to the project site; additional low wattage mood lighting and an increase in vehicle headlights. The project does not propose the use of building materials that are highly reflective in nature.

New mood lighting and bistro lighting (i.e., festoons of low wattage bulbs strung overhead) would be installed in the landscaped patio/event garden area for evening and night events. Additionally, low wattage, ground-level lights would be installed along the proposed internal driveway to delineate the driveway's alignment. These new light sources would intentionally be low wattage to promote a relaxing ambiance for events. The mood lighting attached to the existing structures would be shielded to direct light downward and away from adjacent uses. The low-wattage bistro lights would be unshielded; however, these lights are designed to be viewed unobstructed at close distances while providing a relaxing ambient lighting environment. In addition, although the bistro lights would be unshielded, they would be obstructed from view from PVDS by the site's topography and from nearby residences by existing on-site vegetation and development (including on-site structures and the proposed arbor wall). The decorative low voltage lighting implemented in trees, shrubs, activity areas and paths, for decorative purposes would be aimed at the tree or pathway in which it is intended to light and would not be directed outward from the project site. Further, as with existing conditions, set lighting may continue to be occasionally used for movie, television, and commercial filming. However, this lighting would primarily be used during daylight hours to compliment the

natural light conditions. In this way, the project's proposed mood, bistro, and accent lighting in the landscaped patio/event garden area would result in a less than significant impact to light and glare.

Vehicle headlights would largely be obstructed from shining onto off-site vantage points by the existing topography and vegetation both on the site and off the site. Nonetheless, there may be some potential that light from vehicle headlights could affect off-site residential uses at two locations. These locations are along the internal driveway and along the unpaved roadway between the landscaped patio/event garden area. This is considered a potentially significant impact. To ensure that the potential impact from vehicle headlights is reduced to a less than significant level, Mitigation Measure AES-2 is provided below. This mitigation requires the City to evaluate any public complaints regarding vehicle headlights, and requires the applicant to install vegetation, or other methods of screening, in areas where vehicle headlight concerns are determined to be valid. When considering vehicle headlights, it is important to consider that all events would conclude by 10:00 pm and that a majority of the events would occur and conclude during daylight hours when headlights would not be required. Moreover, the use of headlights would be concentrated to a few hours when vehicles are arriving at or leaving an event at night, and would most likely be concentrated to a short period immediately following an event. With the implementation of Mitigation Measure AES-2 below, impacts with respect to vehicle headlights would be reduced to a less than significant level.

In summary, the project's proposed mood lighting and bistro lighting in the landscaped patio/event garden area would have a less than significant impact on light sensitive receptors in the project vicinity. The implementation of Mitigation Measures AES-1 below would address the potential for significant impacts and would ensure impacts from vehicle headlights are less than significant. No additional mitigation measures or further evaluation of this topic is required.

### **Mitigation Measures**

- AES-2:** The City shall monitor complaints regarding vehicle lights leaving the project site. If these complaints are determined to be valid, the City shall require the applicant to plant vegetation, or provide other methods of screening, as part of the annual review process for the project's Conditional Use Permit (CUP), and/or the Special Use Permit application process for an event exceeding 300 guests.

## **II. AGRICULTURE AND FOREST RESOURCES**

- 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 Resources Agency, to non-agricultural use?**

**No Impact.** There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the boundaries of the project site. As a result, the proposed project, which would expand agricultural uses on the project site, would result in no impact to prime, unique, or farmland of statewide importance. No mitigation measures or further evaluation of this topic is required.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**Less Than Significant Impact.** The project site is zoned for single-family residential development (RS-1 and RS-2) in the Rancho Palos Verdes Municipal Code (RPVMC). No portion of the project site is under a Williamson Act contract.<sup>4</sup> Further, there are no agricultural uses in the project vicinity that are subject to a Williamson Act contract. Pursuant to the RPVMC, the RS zone permits the growing of crops and/or fruits on more than one acre for commercial purposes with approval of a conditional use permit (CUP). As one of the project's discretionary actions, a CUP is being sought to permit among several uses, approximately 25 acres of agricultural uses for commercial sale. Upon City approval of the CUP, the proposed project would be consistent with the site's underlying zoning. As a result, the proposed project, which would expand agricultural uses on the project site, would not conflict with existing zoning for agricultural uses, or a Williamson Act contract, and a less than significant impact would result. As such, no mitigation measures or further evaluation of this topic is required.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** The project site is zoned for single-family residential development (RS-1 and RS-2) and does not contain any forest land or timberland as defined by the Public Resources Code. Therefore, the proposed project would result in no impact to forest land or timberland. As such, no mitigation measures or further evaluation of this topic is required.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** As mentioned above, the project site is zoned for single-family residential development (RS-1 and RS-2) and does not contain any forest land. Therefore, the proposed project would not convert forest land to a non-forest use and no impact would result. As such, no mitigation measures or further evaluation of this topic is required.

**e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No impact.** As mentioned above, the project site is zoned for single-family residential development (RS-1 and RS-2) and does not contain any forest land or timberland. The project site currently contains limited agricultural production, in the form of a one acre, organic avocado orchard and a vegetable and herb garden. Existing agricultural uses would be expanded under the proposed project, which would be a permitted use following approval of the CUP. Therefore, the proposed project, which would expand on-site agricultural uses, would not convert farmland to a non-agricultural use or forest land to a non-forest use, and no impact would result. As such, no mitigation measures or further evaluation of this topic is required.

<sup>4</sup> California Department of Conservation, Los Angeles County Williamson Act Map, August 2005.

### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

#### a) Conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant Impact.** The project site is located within the 6,745 square mile South Coast Air Basin (SoCAB). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>). The proposed project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment.<sup>5</sup> With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP and are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP are based on projections originating with County and City General Plans.

A project is consistent with the AQMP if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The proposed project area is currently zoned for single-family residential development (RS-1 and RS-2). However, the proposed project proposes to grow crops and/or fruits on more than one acre for commercial purposes and would thus require a conditional use permit (CUP) which is currently being sought. Upon approval of the CUP, the proposed project would be consistent with local zoning ordinances. The SCAQMD has incorporated the projections described above into the AQMP; thus, it can be concluded that the proposed project would be less intensive than the site's zoning permits, and thus, consistent with the projections in the AQMP. In addition, as further discussed below, project implementation would not exceed any ambient air quality standards or thresholds. Therefore, the proposed project would not be anticipated to conflict with or obstruct implementation of the SCAQMD's AQMP.

The Congestion Management Program (CMP) was enacted by the Metropolitan Transportation Authority (Metro) to address traffic congestion issues that could impact quality of life and economic vitality. The intent of the program is to provide an analytical basis for transportation decisions throughout the state. An analysis is required at all CMP monitoring intersections for which a project is projected to add 50 or more trips during any peak hour. In addition, analysis is required for all freeway segments for which a project is projected to add 150 or more hourly trips, in each direction, during the peak hours analyzed. The closest CMP freeway segment to the project site is I-405 north of Inglewood Avenue, located approximately 10 miles

<sup>5</sup> SCAG serves as the federally designated metropolitan planning organization (MPO) for the southern California region.

from the project site. The closest CMP intersection to the project site is Western Avenue and Toscanini Drive, located approximately 4 miles from the Project site.<sup>6</sup>

While the proposed project is expected to generate more than 50 vehicle trips during the peak hour, the traffic memo prepared by Fehr and Peers (refer to Appendix G of this Initial Study) demonstrated that the Project would not exceed any CMP thresholds, and no impact to the CMP network would occur. Therefore, further analysis is not required and the results are included in Checklist Question XVI, Traffic, below. Thus, the project would not conflict with or obstruct implementation of the CMP.

Based on the above discussion of applicable air quality plans, implementation of the proposed project would result in less than significant impacts. As such, no mitigation measures or further evaluation of this topic is required.

## **b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less Than Significant Impact.** As indicated above, the project site is located within the SoCAB, which is characterized by relatively poor air quality. State and federal air quality standards are often exceeded in many parts of the SoCAB; however, those monitoring stations nearest to the project location rarely (less than five days per year) exceed air quality standards.<sup>7</sup> The proposed project would contribute to local and regional air pollutant emissions during construction (short-term) and project occupancy (long-term). However, based on the following analysis, construction and operation of the proposed project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAQMD for construction and operational phases.

### **Construction**

Construction has the potential to create regional air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from site preparation and construction activities. Mobile source emissions, primarily particulate matter (PM) and nitrogen oxides (NO<sub>x</sub>) would result from the use of construction equipment such as bulldozers, and loaders. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release volatile organic compounds (VOCs). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As detailed in Attachment A, Project Description, of this Initial Study, construction of the proposed project would consist of additional agricultural uses, a new golf course, and new pergola near the landscaped patio/event garden area, and development of internal driveways and irrigation. The project would require limited construction of structures such as the pergola and arbor wall. The majority of the construction activities would consist mainly of paving activities for the roadway, minor earthwork and landscaping

<sup>6</sup> *Traffic Study for the Point View Master Plan Project, October 2011. Fehr and Peers, attached as Appendix F of this Initial Study.*

<sup>7</sup> *South Coast Air Quality Management District, Source Receptor Area No 3 Monitoring Station. Historical Data from Years 2007-2009.*

activities. Construction equipment expected to be used for development of the site include a scraper, bulldozer, loader, excavator, tractor/backhoe, paving equipment, other heavy-duty construction equipment, and water trucks. This equipment would be used for minor grading activities, paving, and planting for agricultural uses. Cement and mortar mixers and forklifts are anticipated to be used during arbor wall construction. Regional emission estimates also include mobile sources such as worker commute trips and delivery trucks. Details are provided in Appendix B.

### Regional Impacts

Regional construction-related emissions associated with construction equipment were calculated using the SCAQMD-recommended California Emissions Estimator Model (CalEEMod), released February 2011. Model results are provided in Appendix B of this document. The analysis assumed that all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust. A summary of maximum daily regional emissions resulting from construction of agricultural uses is presented in Table B-1, *Unmitigated Proposed Project Estimate of Construction Emissions*, along with the regional significance thresholds for each air pollutant. As shown therein, maximum regional emissions would not exceed the thresholds for VOC, NO<sub>x</sub>, carbon monoxide (CO), sulfur dioxide (SO<sub>x</sub>), PM<sub>10</sub>, or PM<sub>2.5</sub>.

### Localized Impacts

The localized effects of daily construction emissions generated on-site were evaluated for sensitive receptor locations potentially impacted by the project according to the SCAQMD's localized significance threshold (LST) methodology, which utilizes on-site mass emissions rate look-up tables and project specific modeling, where appropriate. LSTs are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA) and distance to the nearest sensitive receptor. For PM<sub>10</sub> and PM<sub>2.5</sub>, LSTs were derived based on the requirements of SCAQMD Rule 403, Fugitive Dust. The mass rate look-up tables were developed for each SRA and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. The LST mass rate look-up tables only apply to projects with five or less acres of active construction at any one time.

Although the total project site is larger than 5 acres (94 acres total), grading and construction activities requiring heavy equipment and extensive earthwork would be limited to the landscaped patio/event garden area and proposed internal driveway. As discussed previously in Attachment A, Project Description, of this Initial Study, grading would not be required for golf course preparation or agricultural operations, including irrigation system installation, or the improvement to the landscaped patio/event garden area and parking areas. While grading or major earthwork is not required in these areas, heavy equipment will be used occasionally for agricultural activities long-term (planting, irrigation, maintenance); emissions are included in the operational analysis below. A conservative estimate of maximum local (on-site) daily emissions for NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO for each phase of construction is presented in **Table B-1, Unmitigated Proposed Project - Estimate of Construction Emissions**. Localized construction emissions thresholds, based on the construction site acreage and distance to the closest off-site sensitive receptor, were obtained from the LST look-up tables and are also listed in Table B-1. As shown in Table B-1, construction-related daily maximum localized emissions from the agricultural area would not exceed the SCAQMD daily significance thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. Therefore, localized construction emissions resulting from the proposed project would not result in a significant short-term impact and no mitigation measures would be necessary.

Table B-1

**Unmitigated Proposed Project - Estimate of Construction Emissions<sup>a</sup>**  
**(pounds per day)**

<b>Regional Emissions</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub><sup>b</sup></b>	<b>PM<sub>2.5</sub><sup>b</sup></b>
Driveway	4	32	18	<1	5	3
Golf Course	1	4	3	<1	<1	<1
Landscape Improvements & Arbor Wall	2	21	10	<1	1	1
Agricultural Use	1	6	7	<1	1	1
<b>Maximum Regional Emissions from any one phase</b>	<b>4</b>	<b>32</b>	<b>18</b>	<b>&lt;1</b>	<b>5</b>	<b>3</b>
Regional Significance Threshold	75	100	550	150	150	55
Over (Under)	(71)	(68)	(532)	(150)	(145)	(52)
Exceed Threshold?	No	No	No	No	No	No
<b>Localized Emissions</b>		<b>NO<sub>x</sub></b>	<b>CO</b>		<b>PM<sub>10</sub><sup>b</sup></b>	<b>PM<sub>2.5</sub><sup>b</sup></b>
Driveway		32	16		5	3
SCAQMD Localized Significance Threshold <sup>c</sup>		102	998		20	7
Over (Under)		(71)	(982)		(16)	(4)
Exceed Threshold?		No	No		No	No
98th Percentile Threshold		35	-		-	-
Over (Under)		(4)	-		-	-
Exceed Threshold?		No	-		-	-
Golf Course		4	3		<1	<1
SCAQMD Localized Significance Threshold <sup>d</sup>		121	1994		40	18
Over (Under)		(117)	(1991)		(40)	(18)
Exceed Threshold?		No	No		No	No
98th Percentile Threshold		35	-		-	-
Over (Under)		(31)	-		-	-
Exceed Threshold?		No	-		-	-
Landscaping Improvements & Arbor Wall		20	9		<1	<1
SCAQMD Localized Significance Threshold <sup>e</sup>		107	1156		28	9
Over (Under)		(87)	(1147)		(27)	(8)
Exceed Threshold?		No	No		No	No
98th Percentile Threshold		35	-		-	-
Over (Under)		(15)	-		-	-
Exceed Threshold?		No	-		-	-

Table B-1 (Continued)

**Unmitigated Proposed Project - Estimate of Construction Emissions<sup>a</sup>**  
(pounds per day)

Regional Emissions	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub> <sup>b</sup>	PM <sub>2.5</sub> <sup>b</sup>
Agricultural Use		6	5		<1	<1
SCAQMD Localized Significance Threshold <sup>f</sup>		91	664		5	3
Over (Under)		(85)	(659)		(4)	(2)
Exceed Threshold?		No	No		No	No
98th Percentile Threshold		35	-		-	-
Over (Under)		(29)	-		-	-
Exceed Threshold?		No	-		-	-

<sup>a</sup> Emission quantities are rounded to “whole number” values. As such, the “total” values presented herein may be one unit more or less than actual values. Exact values (i.e., non-rounded) are provided in the CalEEMod model printout sheets and/or calculation worksheets that are presented in Appendix B.

<sup>b</sup> PM<sub>10</sub> and PM<sub>2.5</sub> emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

<sup>c</sup> The SCAQMD LSTs for the Driveway are based on Source Receptor Area 3 (Southwest Coastal Los Angeles County) for a one-acre site within a 75-meter receptor distance. One acre is the small project area for which LSTs are provided; the actual construction area for any land use at any given time is likely to be smaller.

<sup>d</sup> The SCAQMD LSTs for the Golf Course are based on Source Receptor Area 3 (Southwest Coastal Los Angeles County) for a one-acre site within a 145-meter receptor distance.

<sup>e</sup> The SCAQMD LSTs for Landscape Improvements are based on Source Receptor Area 3 (Southwest Coastal Los Angeles County) for a one-acre site within a 100-meter receptor distance.

<sup>f</sup> The SCAQMD LSTs for Agricultural Use are based on Source Receptor Area 3 (Southwest Coastal Los Angeles County) for a one-acre site within a 25-meter receptor distance.

Source: PCR Services Corporation, 2011.

Emissions from the project’s construction activities would fall below both localized and regional SCAQMD significance thresholds. Therefore, project construction would not violate any air quality standard or contribute significantly to an existing or projected air quality violation, and impacts would be less than significant and no mitigation measures are necessary.

### Operational Impacts

The SCAQMD has separate significance thresholds to evaluate potential impacts associated with the incremental increase in criteria air pollutants associated with long-term project operations. Operational emissions related to baseline and project conditions were computed using the CalEEMod emissions inventory model.

As mentioned above, there are three distinct components of the proposed project: the expansion of agricultural uses on the project site; development of an executive golf course and improvements to an existing landscaped patio/event garden area; and the provision of a paved internal driveway through the project site. Long-term operation of the project would consist of agricultural uses, golfing, and special events. Agricultural and landscaping maintenance activities would take place on a regular (daily) basis which includes watering, mowing, tree trimming, weeding and fertilizing. Depending on the season, planting and harvesting operations would occur occasionally requiring additional workers. Equipment used for agricultural activities may include a tractor/backhoe, riding mower, and small trucks. Emissions generated

from normal on-site agricultural and landscaping activities is expected to be minimal, but are quantified in the analysis below. The proposed project would not be open to the general public and is not expected to generate a large number of vehicle trips on a regular basis. Crops harvested on the project site would not be sold to the general public and no retail uses (Farmer's Market) would be developed on-site. In addition, the golf course would not be open to the public nor would it be operated as a commercial venture. Therefore, vehicle trips generated by the proposed project on a regular (daily) basis would be minimal. However, these emissions are quantified in the analysis below.

The proposed project would also be used for special events such as charity events, private parties, weddings, conferences or educational activities. The proposed project would be allowed up to 30 events per year. Event authorized permitted under the project's CUP would be limited to 300 guests (not including event staff, security/safety personnel, etc.); however, an annual special charity event such as the Las Candalistas for the Walk on the Wildside event would generate up to 750 guests. For any event that would generate over 300 guests, the proposal includes requiring approval of a Special Use Permit by the Community Development Department, or other process as established by the CUP associated with this proposal.

Sources of emissions from special events include vehicle trips to and from the project site and cooking or catering activities. The project site currently contains power pole electrical lines to provide electricity for most special events, but certain situations may require use of portable diesel generators. In addition to cooking and portable generators, the project would also utilize propane-fueled space heaters and a propane-fueled fireplace. Emissions from diesel generators and propane-fueled equipment are included in the operational emissions inventory. Natural gas and propane emissions are calculated based on default usage factors in the CalEEMod emissions model, based on a racquet club/recreational land use category. Portable generator emissions were calculated using manufacturer specification sheets and based on an operational schedule of 30 events per year. Although these events are not expected to occur on a regular basis, emissions from these activities are quantified as though they would occur on a regular basis in order to represent the worst-case daily scenario.

## Regional Impacts

Implementation of the proposed project would result in an increase in the number of vehicle trips to and from the proposed project site as compared to existing uses. The proposed project would result in an increase in stationary source emissions, including the consumption of fossil fuels and the generation of electricity, as compared to existing conditions. As a conservative, "worst-case" evaluation, this study considers all emissions from the proposed project as incremental sources of emissions. The results of the detailed emissions calculations are provided in **Table B-2, Maximum Incremental Increase in Project-Related Operational Emissions (Pounds per Day)**, and CalEEMod model output files are contained in Appendix B. As indicated therein, the project would result in an increase of criteria pollutant emissions. However, this increase would be below the SCAQMD daily significance thresholds for long-term regional operations. Therefore, the proposed project would have a less than significant impact on air quality resulting from long-term operational emissions, and no mitigation measures or further evaluation of this topic is required.

Table B-2

## Maximum Incremental Increase in Project-Related Operational Emissions (Pounds per Day)

Regional Project Emissions	VOC	NOx	CO	SO2	PM10	PM2.5
Mobile	3	8	28	<1	5	<1
Area	<1	17	1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
<b>Total Project</b>	<b>3</b>	<b>24</b>	<b>29</b>	<b>&lt;1</b>	<b>5</b>	<b>&lt;1</b>
<b>Net Project Emissions</b>						
Net Mobile	3	8	28	<1	5	<1
Net Area	<1	17	1	<1	<1	<1
Net Energy	<1	<1	<1	<1	<1	<1
Total Net	3	24	29	<1	5	<1
SCAQMD Significance Threshold	55	55	550	150	150	55
<b>Difference</b>	<b>(52)</b>	<b>(31)</b>	<b>(521)</b>	<b>(150)</b>	<b>(145)</b>	<b>(55)</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Localized Project Emissions	VOC	NOx	CO	SO2	PM10	PM2.5
Area	<1	17	1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
<b>Total</b>	<b>&lt;1</b>	<b>17</b>	<b>1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>
Localized Significance Threshold <sup>c</sup>	N/A	98	785	N/A	4	2
<b>Difference</b>	<b>N/A</b>	<b>(81)</b>	<b>(784)</b>	<b>N/A</b>	<b>(4)</b>	<b>(2)</b>
<b>Significant?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>

<sup>a</sup> Area source emissions are calculated using the CalEEMod emissions model. Area sources include natural gas consumption, landscape fuel consumption, consumer products and miscellaneous sources (e.g., commercial solvent usage, architectural coatings).

<sup>b</sup> Stationary source emissions include emissions due to Project-related electricity generation. Electricity generation-related emissions are calculated based on guidance provided in the SCAQMD CEQA Air Quality Handbook.

<sup>c</sup> The SCAQMD LSTs are based on Source Receptor Area 3 (Southwest Coastal Los Angeles County) for a one-acre site within a 60-meter receptor distance. One acre is the smallest project area for which LSTs are provided; the actual operational area at any given time is likely to be smaller.

Numbers may not add up exactly, due to rounding. Worksheets and modeling output files are provided in Appendix B.

Source: PCR Services Corporation, 2011.

### Localized Impacts from On-site Emissions

The localized effects of daily operational emissions were evaluated for sensitive receptor locations potentially impacted by the project according to the SCAQMD's LST methodology. The internal driveway, with free flowing unsignalized traffic, is not a source of substantial on-site emissions which would impact off-site receptors during operations. The closest sensitive receptors to areas of agricultural uses are the adjacent single-family residences to the west, approximately 82 feet (25 meters) from the edge of the agricultural area. As mentioned previously, agricultural maintenance activities would take place on a regular (daily) basis, while planting would occur once and harvesting operations would occur occasionally requiring additional workers. However, no heavy equipment, earthwork, or other significant sources of emissions would be involved in the long-term operation of the areas. Therefore, localized emissions generated by these

activities are expected to be minimal. Because the golf course would consist of artificial turf, it will not require regular maintenance (mowing, etc.) and is not considered a source of operational emissions.

On-site emissions from a special event at the landscaped patio/event garden area were analyzed, as shown in Table B-2. The analysis includes emissions from cooking and equipment (portable diesel generators, propane powered space heaters and fireplace). The closest sensitive receptor to the operational emissions of the landscaped patio/event garden area is the single-family residence located approximately 200 feet (60 meters) to the north-west of the project site. The Portuguese Bend community, also considered a sensitive receptor, is located approximately 350 feet north-east of the patio/event garden area. Table B-2 shows that the emissions associated with the operational activities of the Event Garden are minimal and would not exceed the daily significance thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>.

### Localized Impacts from Off-site Emissions

The SCAQMD recommends a hot-spot evaluation of potential localized CO impacts when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of D or worse. According to the Traffic Impact Analysis prepared by Fehr and Peers in October 2011, two study intersections would meet this criterion. These intersections were analyzed for CO hotspots using the CALINE4 model with emissions from the EMFAC 2007 model. As shown in **Table B-3, Local Area Carbon Monoxide Analysis**, the proposed project would not cause any new or exacerbate any existing CO hotspots. Accordingly, impacts related to localized mobile-source CO emissions would be less than significant. No mitigation measures or further evaluation of this topic is required.

**Table B-3**

**Local Area Carbon Monoxide Analysis**

Intersection	Peak Period <sup>a</sup>	Maximum 1-Hour 2014 Base Concentration <sup>b</sup> (ppm)	Maximum 1-Hour 2014 w/ Project Concentration <sup>c</sup> (ppm)	Significant 1-Hour Impact? <sup>d</sup> (>20 ppm)	Maximum 8-Hour 2014 Base Concentration (ppm)	Maximum 8-Hour 2014 w/ Project Concentration <sup>f</sup> (ppm)	Significant 8-Hour Impact ? (>9.0 ppm) <sup>d</sup>
Via Rivera and Hawthorne Boulevard	AM	8.0	8.0	NO	6.45	6.45	NO
Palos Verdes Drive South and Palos Verdes Drive East	PM	7.9	7.9	NO	6.45	6.45	NO
	AM	7.9	8.0	NO	6.38	6.45	NO
	PM	7.8	7.9	NO	6.38	6.38	NO

ppm = parts per million.

<sup>a</sup> Peak hour traffic volumes are based on the Traffic Analysis prepared for the Project by Fehr & Peers, October 2011.

<sup>b</sup> SCAQMD 2012 1-hour ambient background concentration (7.3 ppm) + 2012 Base traffic CO 1-hour contribution.

<sup>c</sup> SCAQMD 2012 1-hour ambient background concentration (7.3 ppm) + 2012 w/ Project traffic CO 1-hour contribution.

<sup>d</sup> The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.

<sup>e</sup> SCAQMD 2012 8-hour ambient background concentration (6.1 ppm) + 2012 Base traffic CO 8-hour contribution.

<sup>f</sup> SCAQMD 2012 8-hour ambient background concentration (6.1 ppm) + 2012 w/ Project traffic CO 8-hour contribution.

Source: PCR Services Corporation, 2011

## Mitigation Measures

Project-related construction and operational emissions were found to result in less than significant impacts for all criteria pollutants. Therefore, no mitigation measures for project-related emissions are required. With regard to construction emissions, the project would be subject to requirements of SCAQMD Rule 403 which requires dust control measures such as watering during soil handling, prevent dust track-out from the site. In addition, the proposed project would be subject to CARB Air Toxics Control Measures (ATCM) which limits diesel equipment from idling for more than five minutes at any given time.<sup>8</sup> These standard requirements would serve to reduce fugitive dust and equipment exhaust emissions during construction activities. A copy of the CARB diesel idling ATCM is included in Appendix C.

**c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Less Than Significant Impact.** The SCAQMD's approach for assessing cumulative impacts related to operations is based on attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. As discussed earlier, the SCAQMD has developed a comprehensive plan, the 2007 AQMP, which addresses the region's cumulative air quality condition.

A significant impact may occur if a project were to add a cumulatively considerable contribution of a federal or State non-attainment pollutant. Because the SoCAB is currently in nonattainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, related projects could cause ambient concentrations to exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. In particular, CEQA Guidelines Sections 15064(h)(3) provides guidance in determining the significance of cumulative impacts. Specifically, Section 15064(h)(3) states in part that:

“A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency...”

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted 2007 AQMP.

<sup>8</sup> <http://www.arb.ca.gov/msprog/ordiesel/guidance/idling.pdf> (Accessed February 2012)

A project is deemed inconsistent with air quality plans if it results in population and/or employment growth that exceeds growth estimates in the applicable air quality plan. In turn, the AQMP relies upon growth projections adopted by the SCAG, which in turn relies upon adopted General Plan growth projections. Consequently, compliance with the City's General Plan typically results in compliance with the AQMP. As stated above, the proposed project results in growth that is less intensive than the site's zoning permits (single family residential uses). As mentioned previously, the proposed project would not include residential uses and therefore will not result in an increase in population. The project would require three (3) workers on a part time basis (2 hours per week) and would not exceed employment growth assumptions in the AQMP.

The SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed above, peak daily emissions of operation-related pollutants would not exceed SCAQMD regional significance thresholds. By applying SCAQMD's cumulative air quality impact methodology, implementation of the proposed project would not result in an addition of criteria pollutants such that cumulative impacts would occur, in conjunction with related projects in the region. Therefore, the emissions of non-attainment pollutants and precursors generated by project operation do not exceed the SCAQMD project-level thresholds, and would be less than significant. As such, no mitigation measures or further evaluation of this topic is required.

#### **d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD *CEQA Air Quality Handbook*, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. The nearest sensitive receptors to the project site are the Portuguese Bend community, with several single-family homes and Wayfarers Chapel, a large-lot residential development, the Portuguese Bend Riding Club, a private commercial recreational facility, Abalone Cove Shoreline Park, and the Upper Abalone Cove Community, a single-family residential neighborhood. The closest developments lie within 82 feet (25 meters) of the project boundary. The Portuguese Bend community, also considered a sensitive receptor, is located approximately 350 feet north-east of the patio/event garden area.

As described in Checklist Question III(b) above, construction and operation of the project would not result in any substantial localized or regional air pollution impacts, and therefore would not expose nearby sensitive receptors to substantial pollutant concentrations. In addition, construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust and other specified dust control measures. As such, impacts to off-site sensitive receptors from criteria pollutants would be less than significant and no mitigation measures would be necessary. Due to the relatively short construction duration and low demand for heavy duty diesel construction equipment (e.g., limited earthmoving activities) needed to complete the proposed project, toxic air contaminants (TAC) emissions from construction activities would not result in long-term health risks to existing off-site sensitive populations.

Typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. The proposed project would not include any of these potential sources, although minimal emissions may result from the use of consumer products. As such, the proposed project would not release substantial amounts of toxic contaminants, and no significant impacts on human health would occur. Based on the limited activity of the toxic air contaminant sources, the proposed project does not warrant the need for a health risk assessment, and potential air toxic impacts would be less than significant. As such, no mitigation measures or further evaluation of this topic is required.

#### **e) Create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. According to the SCAQMD *CEQA Air Quality Handbook*, construction equipment is not a typical source of odors. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create objectionable odors. The nearest sensitive receptors to construction activities are located within 82 feet (25 meters) of the project. Given the distance of the site from the nearest sensitive receptors, construction activities would not create objectionable odors.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project includes the expansion of agricultural uses on the property. Currently, the property has an avocado orchard on one acre. The proposed project includes three new agricultural areas; a 15 acre avocado orchard, 8.5 acres of grape vineyards and two acres of citrus and olive trees. Currently the avocados are grown organically and the new avocado and olive trees will also be grown organically. To produce organic avocados and olives, no fertilizers or pesticides made with synthetic ingredients would be used on the project site. All other crops (i.e., grapes, citrus, garden vegetables) would be grown using conventional farming techniques. Nevertheless, the project would rely, to the extent possible, on the same pesticides, fertilizers, and amendments on the conventionally-grown crops as on the organically grown avocados. Potential odors associated with the proposed project would result from maintenance and cultivation of the vineyards and orchards. Objectionable odors associated with agricultural uses would result primarily from the use of fertilizers. As stated above, to the extent possible, all fertilizers will be organic, but non-organic would also be used. Notwithstanding, the fertilized areas would be located at a sufficient distance away from sensitive receptors that they will not create any objectionable odors. In addition, agricultural uses are currently maintained and operated on the subject property and project vicinity, so the proposed project would not introduce any new odors beyond what currently exists today. Food preparation for a typical on-site event would take place at an off-site location, with only final food preparation on the project site. Some smaller private parties held by the landowner may utilize the existing on-site barbeque. However, even in this case, odors from food preparation would not exceed those under existing conditions, and would not be greater than what would be experienced during a typical backyard barbeque. While there is a potential for odors to occur, compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts to a less than significant level and no mitigation measures are necessary. As such, no mitigation measures or further evaluation of this topic is required.

## IV. BIOLOGICAL RESOURCES

*Would the project:*

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

### Environmental Setting

The project site is currently largely undeveloped and consists of disturbed annual grasslands with patches of exotic woodlands and coastal sage scrub. Developed portions of the project site contain the landscape patio/event garden area, a one-acre avocado orchard, a vegetable and herb garden, and unpaved roadways. The majority of the site is shown on the United States Geological Survey (USGS) 7.5' Redondo Beach, California Quadrangle and a small eastern portion of the site is on the USGS 7.5' San Pedro, California Quadrangle, un-sectioned, T. 5 S., and R. 14 W. There is evidence that agricultural uses once covered broad areas within the property.

Several biological resources assessments were conducted by Natural Resource Consultants (NRC) between 1995 and 2003. Sensitive species survey updates were conducted by NRC in 2004 and 2005. In addition, a jurisdictional delineation was conducted by Glenn Lukos Associates (GLA) in 1997 and confirmed by Pacific Southwest Biological Services, Inc. (PSBS) in 2004. A field survey was performed by PCR on April 1, 2004, and again on July 1, 2011. Coastal California gnatcatcher surveys have been conducted annually to the present time. The focus of the field effort was on verifying the plant community mapping, habitat evaluations and jurisdictional delineation provided by the previous NRC work in preparation of a Draft EIR for a previously proposed residential project on the site.

### Vegetation

The majority of the site is disturbed with numerous dirt trails and roads that traverse through the site. There is evidence that agricultural uses once covered broad areas within the property. The dominant plant community consists of non-native annual grassland, with patches of exotic woodlands and coastal sage scrub scattered throughout. Additionally, as shown on the Redondo Beach quadrangle, a blue-line stream runs through the center of the site, as well as just off-site along the western boundary of the site (Barkentine Canyon). Further evaluation revealed that the drainage just off the western boundary of the project site as not within the project development boundary and was determined to qualify as "Waters of the U.S" and "Waters of the State", containing no riparian vegetation. In addition, the investigation revealed a non-jurisdictional swale exists in the center of the project site sloped towards PVDS and a small drainage in the southwest portion of the property is identified as a blue-line stream on the USGS quad map. These features exhibit none of the characteristics associated with an US Army Corps of Engineers (ACOE) or California Department of Fish and Game (CDFG) jurisdictional drainages (i.e., drift lines, water marks, bed, banks, channel, etc.). No wetlands were found on-site.

Through previous investigations, the project site was found to support five vegetation communities. The dominant vegetation community on-site is non-native annual grassland, (referred to as “grassland” in the City of Palos Verdes Natural Communities Conservation Planning Subarea Plan [NCCP]), consisting mainly of wild oats (*Avena* spp.), black mustard (*Brassica nigra*), and yellow sweetclover (*Melilotus indica*). The other four vegetation communities are as follows: disturbed coastal sage scrub, coastal sage scrub, exotic woodland, and disturbed. Disturbed coastal sage scrub consists of an equal ground coverage of sage scrub species and non-native annual grassland species. Dominant sage scrub species consisted mainly of California bush sunflower (*Encelia californica*), California sagebrush (*Artemisia californica*), ashleaf buckwheat (*Eriogonum cinereum*), California buckwheat (*Eriogonum fasciculatum*), and bladderpod (*Isomeris arborea*). Coastal sage scrub consists of less than 10 percent non-native annual grassland cover and 90 percent of such as California sagebrush and bush sunflower. Exotic woodland has either been planted or self-seeded and is dominated by acacia (*Acacia* sp.), Peruvian pepper tree (*Schinus molle*), Eucalyptus trees (*Eucalyptus* sp.), and myoporum (*Myoporum laetum*). Disturbed vegetation itself consists mainly of cheeseweed (*Malva parviflora*) and goosefoot (*Chenopodium murale*).<sup>9</sup>

## Wildlife

The vegetative communities that exist on the project site and within the adjoining areas provide a functional ecosystem for a variety of wildlife species. The following discusses the wildlife populations observed on the project site during all focused surveys for the CAGN (1996-2003). A comprehensive list of the wildlife species observed or species expected to occur in the vicinity is provided in the NRC 2003 report.

The potential presence of amphibians varies greatly within a particular site depending on the presence of standing water or moist soils. Due to the dry conditions on site, no aquatic amphibians are expected and although terrestrial amphibian species have not been observed or otherwise detected on-site, a few common species may be present in very low numbers.

Reptilian diversity and abundance typically varies with habitat type and character. Although some species prefer only one or two plant communities, most will forage in a variety of communities. The only reptile observed on-site was the western fence lizard (*Sceloporus occidentalis*); however, other species are expected to occur due to the presence of suitable habitat.

The majority of the vegetation communities on-site are disturbed; however, they do provide some foraging and cover habitat for year-round residents, seasonal residents, and migrating song birds. Representative avian species observed during surveys include red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaidura macroura*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), and California towhee (*Pipilo crissalis*). A number of additional species are expected to occur due to the presence of suitable habitat.

During field surveys conducted by NRC, four mammal species were either directly observed, or their presence was deduced by diagnostic signs (track, scat, burrows, etc.), including coyote (*Canis latrans*), Audubon’s cottontail (*Sylvilagus audubonii*), Botta’s pocket gopher (*Thomomys bottae*), and California ground

<sup>9</sup> Natural Resource Consultants (NRC). 2003. *A Biological Resources Assessment of the 94-Acre Point View Site Located in the City of Rancho Palos Verdes, Los Angeles County, California*. Prepared for York Long Point Associates. September 2003.

squirrel (*Spermophilus beecheyi*). A number of additional mammal species are expected due to the presence of suitable habitat.

### Special Status Species

Special Status plants include those listed, or candidates for listing by USFWS, CDFG, and CNPS (particularly List 1A, 1B, and 2). Several sensitive plant species were reported in the CNDDDB from the vicinity. The site has been reported to support one sensitive plant species, the Catalina mariposa lily (*Calochortus catalinae*). This species was first reported to occur in the northwest portion of the site in 1995. In April, 2004, PCR biologists observed it in the same area. This species is not listed by State or Federal resource protection agencies as threatened or endangered, however is listed by the California Native Plant Society (CNPS) as a List 4 (watch list) Species.

Thirty-eight Special Status animals have been recorded in the Palos Verdes Peninsula region in the past. Of these 38 species, 21 are not expected to occur onsite due to the absence of suitable habitat; 12 would use the site on a transitory basis (e.g. foraging); and five are obligate residents in coastal sage scrub. Four sensitive bird species have been observed on the project site: coastal cactus wren (*Campylorhynchus brunneicapillus couesi*), coastal California gnatcatcher (*Polioptila californica californica*) (CAGN), Cooper's hawk (*Accipiter cooperi*), and southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*). In addition, the project site lies within designated CAGN critical habitat. No other sensitive species have been observed onsite.

### Project Impacts

**Potentially Significant Unless Mitigation Incorporated.** The site has been observed to support one special status plant, the Catalina mariposa lily. While this species is not listed either federally or by the state as threatened or endangered, the CNPS lists the lily as a Rare Plant Rank (CRPR) of 4.2. While CRPR rankings of 3 or lower are commonly considered "sensitive", it is noteworthy that a CRPR of 4 indicates a species has limited distribution in California and the .2 indicates it is fairly endangered in the state. The Catalina mariposa lily is associated primarily with heavy soils in grasslands or shrub-lands below 2,100 feet; conditions which are found on site. Approximately 20 individuals were observed by PCR during the April 1, 2004, field survey in the central portion of the project site along the west-facing slope, part of which would be planted with grape vines. Impacts to the Catalina mariposa lily are considered less than significant due to the small population being impacted, its CNPS status, and the relatively high potential for species viability in the region after development.

The on-site coastal sage scrub habitat, which would be retained by the proposed project, is a suitable habitat for the coastal California gnatcatcher (*Polioptila californica californica*). This bird is federally-threatened and covered by the NCCP. At the time the 2004 NCCP was prepared and adopted by the City, and with reference to Figure 1-2 on page 1-3 of the NCCP, the coastal California gnatcatcher had not been reported on site. Nonetheless, a minimum of 40 acres of the site was slated to be conserved if the site were to be developed due to its having been designated as a Linkage Planning Area. As such, a 40-acre portion of the site is intended to provide connectivity between the Upper Filorum Reserve component and the Abalone Cove Reserve component. The balance of the site is not slated to become a part of the Reserve. Existing Reserve components adjacent to the site are the Barkentine component to the west, the Upper Filorum component to the north, and the Abalone Cove component to the south.

Focused surveys for the coastal California gnatcatcher have been conducted in 2006, 2007, 2008, 2009, 2010, and 2011. In 2006, a pair of adult gnatcatchers with a juvenile was found. In both the 2009 and 2011 surveys, a single pair of adult gnatcatchers without a juvenile was recorded during each of the two surveys. Initial construction of the project; such as road grading or soil ripping has the potential to affect the coastal California gnatcatcher. The nature of the planned events; such as weddings, conducted on site are not expected to affect the birds' behavior. No removal of coastal sage scrub, the species habitat, is proposed. Nonetheless, Mitigation Measure BIO-1 is provided below to ensure there would be no removal of or disturbance to coastal sage scrub vegetation. However, should gnatcatchers be present within the vicinity during potentially disruptive construction activities such as roadway grading or the ripping of the vineyard soils in preparation of planting, indirect impacts to this species would be considered potentially significant. To ensure no indirect significant impacts occur to gnatcatchers during construction-related activities, Mitigation Measures BIO-2 and BIO-3 are provided below. These mitigation measures require a pre-construction active nesting bird survey be conducted to ensure no significant indirect impacts to the California gnatcatcher occur with implementation of the proposed project. If the coastal California gnatcatcher is found, these mitigation measures would reduce potential indirect impacts to this species to below a less than significant level.

Raptorial birds, as a taxonomic group, are considered sensitive due to their importance in ecological systems as top predators. These species are highly mobile and may utilize the study area to perch or forage; however, there is also a low potential for these species to nest on-site. Should raptorial birds nest on-site, any impacts to the nest is considered a potentially significant impact. Mitigation Measures BIO-4 and BIO-5 provided below would reduce this impact to a less than significant level. These measures require a pre-construction nesting bird survey to be conducted prior to the start of construction. To the extent feasible, construction activities should be conducted outside of the raptorial bird nesting season (February 1–August 31). If work is to be scheduled within nesting season, specific measures should be employed if construction occurs within 500 feet of an active white-tailed kite nest. Implementation of mitigation would reduce potential impacts to the white-tailed kite to a less than significant level.

The cactus wren (*Campylorhynchus brunneicapitus*) is a state Species of Special Concern in Orange and San Diego Counties and is a covered species by the NCCP. Due to the presence of potentially suitable habitat (i.e., coastal sage scrub habitat with coastal prickly pear), the cactus wren may be found on the project site. Like the coastal California gnatcatcher, the cactus wren may be adversely affected by noisy construction activities but is more tolerant of the type of ongoing events planned at the facility. Mitigation Measures BIO-6 and BIO-7 are included below to lessen the potential for adverse impacts in this species. These mitigation measures, which require surveys and monitoring, would reduce impacts to a less than significant level.

The Palos Verdes blue butterfly (*Glaucopsyche lygdanus paloverdensis*) is listed as federally endangered and is a covered species by the NCCP. There are historic records of the species occurring on and near the site. Due to the presence of potentially suitable habitat of coastal sage scrub habitat with host plants deerweed and locoweed species the butterfly has the potential to occur on the site. The planned ongoing events and agricultural activities would not generally disturb the butterflies, if present, due to the distance from their habitat. The heavy equipment activity associated with grading of the access road may disturb the butterflies if it occurs during the one time of the year when they fly. Mitigation Measures BIO-8 and BIO-9, below, are intended to address potentially significant impacts to the species. These measures require appropriate butterfly surveys and consultation with the CDFG should the butterflies be found. Implementation of these measures would reduce impacts to the Palos Verdes blue butterfly are reduced to a less than significant level.

In addition, however, the species (as well as others) could be affected by pesticides and herbicides used in the proposed agricultural practices on site. Although described as a part of the project description, Mitigation Measure BIO-10 is included herein as a specific condition of approval to avoid and minimize the potential for significant impacts associated with the agricultural operations.

In conclusion, the below mitigation measures would ensure that all impacts to sensitive species which may be supported by the on-site biological communities (i.e., Coastal California gnatcatcher, white-tailed kite, cactus wren, and Palos Verdes blue butterfly) would be reduced to a less than significant level. No additional mitigation measures or further evaluation of this topic is required.

## Mitigation Measures

### Coastal California Gnatcatcher

- BIO-1** Construction and on-going operational activities shall not result in the removal of coastal sage scrub or disturbed coastal sage scrub as identified in the Biological Resources Assessment published by Natural Resource Consultants, dated September 2003, and updated by PCR Services in 2012.
- BIO-2:** To the maximum extent practicable, all construction activities shall be conducted outside of the coastal California gnatcatcher breeding season (February 15-August 30). Should work be conducted or should new phases of construction begin within the breeding season, three pre-construction surveys shall be conducted by a qualified and permitted biologist within one week prior to initiation of each phase of construction activities and all results forwarded to the US Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG).
- BIO-3:** If during the pre-construction surveys, the coastal California gnatcatcher are found to occur within 300 feet of construction activity areas, the survey biologist shall inform the appropriate construction supervisor not to immediately commence such work in that area and shall consult with the US Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure coastal California gnatcatchers are not affected.

### White-tailed Kite

- BIO-4:** To the maximum extent practicable, all construction activities shall be conducted outside of the white-tailed kite bird nesting season (February 1-August 31).
- BIO-5:** Should work be conducted within the white-tailed kite breeding season, a pre-construction nesting bird survey shall be conducted to ensure no impacts to white-tailed kite nests occur with implementation of the proposed project. Should work be conducted within 500 feet of the active nest within the breeding season, the monitoring biologist shall consult with the California Department of Fish and Game (CDFG) to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure the active nest is not affected.

### Cactus Wren

- BIO-6:** With respect to the cactus wren, to the maximum extent practicable, all construction activities shall be conducted outside of the nesting bird season (February 1-August 31).
- BIO-7:** Should work be conducted within the cactus wren breeding season, in accordance with the Migratory Bird Treaty Act (MBTA), a pre-construction nesting bird survey shall be conducted to ensure no impacts to cactus wren nests occur with implementation of the proposed project. Should construction work be conducted within 100 feet of the active cactus wren nest within the breeding season, the monitoring biologist shall consult with the California Department of Fish and Game (CDFG) to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures should be taken to ensure the active nest is not affected.

### Palos Verdes Blue Butterfly

- BIO-8:** To the maximum extent practicable, all construction activities shall be conducted outside of the Palos Verdes blue butterfly's flight period (January 15-April 15).
- BIO-9:** Should construction work be conducted within this period, any coastal sage scrub within 50 feet of the construction activity shall be surveyed for the presence of individual host plants. If found, the host plants will be flagged and focused surveys for the butterfly shall be conducted once a week as long as activities continue in the time period in accordance with the approved survey protocol within all areas of suitable habitat. If the butterfly is found, the monitoring biologist shall consult with the California Department of Fish and Game (CDFG) to determine if work shall commence or proceed during the breeding season; and, if work may proceed, what specific measures shall be taken to ensure the butterflies are not affected.
- BIO-10:** On-site avocados and olives shall be raised organically and the project shall seek continued certification by the California Certified Organic Farmers for the proposed orchards in order to produce crops without using most conventional pesticides and fertilizers made of synthetic ingredients or sewage sludge. All other crops (i.e., grapes, citrus, garden vegetables) shall be grown, to the extent possible, with reliance on the same pesticides, fertilizers, and amendments as the avocados and olives.

**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?**

**No impact.** Coastal sage scrub is considered a sensitive plant community by the CDFG and the CNPS because of its relative scarcity as well as the number of sensitive plant and wildlife species, many special status, typically associated with it. Approximately 2.5 acres of coastal sage scrub and 9.4 acres of disturbed coastal sage scrub have been mapped on the site. The project plans call for no removal of any sensitive natural vegetation which includes the coastal sage scrub. There are no riparian habitats located on the site. As a result, the proposed project would have no impacts to sensitive plant communities. No mitigation measures or further evaluation of this topic is required.

**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?**

**No Impact.** No waters or wetlands regulated by the ACOE, Los Angeles Regional Water Quality Control Board (LARWQCB), and/or CDFG occur within the study area. Therefore, no impacts will occur. No mitigation measures or further evaluation of this topic is required.

**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 nursery sites?**

**Potentially Significant Unless Mitigation Incorporated.** The project site is within a Linkage Planning Area (LPA) as identified in the Rancho Palos Verdes NCCP. The LPA designation denotes that the project site provides a habitat connection between two or more larger Regionally Important Habitat Areas (RIHAs). RIHAs were mapped in the NCCP based on the presence of native vegetation and target species (i.e., coastal California gnatcatcher and cactus wren). The LPA provides for a north-south linkage connecting the coastal bluffs with open space areas north of the project site. The LPA is fragmented south of the site by an approximately 100-foot wide arterial road (PVDS), as well as Abalone Cove Shoreline Park, a parking lot, picnic area, turn out/view point, and access road to Annie's Vegetable Stand. With the plans to preserve the existing native plant communities, wildlife would continue to be able to use the existing wildlife corridors. The plans call for replacing portions of the non-native grasslands on-site with avocado trees, a vineyard and expanded gardens, which has the potential to improve the movement of some native wildlife because the increased and diversified structural cover provides foraging, concealment and resting opportunities. The events area is small and activities there are not anticipated to negatively influence the movement of wildlife across the project area. Similarly, proposed the 20-foot wide access road would not incur more than light traffic on a periodic basis. Therefore, it is not expected to become a barrier to wildlife movement.

The native and non-native vegetation tree and shrub cover on the project site can support nesting songbirds and/or raptors. Nesting activity typically occurs from early February to mid-August. Disturbing or destroying active nests is a violation of the MBTA. In addition, nests and eggs are protected under Fish and Game Code Section 3503. The removal of vegetation during the nesting season is considered a potentially significant impact. Mitigation measures BIO-1 through BIO-6 above would reduce this impact to bird species that may utilize the project site as a linkage area to a less than significant level. Mitigation for the potential taking of nesting songbirds and/or raptors that may utilize the project site as a linkage or are protected by the MBTA would be accomplished in one of two ways. First, efforts would be made to schedule tree or vegetation removal/trimming activities outside the nesting season to avoid potential impacts to nesting birds. The nesting season is typically February 1 through August 31. This would ensure that no active nests would be disturbed and that tree and vegetation removal/trimming could proceed. If construction were to occur during the nesting season, trees or vegetation in the vicinity of the construction activities would be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If active nests are detected, a buffer of appropriate width as determined by the monitoring biologist (between 100 and 300 feet) will be delineated, flagged, and avoided until the nesting cycle is complete or the

biological monitor determines that clearing can occur. Additionally, the proposed project would implement any additional protection measures as required by the CDFG.

In summary, the project would result in a less than significant impact. No additional mitigation measures or further evaluation of this topic is required.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** No native or non-native trees protected by local ordinances are to be removed as a part of this project. Therefore, the project would result in no impact. No mitigation measures or further evaluation of this topic is required.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**Potentially Significant Unless Mitigation Incorporated.** The 2004 NCCP includes three stipulations for the site that could be affected by the proposed project. These are: 1) at a minimum the Reserve area (o-site) must be at least 40 acres in size; 2) the minimum reserve corridor width should be no less than 300 feet in width at its narrowest location; and 3) non-native grassland impacts should be mitigated by the applicant providing sufficient funds to purchase or restore off-site areas of non-native grassland at a impact-to-mitigation ratio of 0.5:1. Since the Point View Master Plan is not a development project that would impact coastal sage scrub habitat, the dedication of the Reserve Area described in the 2004 NCCP is not required. However, the Point View Master Plan includes a total of approximately 25.5-acres of agricultural uses, comprised of 15-acres of avocado orchards, 8.0-acres of grape vineyards, and 2.0-acres of citrus/olive/vegetable garden that would result in impacts to 9.78-acres of non-native grasslands (NON-NATIVE GRASSLAND) as specified below:

- Vineyards: The 8-acres of vineyards will impact 1.28-acres of non-native grassland, resulting in 0.64-acre of mitigation for the vineyard areas.
- Avocado Orchards: The 15-acres of avocado orchards will impact 7.5-acres of non-native grassland, resulting in 3.75-acres of mitigation for the avocado orchard areas.
- Citrus/Olive Orchards: The 2-acres of citrus/olive orchards will impact 1-acre of non-native grassland, resulting in 1-acre of mitigation for the citrus/olive orchard areas

As a result, the provision of 4.89-acres of mitigation pursuant to the City's NCCP Sub-area plan (mitigation for non native grasslands is at a 0.5:1 ratio) is required. Thus, if the project does not meet these criteria, it could be considered inconsistent with the NCCP and associated mitigation requirements. Mitigation measures BIO-11 and BIO-12, below, are provided to avoid inconsistencies with the NCCP. These measures have been discussed in consultation among the City, resource agencies, and the applicant, with the approval of all parties. With the implementation of the below mitigation, impacts would be reduced to a less than significant level.

## Mitigation Measures

- BIO-11:** At no time in the future shall the project, including agricultural activities, be expanded beyond the limits shown in the approved site plan, and at no time shall the proposed project result in any loss of existing coastal sage scrub.
- BIO-12:** The 25.5-acres of agricultural uses shall be planted in phases over an as yet undetermined period of time. As such, the owner shall submit a plan to the City at each phase illustrating the locations and areas to be planted and shall pay a mitigation fee equivalent to \$20,000 per acre of lost non-native grassland prior to planting of said areas. The Director shall monitor the amount of agricultural uses on the property to ensure that not more than 25.5-acres of agricultural uses are planted on the subject property, and that no more than 9.78-acres of non-native grassland are lost. Thus, a total cumulative mitigation fee of \$97,800 shall be collected for the 4.89-acres of non-native grassland impacts. Mitigation fees shall be determined and paid in phases linked to acres planted.

## V. CULTURAL RESOURCES

*Would the project:*

**a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**No Impact.** A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values.

Previous cultural investigations, including a review of historic records and maps, as well as a survey of standing structures at the project site by a qualified architectural historian, revealed that no historic resources, as defined by CEQA, are situated within the project site.<sup>10</sup> Since the completion of these previous investigations, several structures have been added to the project site, including those in the landscaped patio/event garden area, two driveway entrances, several storage sheds, and a one-acre avocado orchard. As these features are relatively new, none of them qualify as historic resources under CEQA. The proposed project would expand agricultural uses, make improvements to the landscaped patio/garden area, pave and realign an existing internal roadway, and provide an executive golf course. As the project site does not contain any historic resources, project development would not result in an impact on historic resources. As such, no mitigation measures or further evaluation of this topic is required.

<sup>10</sup> PCR Services Corporation, *Draft EIR: Point View Project, Section IV.D. Cultural Resources, July 2005.* pg. IV.D-1.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Potentially Significant Unless Mitigation Incorporated.** An archaeological resource is defined in Section 15064.5(c) of the CEQA Guidelines as a site, area, place determined to be historically significant as defined in Section 15064.5 (a) of the CEQA Guidelines (see definition of historical resource above in Checklist Question V(a)), or as a unique archaeological resource defined in Section 21083.2 of the Public Resources Code as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest, or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically recognized important prehistoric or historic event or person.

The City of Rancho Palos Verdes Municipal Code, Section 17.76.130, sets forth six criteria for issuance of a geologic investigation permit. One of these criteria states that the Director shall assess an application for geologic investigation in light of how well the project's "trenching, boring or grading avoids, where possible, or minimizes disturbance to archaeological or paleontological resources."

Archaeological investigations and on-site field examinations have been conducted for the property in association with development previously proposed on the project site. The comprehensive information resulting from these efforts is provided in two reports: *Phase I Archaeological Survey and Cultural Resources Assessment of the Point View Project Study Area, City of Rancho Palos Verdes, Los Angeles County, California*, November 7, 1996, and; *Phase II Test Excavations and Determinations of Significance at CA-LAN-303, -821, -1019, -2484, and -2486, City of Rancho Palos Verdes, Los Angeles County, California*, May 5, 1997. Both of these reports were prepared by W & S Consultants. An additional records search was performed by PCR Services in April 2004 to confirm the findings of these reports and to identify any new surveys in the project area; no additional relevant surveys were identified. The previous archaeological investigations found that the project site contains three prehistoric archaeological sites within its boundaries. A description of the three archaeological sites is as follows:

CA-LAN-303 Recorded in 1978, this site was described as a shell midden with chert flakes and a spire-logged Olivella bead on the ground surface.

CA-LAN-1019 Recorded in 1979, this site was described as consisting of four loci containing shell and lithic flakes, with a retouched chert scraper and mussel and abalone shell fragments.

CA-LAN-821 Recorded in 1975, this site was described as a wide, light shell scatter. Artifacts and archaeological indicators noted at the time of discovery it included chalcedony flakes, float chert, and Haliotis (abalone) and Mytilus (mussel) shell remnants.

Based on the results of these past studies, the project area has a high degree of prehistoric archaeological activity. Although this is the case, the project proposes only limited ground-disturbance during construction activities. For instance, ground-disturbing activities would be limited to grading the new alignment of the proposed internal driveway, soil modification for the proposed tee areas on the executive golf course, small holes for the planting of agricultural trees, foundation preparation for the pergola and arbor wall, and ripping for initial soil preparation (e.g., pH balancing) for the grape vineyards. The majority of these

activities would occur in areas that have been previously disturbed by past grading efforts. For instance, with the exception of the additional avocado trees and the executive golf course, all project improvements would occur on the southern portion of the property that was subject to a mass grading effort in the early 20th Century to develop the existing three large terraces. Nonetheless, based on the location of Archaeological Site CA-LAN-1019 and CA-LAN-2485, these sites could be impacted by the development of the project's proposed uses. This is considered a potentially significant impact.

To ensure that impacts to any potentially buried on-site archaeological resources are reduced to a less than significant level during project construction, Mitigation Measures CULT-1 through CULT-5 are included below. These mitigation measures require that an archeologist be consulted prior to the construction of the project's proposed uses to investigate the potential for these sites to be preserved in place. If it is determined that these sites cannot be preserved in place, the project would implement a data recovery plan to retrieve and document these artifacts prior to construction. Given the limited amount of ground-disturbing activities required by the project, data recovery shall only be required in identified areas of ground disturbance (e.g., tee areas, sand traps, holes for crops). Lastly, these mitigation measures require an archaeologist be present during ground-disturbing activities, that workers be educated that archaeological resources may be presented, and that work will stop and the City be contacted if previously unidentified archaeological resources are encountered during construction. Through compliance with existing regulations and the implementation of the identified mitigation measures below, project impacts on any archaeological resources would be reduced to a less than significant level. No additional mitigation measures or further analysis of this topic is necessary.

## Mitigation Measures

- CULT-1:** Prior to the construction of the proposed project, a qualified archaeologist/paleontologist shall be consulted to investigate the potential to preserve in-place Archaeological Sites CA-LAN-1019 and CA-LA-2485 and their associated artifacts within those areas. Such avoidance measure considerations may include relocation or redesign of these two project components, archaeological site burial, vegetation cover of archaeological sites, public access restrictions to archaeological sites, and/or signage.
- CULT-2:** Should preservation of any of these sites (CA-LAN-1019 and CA-LAN-2485) or other discovered sites be determined infeasible by the qualified archaeologist/paleontologist, a Phase III Data Recovery (salvage excavation) program shall be completed at each of the sites directly impacted by the proposed project. The salvage excavation program would be completed by conducting controlled archaeological excavations to extract any materials or data prior to the start of development. Any archaeological data recovery excavations within these sites shall be focused on areas that will be directly impacted by the proposed project. As such, data recovery excavations shall not be necessary in areas that would not be directly impacted. A Data Recovery Plan (DRP) for controlled scientific excavation and data retrieval should be developed by a qualified archaeologist. The purpose of archaeological data recovery is to gather, through excavation and analysis, the information that made each site significant. The DRP is a research design that outlines the documentary research, field objectives, laboratory analysis, and reporting. The DRP should include the following: a summary of the site, as determined from the Phase I and Phase II investigations; a discussion of the categories of data present on the site that

contributed to the determination of significance (e.g., specific artifact categories, features, structural remains, specialized remains such as faunal, etc.); a presentation of background information from the literature that outlines the research topics that will be addressed for the excavation project; a discussion of the field techniques and sampling design needed to recover the types of information that are addressed for the site; an analysis plan that details the specific techniques (e.g., C-14 or other dating methods, botanical identification, lithic and/or micro-wear analysis, geomorphological assessment, etc.) that will gather the data to address the research objectives; procedures for handling human remains, if they are found; plans for public outreach during and/or after excavation; plans for dissemination of important results to lay and professional audiences; and plans for the curation of artifacts and documents associated with the excavation project. The DRP should be consistent with the OHP's Archaeological Resources Management Reports: Recommended Contents and Format (1989), the Guidelines for Archaeological Research Design (1991), and the Guidelines for the Curation of Archaeological Collections (1993). Additionally, the DRP should be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation.

- CULT-3:** Due to the high probability of buried cultural materials or the potential for the Altamira Shale to contain surface paleontological material within the project site, initial grading and ground disturbing activities shall be monitored by a qualified archaeologist/paleontologist. The archaeologist/paleontologist shall have the authority to stop work if sensitive or potentially significant cultural remains, or paleontological resources, are discovered during excavation or ground disturbing activities, and develop a mitigation or avoidance strategy.
- CULT-4:** At the commencement of project construction, all workers associated with ground-disturbing activities (particularly remedial grading and excavation) shall be given an orientation regarding the possibility of exposing unexpected archaeological material, cultural remains, or paleontological resources by a qualified by a qualified archaeologist/paleontologist who satisfies the Secretary of Interior's Professional Qualification Standards for Archaeology (prehistoric/historic archaeology), pursuant to 36 CFR 61. Workers shall be informed on the appearance of archaeological material and fossils, and proper notification procedures by a qualified archaeologist/paleontologist. The archaeologist/paleontologist shall also instruct the workers as to what steps are to be taken if such a find is encountered.
- CULT-5:** If archaeological, paleontological, and/or cultural materials are discovered during grading or ground disturbing activity, work will stop in the immediate area and be redirected elsewhere until the archaeologist/paleontologist has evaluated the situation and provided recommendations. Upon such discoveries the archaeologist/paleontologist shall notify the applicant and the City of Rancho Palos Verdes. The qualified archaeologist/archeologist shall determine the discovery's significance and, if necessary, formulate a mitigation plan, including avoidance alternatives, if feasible, to mitigate impacts. Work can only resume in that area with the approval of the project archaeologist/paleontologist. Upon discovery of prehistoric archaeological and/or

cultural materials, or Native American remains, the project archaeologist/paleontologist shall contact the City and indicate that a Native American of Gabrielino descent be retained to observe and, as directed by the archaeologist/paleontologist, assist in the identification of the resource or human remains. The Native American monitor shall be retained by the applicant from a list of suitable candidates from the Native American Heritage Commission.

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Unique Geologic Features**

**No Impact.** Other than the moderately steep southward-facing hillside slope, the project site does not contain any unique geologic features. The proposed project, which includes limited grading, would not destroy any unique geologic features. Impacts associated with unique geologic features would be less than significant and no mitigation measures would be necessary.

**Paleontological Resources**

**Potentially Significant Unless Mitigation Incorporated.** The proposed project is located in the Palos Verdes Hills, an area of deeply incised rolling hills between the Pacific Ocean and the Los Angeles Plain. The hills expose marine shale of the Middle to Late Miocene Monterey Formation overlying Mesozoic Catalina schist basement. The Monterey Formation is divided into three members which are, from oldest (lowest) to youngest (highest): the Altamira Shale, Valmonte Diatomite, and Malaga Mudstone. Underlying the site and the area of the site are the Phosphatic, Cherty, and Tuffaceous lithofacies of the Altamira Shale, which is also exposed on and forms the steeper, higher elevation ground at the west portion of the site. The Valmonte Diatomite is exposed in the cliff of the backscarp of the large Portuguese Bend landslide complex northeast of the site.

Of those strata discussed above, the Altamira Shale has the potential to yield fossil remains and is, therefore, considered highly sensitive in nature. The Altamira Shale is a very hard silicified rock that produces some of the best articulated Middle Miocene marine vertebrate fossils known. According to the Natural History Museum of Los Angeles County (NHMLAC), exceptional specimens from the Altamira Shale include the holotypes [name bearing specimens of species new to science] of the ray *Pteroplatea lapislutosa*, the herring *Opisthonema palosverdensis*, and the sea lion *Allodesmus courseni*. Other known specimens from the Altamira Shale published in scientific literature include an extinct peculiar marine mammal, *Desmostylus hesperus*; a pipefish, *Syngnathus*; a tuna, *Thunnus*; and a cod fish, *Eclipes extensus*. Unpublished specimens from the Altamira Shale, also noted by the NHMLAC, include a large nearly complete leatherback turtle and a baby sea turtle.

A records search was conducted by the NHMLAC in April 2004. Their records revealed that there are no known vertebrate fossil localities within the project boundaries; however, localities were identified nearby and throughout the Palos Verdes Peninsula in the same rock unit that is exposed in the proposed project area. The closest vertebrate fossil localities in the Altamira Shale are situated southeast of the proposed project site south of PVDS. The next closest fossil vertebrate locality is west-southwest of the proposed

project area, also south of PVDS. The records search indicated that the paleontological sensitivity of any portion of the proposed project area having surface material of the Altamira Shale is considered to be high.

Record searches and other relevant literature reviewed as part of this study indicates that the likelihood of finding fossil remains within the project area is high, particularly given the record of fossil specimens found within the Altamira Shale. Therefore, grading and ground-disturbing activities related to the project's construction activities could expose and/or damage potentially important fossils. However, as mentioned above, project construction would involve a limited amount of ground-disturbing activities, mostly occurring in areas that have been disturbed in the past by previous ground disturbing activities. As a result, any paleontological resources that may have existed in these areas is likely to have been disturbed or removed during past development on the site. Nonetheless, given the high potential for Altamira Shale to have surface material, ground-disturbing activities during project construction could encounter paleontological resources. This is considered a potentially significant impact. However, with the implementation of Mitigation Measures CULT-1 through CULT-3 identified above, which require ground-disturbing activities to be monitored during construction by a qualified archaeologist/paleontologist and appropriate measures be taken if paleontological resources are encountered, impacts would be reduced to a less than significant level.

#### **d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Potentially Significant Unless Mitigation Incorporated.** No cemeteries or known burial sites were identified in previous archaeological investigations conducted on the project site. Although no human remains are known to have been found on the project site, there is the remote possibility that unknown resources could be encountered during project construction, particularly during ground-disturbing activities. This impact is considered potentially significant; however, mitigation measures are provided below to reduce the potential adverse effects to a less than significant level. With implementation of applicable mitigation, impacts would be less than significant. No additional mitigation measures or further evaluation of this topic is required.

#### **Mitigation Measures**

**CULT-6:** If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. The City shall then under take additional steps as necessary in accordance with CEQA Guidelines Section 15064.5(e) and Assembly Bill 2641.

## **VI. GEOLOGY AND SOILS**

The following discussion is based, in part, on several geotechnical reports prepared for the project site, including (in chronological order):

- Preliminary Geotechnical Recommendations, Point View Event Garden Fireplace, Rancho Palos Verdes, California (*the “Fireplace Geotechnical Report”*) prepared by Ginter & Associates in December 2008;
- Engineering Geology and Geotechnical Engineering Evaluation for the Proposed Orchard and Vineyard Agricultural Operations, Point View Site, City of Rancho Palos Verdes, California (*the “Orchard and Vineyard Geotechnical Report”*) prepared by Ginter & Associates in February 2010;
- Geologic and Geotechnical Engineering Review of the All-weather Access Road Plans for the Point View Site, Rancho Palos Verdes, California (*the “Driveway Geotechnical Report”*) prepared by Ginter & Associates in August 2010;
- Geologic and Geotechnical Engineering Review for a Proposed Gazebo for Point View, Rancho Palos Verdes, California (*the “Gazebo Geotechnical Report”*) prepared by Ginter & Associates in August 2010;
- Geologic Summary for the Point View Master Use Plan, Rancho Palos Verdes (*the “Geologic Summary Report”*) prepared by Ginter & Associates in August 2011;
- Response to PCR Services Corporation and Geosyntec Consultants Regarding Geologic Summary for the Point View Master Use Plan, Rancho Palos Verdes, California (*the “Response to Comments”*) prepared by Ginter & Associates in November 2011;
- “Geology and Soils” and “Hydrology and Water Quality” Impacts, Point View Master Use Plan, Rancho Palos Verdes, California (*the “Geotechnical Memorandum”*) prepared by Geosyntec Consultants in December 2011.

The above-referenced geotechnical reports are included in Appendix D of this Initial Study.

*Would the project:*

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** According to the Department of Conservation Division of Mines and Geology, the City of Rancho Palos Verdes does not contain any designated Alquist-Priolo Earthquake Fault Zones, and no trace of any known active or potentially active fault passes through the Project site.<sup>11, 12</sup> The Geologic Summary Report indicates that the project area is located approximately four miles south of the Palos Verdes Fault, which is considered to be active offshore, with no evidence of recent (e.g., Holocene era) activity substantiated on land.<sup>13</sup> Further, the project site is located approximately 1.1 miles southeast of the

<sup>11</sup> California Department of Conservation, California Geologic Survey. *Special Publication 42, Table 4: Cities and Counties Affected by Alquist-Priolo*. Available at: <http://www.consrv.ca.gov/cgs/rghm/ap/Pages/affected.aspx>. Accessed July 14, 2011.

<sup>12</sup> *City of Rancho Palos Verde General Plan, 1975.*

<sup>13</sup> Ginter & Associates. *Geologic Summary for the Point View Master Use Plan, Rancho Palos Verdes, California. August 19, 2011.*

Cabrillo Fault, which is considered inactive because no recent activity on the onshore portion of the fault has been verified to date.<sup>14</sup> The potential for surface ground rupture at the project site is considered low and, thus, impacts would be less-than-significant. No mitigation measures or further evaluation of this topic is required.

## ii) Strong seismic ground shaking?

**Less Than Significant Impact.** As mentioned above, the Geologic Summary Report prepared for the project indicates that no known faults are located within the project boundary. However, as with all properties in the seismically active southern California region, the project site is susceptible to ground shaking during a seismic event. Due to its southern California location, the proposed project could result in the exposure of persons and structure to an area of potentially medium to strong seismic ground motion. However, the proposed project does not include the development of habitable structures. Only four permanent structures would be constructed under the proposed project; an arbor wall, a maintenance shed, a pergola, and a fountain. These structures are non-inhabitable, would be designed in accordance with applicable California Building Code (CBC) design standards, as adopted by the City of Rancho Palos Verdes, and the maintenance shed is intended for only very limited occupancy and would only be occupied by one or two people at any given time. Thus, while it is likely that future earthquakes produced in southern California would shake the project site, the project itself does not include any habitable structures. As a result, impacts associated with seismic ground shaking would be less than significant. No mitigation measures or further evaluation of this topic is required.

## iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic stresses induced by an earthquake. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation) flow failure, loss of bearing strength, ground fissuring, and sand boils, and other damaging deformations. Liquefaction typically occurs in areas where groundwater is less than 50 feet from the surface, and where the soils are composed of poorly consolidated, fine- to medium-grained sand. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to initiate liquefaction.

According to the Department of Conservation Division of Mines and Geology Seismic Hazard Zones Map, the project site is not located within a State Seismic Hazard Zone for liquefaction.<sup>15</sup> In addition, the soils currently on site or in the immediately surrounding area are not prone to liquefaction. According to the Geologic Summary Report, the bedrock underlying the site is very hard, being composed of Tertiary and Quaternary Mesozoic-age crystalline basement rock.<sup>16</sup> This condition relative to liquefaction is similar to conditions throughout the City where liquefaction is not considered to be a significant hazard.<sup>17</sup> Further, the

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<sup>14</sup> *Ibid.*

<sup>15</sup> California Department of Conservation. *Seismic Hazards Zone Map. Redondo Brach Quadrangle and San Pedro Quadrangle, March 25, 1999.*

<sup>16</sup> Ginter & Associates. *Geologic Summary for the Point View Master Use Plan, Ranchos Palos Verdes, California. August 19, 2011.*

<sup>17</sup> *Rancho Palos Verdes General Plan, adopted June 26, 1975, page 164.*

Geologic Summary Report indicates a groundwater depth of greater than 50 feet below ground surface. Therefore, the project site would not be considered prone to liquefaction and impacts would be less than significant. No mitigation measures or further analysis of this topic is required.

#### iv) Landslides?

**Potentially Significant Unless Mitigation Incorporated.** The project site is located within the Portuguese Bend Landslide complex, a 2.5 square mile area north of Abalone Cove and Portuguese Bend. Within this complex, the City has designated a Landslide Moratorium Area (LMA) pursuant to Chapter 15.20 of the RPVMC. The LMA was originally enacted to strictly limit development on unstable soil and areas with active landslides, most notably the recent Abalone Cove landslide. The direction of movement of the Abalone Cove landslide is primarily away from the site boundary to the south and east. It was the recent movement of the Abalone Cove landslide that ultimately led to the City's establishment of the LMA of 1978 and the Abalone Cove Landslide Abatement District (ACLAD). To limit landslide movement, dewatering wells were installed between 1978 and 1982. Pumping from the wells, as undertaken and monitored by the ACLAD, appears to have substantially reduced major landslide movement.

Although proposed development is outside the land affected by the Abalone Cove landslide, approximately 48.18 acres of the 94-acre site falls within the LMA, and contains the western extremities of the large pre-historic Portuguese Bend landslide complex. In this regard, the majority of the project's components lie within the LMA boundary. Previous geologic studies have shown that groundwater has, and continues to be, the major contributing factor to landslide potential in the LMA area.<sup>18</sup> Additionally, previous geotechnical reports have indicated that ancient landslides have been identified on the project site. However, it is important to note that no portion of the project site is located in the Active Portuguese Bend Landslide Complex, which is located approximately 2,000 feet southeast of the site, nor has any portion of the project site experienced landslide activity in historic or recent times.<sup>19</sup> Further, investigations of groundwater wells on the site and in the Upper Filiorum Area by Ginter & Associates (formerly Neblett & Associates, Inc.) during the 2000–2008 time period, noted that many of the wells were dry and that the site has no appreciable groundwater.<sup>20</sup> The only portion of the site that contains any appreciable groundwater is the extreme northeast corner of the site. Undeveloped properties in the LMA must apply for a Moratorium Exclusion with the City to proceed with future submittal applications. Certain types of minor improvements to existing development have been allowed in the LMA through the process known as the "Moratorium Exemption Permit".

Although the proposed project would not involve major grading or sizeable structural improvements that might induce landsliding, the proposed project would introduce an agricultural irrigation system to the project site. This irrigation system, if not properly designed, maintained and operated, could potentially exacerbate landslide conditions in the project vicinity by increasing groundwater infiltration levels. This is considered a potentially significant impact. When considering this potential impact, it is important to note that the project does not include habitable buildings but is focused on agricultural uses and improvements to support proposed periodic temporary use of the site for special events. In this way, the potential for

<sup>18</sup> Ginter & Associates. *Geologic Summary for the Point View Master Use Plan, Ranchos Palos Verdes, California. August 19, 2011.*

<sup>19</sup> *Ibid.*

<sup>20</sup> *Ibid.*

significant impacts to on-site uses in the event of a large landslide movement are considered less than significant. Thus, the project's potential to result in significant landsliding impacts is focused on the potential for the project to affect structures or persons outside of the boundaries of the site.

As discussed in Attachment A, Project Description, of this Initial Study, to reduce the potential for the project to exacerbate landsliding conditions, the project includes numerous design features to reduce the potential for groundwater infiltration. For instance, the crops proposed for the project site require minimal irrigation for successful growth and have a shallow rootstock (i.e., no greater than 48 inches). Further, irrigation would be accomplished through a crop-specific irrigation system that utilizes spot-spitter and drip irrigation heads to provide uniform coverage to the crops while reducing the potential for soil saturation. Lastly, irrigation systems would be above ground, manually operated and personnel would be present during watering to ensure excess water is not applied and that no portion of the irrigation system is broken or leaking. Not only would this proposed monitoring and scheduled irrigation system prevent soil movement, but correct irrigation levels are critical to the health of the trees and vines and to insure proper growth of avocados and grapes.

In addition to these design features, the project would be required to implement Mitigation Measures GEO-1 and GEO-2 below to ensure that the project does not increase the potential for landsliding in the project vicinity. Mitigation Measure GEO-1 requires development of a detailed vadose zone (e.g., upper layers of soil subject to the wet-dry cycle of rain and irrigation) monitoring program for irrigated areas of the site within the Portuguese Bend Landslide Complex and LMA. The detailed monitoring program requires periodic measurement of soil saturation levels in the vadose zone to ensure that on-site irrigation does not infiltrate to a depth of greater than 5 feet (60 inches). The detailed monitoring program shall, at a minimum, establish the location, depth, and type of monitoring equipment as well as the frequency of data gathering. The report shall be provided to the City once a season. Mitigation Measure GEO-2 requires that all water and irrigation lines, with the exception of vehicle and pedestrian crossings, be above ground to facilitate inspection. Implementation of the project's design features and the below mitigation measures would ensure that the proposed project does not contribute to groundwater infiltration that could exacerbate landsliding conditions and would reduce project impacts to a less than significant level. No additional mitigation measures or further evaluation of this topic is required.

## Mitigation Measures

**GEO-1:** The proposed project shall limit irrigation and concentrated groundwater infiltration to the maximum extent feasible to reduce or avoid potential effects on existing landslides. To confirm that groundwater infiltration is being limited successfully, the applicant shall develop and implement a detailed Vadose Zone Monitoring Program for irrigated areas of the site within the footprint of Ancient Portuguese Bend Landslide Complex. Monitoring soil moisture in the vadose zone would serve as a proxy and early warning for potential changes in the saturated zone. Implementation of this monitoring program will allow for ongoing evaluations of changes in degree of soil saturation within the upper soil layers.

The detailed Vadose Zone Monitoring Plan shall be submitted to by the City prior to commencing the proposed agricultural operations. The monitoring plan shall, at a minimum, establish the location, depth, and type of monitoring equipment, the frequency of data gathering, and the existing soil moisture content. An effective monitoring program shall require a period of baseline monitoring to establish seasonal trends.

As a performance standard, no increase in soil moisture as a result of irrigation should be allowed at depths greater than 5 feet (60 inches) below ground surface unless a greater depth is established in a technical report submitted by the applicant and approved by the City. Changes in soil moisture below this depth may indicate that there is potential for groundwater conditions at the site to be affected locally by the operation. In such instance, irrigation should be suspended, and the City geologist shall evaluate conditions and require corrective actions by the applicant if warranted, including permanent suspension of irrigation in the area, or changes in the type, amount or frequency of irrigation.

Monitoring reports shall be submitted to the city, a minimum of once per season, with potential for adjustment by the City after a year of monitoring is completed. Routine on-site monitoring may be carried out by on-site staff trained in the use of the identified equipment.

**GEO-2:** With the exception of vehicle or pedestrian crossings, all water and irrigation lines within the property shall be above ground to facilitate visual inspection.

## **b) Result in substantial soil erosion or the loss of topsoil?**

**Potentially Significant Unless Mitigation Incorporated.** During construction, approximately 17 acres of the project site would be subject to ground-disturbing activities (e.g., grading, preparation of agricultural areas, foundation construction, the installation of project features). These activities would expose soils for a limited time, allowing for possible erosion. Although project development has the potential to result in the erosion of soils, this potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would occur in accordance with the City of Rancho Palos Verdes Minimum Best Management Practices (BMPs) for All Construction Sites (Form OC-1). Specifically, Form OC-1 requires that all construction projects that would require greater than one acre of ground disturbing activities occur in accordance with the National Pollutant Discharge Elimination System (NPDES) and be required to implement at a minimum: sediment control, a wet weather erosion control plan (WWECP), hillside BMPs, construction materials controls, non-stormwater runoff controls, and erosion controls. Further, the project would incorporate BMPs as established in the Standard Urban Stormwater Mitigation Plan (SUSMP), as required by the City of Rancho Palos Verdes Stormwater Planning Program (Priority Development & Redevelopment Projects). Specifically, the proposed project would implement the BMPs as detailed in Mitigation Measures HYD-1 through HYD-8 found in Checklist Question IX(a) below. These mitigation measures require the use of both construction and operational BMPs to reduce sediment flows from the project site.

With compliance with regulatory requirements that include implementation of BMPs, less than significant impacts would occur related to erosion or loss of topsoil. As such, with implementation of applicable mitigation, impacts would be less than significant. For a more detailed discussion of the stormwater management plans applicable to the proposed project, please refer to Checklist Question IX(a) of this document below.

- c) Be located on a geologic 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?**

**Potentially Significant Unless Mitigation Incorporated.** Potential impacts with respect to landslide potential were determined to be less than significant with mitigation incorporated based on the analysis presented in Checklist Questions VI(a)(iii) and (iv), above. As such, with implementation of the mitigation measures indicated above, these impacts would be less than significant.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant Impact.** The detailed site-specific geotechnical report prepared for the proposed project by Ginter & Associates does not identify the presence of expansive soils on the project site.<sup>21</sup> Additionally, as mentioned above, the proposed project does not include the development of habitable structures. Only four permanent structures would be constructed under the proposed project; an arbor wall, a maintenance shed, a pergola, and a fountain. These structures are non-inhabitable, and the maintenance shed is intended for only very limited occupancy and would only be occupied by one or two people at any given time. Therefore, impacts with respect to expansive soils would be less than significant. As such, no mitigation measures or further analysis of this topic is required.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No Impact.** The on-site restroom is served by the Abalone Cove Sewer System. For events that exceed 100 guests, a self-contained, high-end (e.g., Hollywood movie set style) restroom unit would be brought in when required. This restroom unit would be treated and emptied at an off-site location by the rental company. As such, the proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, the proposed project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems. As no impact would occur, no mitigation measures or further analysis of this topic is required.

## VII. GREENHOUSE GAS EMISSIONS --

*Would the project:*

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less than Significant Impact.** Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical

<sup>21</sup> Ginter & Associates. *Geologic Summary for the Point View Master Use Plan, Ranchos Palos Verdes, California. August 19, 2011.*

records indicate that global climate changes have occurred in the past due to natural phenomena; however some data indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) emissions of greenhouse gases (GHGs) is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. There continues to be significant scientific uncertainty concerning the extent to which increased concentrations of GHGs have caused or will cause climate change, and over the appropriate actions to limit and/or respond to climate change.

GHGs are those compounds in the Earth's atmosphere that play a critical role in determining temperature near the Earth's surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy, which is radiated back from the Earth towards space, resulting in a warming of the atmosphere. GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). CO<sub>2</sub> is the most abundant GHG in the atmosphere. GHGs are the result of both natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in the equivalent mass of CO<sub>2</sub>, denoted as CO<sub>2e</sub>. Mass emissions are calculated by converting pollutant specific emissions to CO<sub>2e</sub> emissions by applying the proper global warming potential (GWP) value. These GWP ratios are available from the USEPA and are published in the California Climate Action Registry (CCAR) General Reporting Protocol. By applying the GWP ratios, project related CO<sub>2e</sub> emissions can be tabulated in metric tons per year. The CO<sub>2e</sub> values are calculated for construction years as well as existing and project build-out conditions in order to generate a net change in GHG emissions for construction and operation.

Worldwide anthropogenic emissions of GHG were approximately 40,000 million metric tons of CO<sub>2e</sub>, including ongoing emissions from industrial and agricultural sources, but excluding emissions from land use changes (i.e., deforestation, biomass decay) (IPCC, 2007). CO<sub>2</sub> emissions from fossil fuel use accounts for 56.6% of the total emissions of 49,000 million metric tons CO<sub>2e</sub> (includes land use changes) and all CO<sub>2</sub> emissions are 76.7% of the total. Methane emissions account for 14.3% and N<sub>2</sub>O emissions for 7.9% (IPCC, 2007).<sup>22</sup>

Total U.S. greenhouse gas emissions in 2008 (the latest year for which data are available) were 6,958 million metric tons CO<sub>2e</sub> (USEPA, April 2010), or about 14% of world-wide GHG emissions. Overall, total U.S. emissions have risen by 14 percent from 1990 to 2008. However, U.S. emissions decreased by 2.9 percent (211.3 MMT CO<sub>2e</sub>) from 2007 to 2008, due in large part to the record high costs of these fuels that occurred in 2008. Additionally, electricity demand declined in 2008 in part due to a significant increase in the cost of fuels used to generate electricity. The primary GHG emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 85.1% of total GHG emissions (USEPA, April 2010). The largest source of

<sup>22</sup> Carbon dioxide equivalent (CO<sub>2e</sub>) is a quantity that describes, for a given mixture and amount of GHGs, the amount of CO<sub>2</sub> (usually in metric tons; million metric tons [megatonne] = MMTCO<sub>2E</sub> = terragram [Tg] CO<sub>2</sub> Eq; 1,000 MMT = gigatonne) that would have the same global warming potential (GWP) when measured over a specified timescale (generally, 100 years).

CO<sub>2</sub>, and of overall GHG emissions, was fossil fuel combustion. Methane (CH<sub>4</sub>) emissions, which have declined from 1990 levels, resulted primarily from enteric fermentation associated with domestic livestock, decomposition of wastes in landfills, and natural gas systems. Agricultural soil management and mobile source fossil fuel combustion were the major sources of N<sub>2</sub>O emissions. The emissions of substitutes for ozone depleting substances and emissions of HFC-23 (trifluoromethane or CHF<sub>3</sub>) during the production of HCFC-22 (chlorodifluoromethane or CHClF<sub>2</sub>) were the primary contributors to aggregate HFC (hydrofluorocarbon) emissions. Electrical transmission and distribution systems accounted for most SF<sub>6</sub> (sodium hexafluoride) emissions, while PFC (perfluorocarbons) emissions resulted from semiconductor manufacturing and as a by-product of primary aluminum production.<sup>23</sup>

The residential and commercial end-use sectors accounted for 21 and 19%, respectively, of CO<sub>2</sub> emissions from fossil fuel combustion in 2008 (USEPA, April 2010). Both sectors relied heavily on electricity for meeting energy demands, with 71 and 79%, respectively, of their emissions attributable to electricity consumption for lighting, heating, cooling, and operating appliances. The remaining emissions were due to the consumption of natural gas and petroleum for heating and cooking. California is a substantial contributor of global GHGs as it is the second largest contributor in the United States and the sixteenth largest in the world (AEP, 2007). Based upon the 2008 GHG inventory data (the latest year available) compiled by the CARB (CARB, 2008), California produced 474 MMT CO<sub>2</sub>e. The major source of GHG in California is transportation, contributing 37% of the state's total GHG emissions. Electricity generation is the second largest source, contributing 25% of the state's GHG emissions (CARB, 2008). Most, 85%, of California's 2008 GHG emissions (in terms of CO<sub>2</sub>e) were carbon dioxide produced from fossil fuel combustion, with 2.5% from other sources of CO<sub>2</sub>, 6.0% from methane, and 2.8% from nitrous oxide (CARB, 2008). California emissions are due in part to its large size and large population. By contrast, California in 2001 had the fourth lowest CO<sub>2</sub> emissions per capita from fossil fuel combustion in the country, due to the success of its energy efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise (CEC, December 2006).

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 commits the State to achieving the following:

- 2000 GHG emission levels by 2010, which represents an approximately 11 percent reduction from emissions as the result of business as usual (BAU).
- 1990 levels by 2020, approximately 28.5 percent below BAU.
- 80 percent below 1990 levels by 2050.

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to achieve the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

In August 2010, CARB released the draft CEQA Functional Equivalent Document (FED) which proposes GHG emission reduction targets specific to each MPO. The CARB recognizes that GHG reduction measures may be unique to certain areas of California where GHG reduction measures in one area may not be feasible in

<sup>23</sup> USEPA 2010 U.S. Greenhouse Gas Inventory Report (April 2010).

another. The project is located in the SCAG metropolitan planning organization (MPO), which has proposed regional GHG reduction targets as required under SB375. Recently, SCAG proposed a goal of reducing per capita GHGs emissions by 8% for Year 2020 and 13% for Year 2035 compared to Year 2005. These reduction goals would be incorporated into the next version of the Regional Transportation Plan (RTP) which is expected to be adopted in 2012. Projects going through the CEQA process would be required to demonstrate consistency with SCAG (RTP) policies including specified GHG reduction targets. Additionally, SCAG is currently developing a Sustainable Communities Strategy (SCS) plan to meet emission reduction targets. One goal of the SCS plan is to comply with the provisions of SB375 by establishing a reduction target for cars and light trucks. This plan is currently in development and is expected to be finalized in 2012.

In November 2008, the California Building Standards Commission established the California Green Building Standards Code (CALGreen) which sets performance standards for residential and nonresidential development to reduce environmental impacts and encourage sustainable construction practices. When the CALGreen code went into effect in 2009, compliance through 2010 was voluntary. As of January 1, 2011, the CALGreen code is mandatory for all new buildings constructed in the State. The CalGreen code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.<sup>24</sup>

On a local level, the City has developed a Green Building Program that encourages development of efficient and sustainable homes, schools, churches, resorts and commercial buildings.<sup>25</sup> This voluntary program provides a checklist of possible GHG reduction measures to be implemented as part of any development. Projects which take part in the Green Building Program are subject to expedited plan review and possible fee rebates.

Although CARB and SCAG are tasked with setting GHG reduction targets, there is no regional agency responsible for the regulation of GHG emissions related to global climate change. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin, but lacks the authority to directly regulate factors leading to global climate change or GHG emission issues associated with plans and new development projects throughout the SoCAB. In order to provide GHG emission analysis guidance to the local jurisdictions within the SoCAB, the SCAQMD has organized a Working Group to develop GHG emission analysis guidance and thresholds, discussed in detail below.

## Significance Thresholds

Section 15064.7 of the CEQA Guidelines defines a threshold of significance as an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant. CEQA gives wide latitude to lead agencies in determining what impacts are significant and does not prescribe thresholds of significance, analytical methodologies, or specific mitigation measures. CEQA leaves the determination of significance to the reasonable discretion of the lead agency and encourages lead agencies to develop and publish thresholds of significance to use in determining the significance of environmental effects. However, neither the SCAQMD

<sup>24</sup> *California 2010 Green Building Standards Code, California Code of Regulations Title 24, Part 11.*

<sup>25</sup> <http://www.palosverdes.com/rpv/planning/planning-zoning/green-initiative.cfm>

nor the City have yet established specific quantitative significance thresholds for GHG emissions for residential, commercial, or mixed-use projects. In the latest CEQA Guidelines, effective March 18, 2010, OPR encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. However, the City has not yet developed a Greenhouse Reduction Plan meeting the requirements set forth in the latest OPR guidelines.

Section 15064.7(c) states “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies...”. The regulations required to meet the State goals under AB 32 are still under development. In October 2008, CARB released a draft guidance document regarding interim CEQA GHG significance thresholds, wherein CARB proposed a tiered approach. CARB also proposed separate performance standards for construction, operational energy efficiency, water use, waste, and transportation, as well as a quantitative significance threshold in metric tons of CO<sub>2</sub>e (carbon dioxide equivalent) per year. The draft guidance included neither specific performance standards nor numeric significance thresholds for residential or commercial projects. On April 27, 2009, CARB revealed that it had abandoned its development of the proposed interim CEQA GHG significance thresholds in a public meeting; however, as of December 2011 no formal announcement has been publicized on CARB’s website or elsewhere.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project’s total GHG emissions. SCAQMD also proposed a screening level of 10,000 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) per year for industrial projects, 3,500 MTCO<sub>2</sub>e for residential projects, 1,400 MTCO<sub>2</sub>e for commercial projects, or 3,000 MTCO<sub>2</sub>e for mixed-use or all land use projects. Emissions under these screening limits are considered “less than significant.” According to the SCAQMD, “it is estimated that at a threshold of approximately 3,000 [MTCO<sub>2</sub>e]/yr emissions... would capture 90 percent of the GHG emissions from new residential or commercial projects.”<sup>26</sup> The threshold of 3,000 annual metric tons proposed by the SCAQMD will be utilized as a screening level for determining significance on a project level, in accordance with Appendix G of the CEQA Guidelines.

### GHG Emission Impact Analysis

**Construction.** Construction of the proposed project will last up to approximately 6 months. Emissions were calculated from fossil fuel powered on-site construction equipment and off-site vehicles used to transport construction workers and supplies.

To be consistent with guidance from the SCAQMD for calculating criteria pollutants from construction activities, GHG emissions from on-site construction activities and construction worker commuting are considered as project-generated. In the criteria pollutant analysis, construction emissions for each project component (golf course/landscaping improvements, agricultural uses, and driveway paving) were analyzed separately for comparison to daily significance thresholds. With regard to construction GHG emissions, thresholds are based on an annual total and therefore it would not be appropriate to analyze each component separately. However, for informational purposes, construction GHG emissions are broken down

<sup>26</sup> SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, Attachment E.

by component and total emissions. Construction of the project is estimated to emit a total of 138 tons of CO<sub>2</sub>e over the 6 months of construction. Results of this analysis are presented in **Table B-4, Construction Greenhouse Gas Emissions**, below. Construction output values used in this analysis are adjusted to represent a CO<sub>2</sub>e value representative of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions from project construction activities. Construction CH<sub>4</sub> and N<sub>2</sub>O values are derived from factors published in the 2006 IPCC Guidelines for National Greenhouse Gas Inventories. These values are then converted to metric tons of CO<sub>2</sub>e for consistency. Detailed CO<sub>2</sub>e conversion factors and calculations are provided in Appendix B. Because construction is anticipated to last less than one year, construction emissions need to be combined with operation emissions to assess annual impacts.

**Table B-4****Construction Greenhouse Gas Emissions**

<b>Emission Source</b>	<b>CO<sub>2</sub>e (Metric Tons)</b>
<b>Construction (Total)</b>	139
<b>Agricultural Uses</b>	11
<b>Golf Course/Event Garden</b>	38
<b>Arbor Wall</b>	1
<b>Driveway Paving</b>	89

*Source: PCR Services Corporation, 2011*

**Operation.** Operation of the project is expected to result in an increase in the consumption of energy (electricity and natural gas) on an annual basis and an increase in user (visitor, employee, etc.) trips resulting in an increase in GHG emissions as compared to existing practices. The Traffic Study prepared by Fehr and Peers, estimates that there may be an additional 315 daily trips upon build-out of the proposed improvements. However, these trips are for special events which will not be occurring on a daily basis. As mentioned previously, the project would be limited to 30 special events per year. In addition to special events, maintenance of agricultural uses will be performed on regular basis which include harvesting operations. Vehicle trips due to special events, agricultural maintenance and harvesting activities have been accounted for within the modeling run.

The project would use natural gas or propane for space heating, fireplace and cooking during special events, and pole-provided electricity for lights and amplified music. Also, diesel-powered portable generators may be used at special events. GHG emissions from natural gas, propane and fossil-fuels are included in the operational emissions inventory. Natural gas and propane emissions are calculated based on default usage factors in the CalEEMod emissions model. Portable diesel-powered generator emissions were calculated using manufacturer specification sheets and based on an operational schedule of 30 special events per year.

The project would also increase the amount of agricultural uses and plant crops which have the potential to sequester carbon (GHGs). Carbon dioxide in the atmosphere would be absorbed by trees, plants and crops through photosynthesis, and stored as carbon in biomass. The GHG emissions inventory prepared for the project takes into account a minimal level of carbon sequestration due to the increase in cropland, consistent with the SCAQMD approved CalEEMod emissions model. The increase in agricultural uses may also lead to

an increase in water usage. The treatment and transport of water State-wide has been found to be a substantive source of GHG emissions (due to electricity demand). The GHG emissions related to treatment and supply of water for the project is incorporated into the model.

As shown in **Table B-5, Construction and Operational Greenhouse Gas Emissions**, annual GHG emissions resulting from vehicle, electrical, and natural gas usage associated with operation of the proposed project was estimated to be a maximum of 323 metric tons CO<sub>2</sub>e per year.<sup>27</sup> Including construction emissions, total annual project emissions could be as much as 462 metric tons, which are lower than the 3,000 annual metric ton threshold proposed by SCAQMD and selected for the project. Therefore, construction and operational emissions are not expected to result in a significant impact at the Project level.

**Table B-5****Construction and Operational Greenhouse Gas Emissions**

Emission Source	CO <sub>2</sub> e (Metric Tons)
<b>Construction (total)</b>	139
<b>Annual Operations</b>	
On-Road Mobile Sources (vehicles) <sup>a</sup>	58
Electricity	46
Water Conveyance	213
Natural Gas	1
Waste	5
Total Annual Operations	323
Total (Construction + Total Annual Operations)	<b>462</b>
<b>Greater than 3,000 tons CO<sub>2</sub>e annually?</b>	<b>No</b>

<sup>a</sup> Mobile source values were derived using EMFAC2007 in addition to the California Climate Action Registry General Reporting Protocol; Version 3.0, April 2008.  
Numbers may not end up exactly due to rounding.

Source: PCR Services Corporation, 2011.

Due to the complex physical, chemical and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the project's very small theoretical emissions increase could actually cause a measurable increase in global GHG emissions necessary to influence global climate change. The GHG emissions of the project alone will not likely cause a direct physical change in the environment. It is global emissions in their aggregate that contribute to climate change, not any one source of emissions alone. Therefore, due to the incremental amount of GHG emissions estimated for this project, the lack of any evidence for concluding that the project's GHG emissions could cause any measurable increase in global GHG emissions necessary to force global climate change, and the fact that the project incorporates design features

<sup>27</sup> Only Project Features (a), (b) and (c) have been included in the quantitative analysis.

to reduce potential GHG emissions, the project is considered not to hinder the goals of AB32. Conventional cumulative air quality analyses consider related projects; this approach is not appropriate because proximity is irrelevant to the transport and accumulation of GHG in the Earth's atmosphere. Thus, because the project would result in total GHG emissions less than the 3,000 annual metric ton threshold proposed by CAPCOA and SCAQMD it is not considered to have a significant impact on a cumulative level.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**No Impact.** As mentioned previously, the Global Warming Solutions Act of 2006 (AB32) is the overarching law which requires the State to set statewide GHG reduction targets. To achieve these goals, the ARB has established an emissions cap and developed a Scoping Plan to identify mandatory strategies for reducing statewide GHG emissions.<sup>28</sup> In addition, the California Climate Action Team (CAT) was formed which consists of members of various state agencies tasked with identifying strategies to reduce GHG emissions. Several other bills have been passed as a companion to AB 32 which include SB 1368 (electricity generation standards), SB 97 (CEQA analysis for GHGs), Low Carbon Fuel Standards, SB 375 (Regional Transportation Planning and GHG emissions), CalGreen building standards and others plans to achieve the goals of AB 32. In addition to regional plans in support of AB 32, the City has developed a Green Building Construction Program which serves to reduce GHG emissions through the encouragement of voluntary energy efficient building design. Therefore, project consistency with the applicable implementing plans policies, and regulations promulgated in support of the AB 32 goals will be analyzed. It should be noted that as of November 2012, the City has not yet developed a Greenhouse Gas Reduction Plan that meets the specific requirements set forth in the latest OPR guidelines; however, GHG impacts were analyzed by the City in support of the latest General Plan Update in a similar manner (comparison with CAT strategies).

The project is not expected to include the construction of any structures or buildings subject to the CalGreen building code or the City's Green Building Construction Program. The project is not of the size or nature to be subject to mandatory GHG reporting requirements or targeted GHG reduction laws, such as cap-and-trade or sector specific limits (i.e. SB 1368). SB 375 requires that the MPOs set vehicle miles traveled (VMT) reduction targets on a regional basis, and SCAG is still developing its Sustainable Communities Strategies to aid local jurisdictions in considering VMT reducing strategies related to land use decisions. Therefore, only the CAT strategies provide GHG-reducing measures potentially applicable to the proposed Project. Elements of the project would be consistent with CAT strategies by implementing several GHG reducing project features as detailed below:

- Artificial turf on the golf course results in water savings compared to traditional grass turf, which in turn reduce electricity needed to transport, treat and pump water.
- Water efficient irrigation practices for agricultural uses including weather sensing controllers and/or drip irrigation results in additional water savings and lower GHG emission as compared to BAU watering techniques.
- Increasing vegetation area, such as planting trees which sequesters carbon.

<sup>28</sup> *Climate change Proposed Scoping Plan: a Framework for Change. California Air Resources Board. 2006*

The proposed project incorporates water conservation and other sustainable features (such as planting of trees) consistent with the CAT recommendations. The project is not of the size or nature to be subject to the majority of the GHG related regulatory and policy activity on a State-wide or regional level. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

## VIII. HAZARDS AND HAZARDOUS MATERIALS –

*Would the project:*

### a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** Project construction activities would result in a temporary increase in the use of typical construction materials, including paints, cleaning materials, and vehicle fuels. These types of materials, however, are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the Department of Toxic Substances Control, the U.S. EPA, and the Occupational Safety & Health Administration. The use of these materials during project construction would be short term and would occur in accordance with standard construction practices and manufacturer guidelines, as well as with all applicable federal, State, and local regulations. Construction activities would, therefore, not create a hazard to the public or environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

Project operations would utilize minimal levels of organic pesticides, herbicides, fertilizers in the course of the site's organic agricultural operation. As described in Attachment A, Project Description, of this Initial Study, no fertilizers or pesticides made with synthetic ingredients would be used on the project site. Although the proposed project would require the routine use of pesticides and fertilizers, because of the type of crops grown (e.g., crops requiring relatively small quantities of pesticides, herbicides, and fertilizers for successful growth in the Palos Verdes climate), all materials used on the project site would be those commercially available for sale. In addition, the project proposes only a relatively small area (26.5 acres) for agricultural operations. The small quantity of pesticides and herbicides would be transported to the site by the owner and/or a licensed applicator. Based on the standards of the California Certified Organic Farmers (CCOF), all materials (e.g., fertilizers, pesticides and mulch) used on the avocado orchards would be approved, in writing, by the CCOF prior to use on the project site. Examples of organic materials used on the site include, but are not limited to: BioFlora Dry Crumbles (an organic fertilizer derived from fish meal, poultry litter, and alfalfa meal) PyGanic (an organic pesticide derived from chrysanthemums), Organic JMS Stylet-Oil (an organic mineral oil for fungus control), and Organocide (an organic insecticide derived from soybean extract, and sesame and fish oils). Organic agricultural products by their very nature are designed to reduce environmental impacts when used in accordance with the manufacturers' guidelines. In addition, the proposed project would utilize small quantities of common fertilizers, such as Miracle-Gro All-Purpose Plant Food.

In addition to the routine use of organic pesticides, herbicides, and fertilizers, a one-time application of sulfuric acid would be applied to approximately 8.5 acres of the project site where the proposed vineyard would be located. Specifically, prior to the planting of grapes, sulfuric acid would be applied to the soil to lower the soil's pH and improve crop productivity, which is a process that is common in vineyards

throughout Southern California. To apply the sulfuric acid and eliminate runoff during the process, soil tests would be conducted to ensure only the minimum amount of sulfuric acid required is applied. Following this testing, the soil would be ripped (i.e., tilled) to a depth of up to 4 feet. Subsequently, the sulfuric acid would be injected into the ripped soil. The application of the sulfuric acid would be a one-time event and would be conducted by a licensed applicator in accordance with all federal, State, and local regulation. Additionally, only the minimum amount of sulfuric acid required to lower the soil's pH to ideal levels would be applied.

All hazardous materials would be stored in their individually packaged containers in properly placarded, dedicated maintenance sheds and would be applied by licensed personnel in accordance with all manufacturer recommendations and applicable federal, State, and local regulations. In the City of Rancho Palos Verdes, the Los Angeles County Fire Department is designated as the Certified Unified Program Agency (CUPA) for all businesses and agencies using or storing hazardous materials. The CUPA regulates hazardous materials by requiring businesses to file a listing of all materials used by an operation, by inspecting storage and use facilities, and by requiring the development of a response and containment plan in the event of an emergency release of hazardous materials.<sup>29</sup> Additionally, under these regulations, the proposed project would be required to maintain Material Data Safety Sheets (MSDS) for all hazardous materials stored and used on the project site. Implementation of federal, State, and local regulations, as well as with those of the Los Angeles County Fire Department, would ensure that all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. In the unlikely event that any incidental pesticides and fertilizers are captured in rain or irrigation flows from the project site, the project's BMPs, as discussed in more detail in Checklist Question IX(a) below would ensure that hazardous materials do not enter stormwater flows leaving the project site.

In addition to materials utilized for the project's agricultural components, propane tanks for use in the on-site barbeque, fireplace, and patio heaters would also be stored on-site. Additionally, small quantities of gasoline and motor oil for the mid-size tractor and John Deere gator would also be stored on the project site. The event garden/landscaped area would be periodically treated for weeds with commercially available herbicides and pesticides. All of these materials would be stored in the on-site dedicated sheds and would be used in accordance with all applicable regulations.

In summary, the project would utilize limited quantities of primarily organic hazardous materials that would not result in frequent hazardous shipments to the project site. With compliance with existing federal, State, and local regulations, the transport, use, and storage of these materials would not pose a significant hazard to the public or the environment and the proposed project would result in a less than significant impact. No mitigation measures no further analysis of this topic is required.

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<sup>29</sup> *The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) (Senate Bill 1082, 1994) consolidates and coordinates the six State programs that regulate business and industry use, storage, handling, and disposal of hazardous materials and wastes. The County of Los Angeles Fire Department (LAFD) is the Certified Unified Program Agency (CUPA) that has responsibility for implementing the Unified Program in the City of Rancho Palos Verdes.*

**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?**

**Less Than Significant Impact.** There are no known hazardous materials concerns on the project. Although the cook shack and restrooms were constructed in the late 1960s, they were renovated in 2008–2009 pursuant to permits issued by the City. No existing structures would be removed or altered during project construction, and as a result, there is no potential for project construction to release asbestos-containing materials (ACMs), lead-based paints (LBPs), or other hazardous materials used in building construction before 1980.

As discussed in Checklist Question VIII(a) immediately above, the project would utilize limited quantities of hazardous materials (e.g., organic pesticides, herbicides, fertilizers, and soil conditioners). These materials would be stored and used in accordance all manufacturer recommendations, as well as with all applicable federal, State, and local regulations, and would be applied by a licensed applicator. Applicable regulations include those of the Los Angeles County Fire Department, which requires the development of a response plan. Should the small quantities of on-site hazardous materials be accidentally released, this response plan would be implemented to contain any spilled materials. Further, all materials used on site would not be used in quantities that are acutely hazardous to the surrounding environment. Lastly, as mentioned above, in the event that any incidental pesticides and fertilizers end up in rain or irrigation flows, the project's BMPs, as discussed in more detail in Checklist Question IX(a) below would ensure that hazardous materials do not enter stormwater flows leaving the project site. As a result, the proposed project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Thus, no mitigation measures or further evaluation of this topic is required.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No Impact.** As discussed above, nor project construction or operation would emit hazardous emissions or involve the handling of acutely hazardous materials, substances, or waste and no impacts would occur. Furthermore, the proposed project is not located within one-quarter mile of an existing or proposed school. Therefore, no mitigation measures or further analysis of this issue is required.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Less Than Significant Impact.** Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where

cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of federal Superfund sites [National Priorities List (NPL)]; State Response sites; Voluntary Cleanup sites; and School Cleanup sites. Based on a review of the EnviroStor database, the project site is not identified on any of the above lists.<sup>30</sup> In addition, the project site is not on the State Water Resources Control Board's Geotracker Database, which provides a list of leaking underground storage tank sites that are included on the Cortese List.<sup>31</sup> Lastly, the project site is not listed on CalEPA's list of sites with active Cease and Desist Orders (CDO) or Cleanup and Abatement Orders (CAO) or list of contaminated solid waste disposal sites.<sup>32</sup> As such, no impacts with regard to hazardous materials listing at the site would occur, and no further evaluation of this topic is required.

The Palos Verdes Shelf, an undersea geologic formation just off the Palos Verdes shoreline, contains high concentrations of DDT- and PCB-contaminated sediment just offshore. The contaminated area is designated as a Superfund Site by the Environmental Protection Agency, Region 9. DDT is present in the Palos Verdes sediments largely as a result of wastewater discharges from the former Montrose Chemical Corporation DDT manufacturing plant in Torrance, California, which operated from 1947 to 1983. PCBs from several sources in the greater Los Angeles area were also discharged into the sewer system and released through the White Point outfalls.<sup>33</sup> Stormwater runoff from the project site would ultimately flow into the Pacific Ocean and area of the Superfund Site. However, the project does not propose the use of DDT or PCBs, which are prohibited under federal law, and the project proposes BMPs and design features as discussed in Checklist Question IX(a) and IX(b) below to ensure that stormwater or incidental irrigation flows leaving the site do not contain hazardous materials.

In conclusion, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not contribute to condition at identified sites within the vicinity of the project site. Therefore, the proposed project would not result in a significant hazard to the public and a less than significant impact would result. As such, no mitigation measures or further evaluation of this topic is required.

**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?**

**No Impact.** The project site is not located within two miles of a public airport. The closest airport to the project site is the Torrance Municipal (Zamperini) Airport, which is located approximately four miles northeast of the project site. Therefore, the proposed project would not result in a safety hazard associated

<sup>30</sup> Department of Toxic Substances Control, Envirostor Database at <http://www.envirostor.dtsc.ca.gov/public>; accessed October 11, 2011.

<sup>31</sup> State Water Board Geotracker Database, <http://www.geotracker.waterboards.ca.gov>; accessed October 11, 2011.

<sup>32</sup> CalEPA's List of Active CDO and CAO sites; online at <http://www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls>; accessed October 11, 2011.

<sup>33</sup> Environmental Protection Agency. Palos Verdes Shelf: Site Overview. Available at: <http://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/3dec8ba3252368428825742600743733/e61d5255780dd68288257007005e9422!OpenDocument>. Accessed October 13, 2011.

with an airport and no mitigation measures would be required. As such, no further analysis of this topic is required.

**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?**

**No Impact.** There are no private airstrips in the vicinity of the project site and the site is not located within a designated airport hazard area. Therefore, the proposed project would not result in airport-related safety hazards. No impact would occur and no mitigation measures would be required. As such, no further analysis of this topic is required.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** Access to the project site is provided from PVDS, which is designated a Disaster Route in the Safety Element of the City's General Plan.<sup>34</sup> Construction activities would be confined to the project site, so as not to physically interfere with traffic on PVDS. In addition, construction traffic generated on PVDS as a result of the proposed project would comply with City regulations pertaining to fire and police access. As discussed in Checklist Question XV(a) below, the proposed project would not result in a significant traffic impact on any of the surrounding intersections. Furthermore, as discussed in Checklist Questions XIII(a)(i) and (ii) below, the proposed project would have a less than significant impact with respect to fire and police services, including emergency response. Since the proposed project would not cause an impediment along the City's designated Disaster Route, nor would the proposed uses impair the implementation of the City's General Plan Safety Element, the project would have a less than significant impact with respect to these issues. As such, no mitigation measures or further analysis of this topic is required.

**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?**

**Less Than Significant Impact.** The project site is bordered on the southwest and east by single-family residential development; and to the north and northwest by natural lands. As designated in the Safety Element of the City's General Plan the project site is located within a Medium Fire Hazard and High Fire Hazard Area.<sup>35</sup> Factors affecting hazard potential include human proximity, vegetation, wind direction, slope, and access to the fire. Although development of the project would add agricultural uses on portions of the project site currently occupied by native and non-native grasses, there would be no material change in the potential for wildfire events to traverse the project site. As is currently the case, the proposed project would continue to clear brush along the perimeter of the project site on an annual basis (or as needed) in accordance with the Los Angeles County Uniform Fire Code (UFC, Section 1117 "Clearance of Brush and

<sup>34</sup> City of Rancho Palos Verdes, General Plan Safety Element, Figure 39: Disaster Routes, available at: [http://palosverdes.com/rpv/planning/General\\_Plan\\_EIR/index.cfm](http://palosverdes.com/rpv/planning/General_Plan_EIR/index.cfm), accessed October 13, 2011.

<sup>35</sup> City of Rancho Palos Verdes General Plan, Safety Element, Figure 23: Fire Hazards, available at: [http://palosverdes.com/rpv/planning/General\\_Plan\\_EIR/index.cfm](http://palosverdes.com/rpv/planning/General_Plan_EIR/index.cfm), accessed October 13, 2011.

Vegetation Growth”) for sites located in a Medium- and High-Fire hazard areas. In addition to continued brush clearance, the project would include design features to reduce the potential for wildfires to start during an event. For instance, no open flames would be permitted on “Red Flag Days”, as declared by the Los Angeles County Fire Department or the City. Additionally, smoking would only be permitted in designated areas, and signs would be posted prohibiting smoking in non-designated areas. Further, vegetation would be trimmed within 500 feet of the event garden to reduce fuel sources. Lastly, the proposed plans for the site and event garden area will be subject to review and approval by the Los Angeles County Fire Department. Checklist discussion item XIII(a)(1) below, Fire Protection, addresses the potential impacts of the proposed project on fire services and the potential need for new or altered facilities. As discussed therein, the proposed project would result in a less than significant impact with respect to fire prevention facilities. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildfires and a less than significant impact would result. As such, no mitigation measures or further evaluation of this topic are required.

## IX. HYDROLOGY AND WATER QUALITY –

The following discussion is based, in part, on several geotechnical and hydrological investigations of the project site. These studies include: the *Hydrologic Analysis and SUSMP Calculations for 6001 Palos Verdes Drive South, Rancho Palos Verdes, CA 90275* (the Hydrologic Study), prepared by Rothman Engineering, Inc. in October 2011 and included as Appendix E of this MND; the *Geologic Summary for the Point View Master Use Plan, Rancho Palos Verdes, California*, (the Geologic Summary) prepared by Ginter & Associates in August 2011 and included in Appendix D of this MND; the *Response to PCR Services Corporation and Geosyntec Consultants Comments Regarding the Geologic Summary for the Point View Master Use Plan* (the Geologic Summary Responses), *Rancho Palos Verdes, California* prepared by Ginter & Associates, Inc. in November 2011 and also included in Appendix D to this MND; and the “*Geology and Soils*” and “*Hydrology and Water Quality*” *Impacts Point View Master Use Plan, Rancho Palos Verdes, California* technical memorandum prepared by Geosyntec in November 2011, also included in Appendix D to this MND.

*Would the project:*

### a) **Violate any water quality standards or waste discharge requirements?**

**Potentially Significant Unless Mitigation Incorporated.** The proposed project does not include any point-source discharges. During construction, ground-disturbing activities (e.g., grading, preparation of agricultural areas, foundation construction, roadway grading, the installation of project features) would expose soils for a limited time, which could allow for possible erosion. Nonetheless, as discussed above in Checklist Question VI(b) above, the proposed project would be required to meet the provisions of the project-specific construction SWPPP and would be required to implement, at a minimum, sediment control and a WVECP in accordance with a NPDES permit. The SWPPP would also be subject to review by the City for compliance. As part of these regulatory requirements, BMPs would be implemented in accordance with the City of Rancho Palos Verdes Minimum Best Management Practices for All Construction Sites (Form OC-1) to control erosion and to protect the quality of stormwater runoff during the construction by reducing the potential for contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides to enter these flows.

Under the project's operational phase, without treatment measures, there is the remote possibility that urban and agricultural pollutants could be carried off-site by nuisance and stormwater flows into downstream receiving waters. Runoff from the proposed roadway could include petroleum hydrocarbons (gasoline, oil, and grease), trash, and metals. Runoff from the agricultural operations could include nutrients, pesticides, herbicides, and sediment. Any increase in the amount of pollutants in runoff leaving the site would be considered a potentially significant impact.

To reduce the potential for pollutants to enter stormwater flows, the proposed project would implement several operationally based BMPs. Specifically, to reduce the potential for pollutants to enter stormwater flows from the project site during the "first flush" runoff during a storm event, the project would implement Mitigation Measures HYD-1 through HYD-8 below. Two sets of mitigation measures are required; those to treat runoff from the proposed internal driveway and those to treat runoff from the agricultural areas.

With respect to the proposed internal driveway, these mitigation measures require that in accordance with the project's SUSMP (prepared by Rothman and approved by the City), the project would incorporate a vegetated buffer strip adjacent to the proposed driveway, for the length of the driveway. With the vegetated buffer strip, stormwater runoff from the driveway will sheet flow across the driveway and into the buffer strip. In accordance with the California BMP Handbook, the Vegetated Buffer Strip would equal the width of the driveway (e.g., 20 feet). The Vegetated Buffer Strip would accept sheet flow from the driveway, where it will slow runoff velocities, allowing sediment and other pollutants to settle and provide some infiltration into the underlying soils. The proposed driveway BMPs would also include trench drains with catch basin inserts to capture any runoff not directed towards the vegetated buffer strip. The Vegetated Buffer Strip has a high removal effectiveness rating for petroleum hydrocarbons (gasoline, oil, grease) and metal, and a medium removal effectiveness rating for trash. To increase the effectiveness of the Vegetated Buffer Strip, Mitigation Measure HYD-5 below is also required below. This measure would require the roadway to be inspected after each event and during heavy agricultural use. If determined necessary, the roadway shall be swept of all debris, including sediment and equestrian waste, immediately after the inspection determines that sweeping is warranted. As a result, implementation of Mitigation Measures HYD-1 through HYD-5 below would ensure that implementation of the proposed driveway would result in a less than significant impact.

With respect to the agricultural uses, the pollutants of concern that may be included in stormwater runoff from the agricultural portions of the project site include nutrients, pesticides, herbicides, and sediment. Due to the limited organic fertilizers used on the project site, pathogens are not anticipated to be a pollutant of concern from the agricultural operations. To reduce this potential impact to a less than significant level, the proposed project would implement Mitigation Measure HYD-7 and HYD-8 below to ensure that pollutants do not enter stormwater flows from the project site. These measures require that the proposed project implement a combination of crop cover, straw mulch, and fiber rolls (hereafter referred to as "Cover Crop BMPs") to capture any pollutants in stormwater flows. The Cover Crop BMPs would be provided per Chapter 3 of the Sonoma County Agricultural Commissioner's Office *Best Management Practices for Agricultural Erosion and Sediment Control*. In this handbook, cover crops are described as "the most cost effective method for the introduction of sediments, nutrients, and pesticides to the stream channel through overland flow." The basis of the Crop Cover BMP approach is that the area beneath and between the agricultural crop rows would be covered with a turf to absorb pollutants and prevent erosion. Implementation of Mitigation Measures HYD-7 and HYD-8 would reduce stormwater quality impacts related to the on-site agricultural operations to a less than significant level.

In summary, the proposed project has the remote potential to increase the level of pollutants in stormwater flows from the project site. Nonetheless, these pollutants would be retained and treated on site through the implementation of the BMPs outlined in the mitigation measures identified below. These mitigation measures would reduce impacts to a less than significant level, and no further evaluation of this topic is required.

## Mitigation Measures

### Proposed Internal Driveway

- HYD-1:** Prior to the issuance of any building and/or grading permit, or prior to planting of the orchards and vineyards, a Standard Urban Stormwater Mitigation Plan (SUSMP), as required by the City of Rancho Palos Verdes Stormwater Planning Program (Priority Development & Redevelopment Projects), shall be submitted for review and approval by the City's NPDES consultant. The SUSMP shall address all components of the project, including the golf course, paved driveways, and agricultural uses.
- HYD-2:** As project construction would disturb one or more acres of soil, all grading activities shall occur in accordance with the City of Rancho Palos Verdes Minimum Best Management Practices (BMPs) for All Construction Sites (Form OC-1). As required by Form OC-1, project construction shall occur in accordance with the National Pollutant Discharge Elimination System (NPDES) and shall implement, at a minimum, sediment control, a wet weather erosion control plan (WWECP), hillside BMPs, construction materials controls, non-stormwater runoff controls, and erosion controls. Further, the project applicant shall incorporate BMPs as established in the City-approved Standard Urban Stormwater Mitigation Plan (SUSMP), as required by the City of Rancho Palos Verdes Stormwater Planning Program (Priority Development & Redevelopment Projects).
- HYD-3:** In accordance with the project's operational Standard Urban Stormwater Mitigation Plan (SUSMP), as prepared by Rothman Engineering, the proposed project shall implement a Vegetated Buffer Strip (TC-31) along the length of the proposed driveway. This Vegetated Buffer Strip will consist of an approved vegetation for the length of the driveway with a minimum width of 20 feet per the California BMP Handbook (BMP No. TC-31). Within the Vegetated Buffer Strip, any bare soil shall be planted with approved vegetation to match the existing vegetation. To ensure that these buffer strips can accommodate areas upstream of the roadway (with the inclusion project's required agricultural BMPs), the applicability of the buffer strips in these areas should be demonstrated prior to their acceptance and implementation.
- HYD-4:** In accordance with the proposed project's Standard Urban Stormwater Mitigation Plan (SUSMP), as prepared by Rothman Engineering, the proposed internal driveway shall include trench drains with catch basin filter inserts (KriStar FloGard LoPro Trench Drain Model No. FG-TDOF6) to capture and treat all runoff where the driveway's 1 percent cross-slope is not able to direct the runoff to the vegetated buffer strip (i.e., at either ends of the proposed driveway). These trench drains shall be located at each end of the proposed internal driveway, shall be stenciled with "No-Dumping – Drains to Ocean", and shall outlet within the Vegetated Buffer Strip.

- HYD-5:** All structural roadway BMPs shall be accessible for inspection by City personnel during regular business hours. Additionally, all maintenance shall be completed in accordance with the Operations & Maintenance (O&M) for Vegetated Buffer Strips or the O&M for Filter Inserts.
- HYD-6:** To address trash, bacteria, and nutrients (identified by the City as pollutants of concern) that may not be treated effectively by the proposed roadway Vegetated Buffer Strip, institutional controls shall be implemented to guard against stormwater quality impacts. These institutional controls shall include at a minimum, signage discouraging off-trail usage and sweeping the roadway as needed to remove sediment and equestrian waste from the roadway. To ensure that roadway sweeping occurs as frequently as needed, an assessment of roadway and other circulation areas shall be made by the project applicant after each event and during heavy agricultural usage. If warranted based on this assessment, sweeping and trash removal in the affected areas shall be undertaken immediately.

### Proposed Agricultural Uses

- HYD-7:** The proposed project shall implement agricultural best-management practices (BMPs) in accordance with the recommendations in Chapter 3 of the Sonoma County Agricultural Commissioner’s Office *Best Management Practices for Agricultural Erosion and Sediment Control*. The “Cover Crop” BMPs (e.g., crop cover grass, straw mulch, and fiber rolls) shall be sized so that the width of the BMPs is equivalent to the width of the area to be treated. The “Crop Cover” BMPs shall cover the entire agricultural areas for the orchard and vineyard portions of the project site. For each orchard or vineyard row, the downstream row shall treat the upstream flow. The width of the “Cover Crop” BMPs for the downstream row shall be an equal width to the upstream row that it is treating. The orchard or vineyard row that is furthest downstream shall be treated by the “Cover Crop” BMP area that shall extend the width of the orchard or vineyard row beyond that row, or a minimum of 20 feet if the row separations are less than 20 feet apart. The “Cover Crop” shall also adhere to the following recommendations:
- Thick cover crops should be established by October 15 and maintained throughout the rainy season (until April 15).
  - Broadcast crop cover seeding shall be completed in the fall. In order to have adequate protection by the start of the rainy season (October 15), the seed should be planted by mid-September. Initial irrigation will be required for most grasses with follow-up irrigation and fertilization. The cover crop should look like a lawn by October 15 (for new plantings and November 15 for replants) in order to provide adequate protection for the soil during the first heavy rains.
  - If the cover crop cannot be planted and irrigated by mid-September, then the seed may be planted in October and covered with straw mulch applied at the rate of two tons per acre (about 42 bales per acre). The straw should be applied to a point where the soil is no longer visible.
  - If rain is likely after the cover crop has been tilled and there is no perimeter erosion control, use straw mulch at the rate of two tons per acre (about 42 bales per acre) in areas where cover crops are planted.

- Whenever possible, avoid tilling early in the spring or late in the fall.
- Minimize tillage practices, especially if slopes are greater than nominal (>5-10%) or if soils are highly erodible.
- Do not till turn-around areas except for the infrequent need to reduce compaction. In this case, promptly cover the soil with straw mulch and replant with a cover crop before the rainy season.
- Avoid bringing equipment into the vineyard/orchard during the wet season. Close seasonal roads to traffic and maintain permanent roads to prevent erosion.
- Keep on site extra erosion control materials such as straw bales or wattles, gravel or geo-textile fabric and train vineyard/orchard crews in their proper installation.
- If necessary, provide Straw Mulch per California BMP Handbook BMP number EC-6.
- If soil is highly erosive, provide Fiber Rolls per California BMP Handbook BMP number SE-5.

**HYD-8:** All structural agricultural BMPs shall be accessible for inspection by City personnel during regular business hours. Additionally, all maintenance shall be completed in accordance with the Operations & Maintenance (O&M) for Combination of Cover Crop, Straw Mulch, and Fiber Rolls for Agricultural Areas Including Vineyards and Orchards.

**b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**Potentially Significant Unless Mitigation Incorporated.** As discussed above in Checklist Question VI(a)(iv), the northeast portion of the project site is located within the City's LMA. The LMA was established in response to recent movement in the Abalone Cove Landslide complex, located southeast of the project site. Subsequent to investigation, it was discovered that that groundwater has, and continues to be, the major contributing factor to landslide potential in the area. In response to this condition, the proposed project has been intentionally designed to limit groundwater infiltration at the project site. Thus, while the project proposes agricultural irrigation, the irrigation system has been intentionally designed to ensure that excessive water is not applied. Specifically, as discussed in Attachment A, Project Description, of this Initial Study, the irrigation system would utilize plant-specific drip and spot-spitter type sprinkler heads to ensure even distribution near the plant while eliminating the possibility of applying water away from the plant. In addition, irrigation systems would be manually operated and personnel would be present during watering to ensure excess water is not applied. In accordance with Mitigation Measure GEO-1 above, the proposed project would also implement a Vadose Zone Monitoring Program to monitor soil saturation in the portion of the project site located within the LMA. In recognizing the link between groundwater infiltration and the potential for landsliding, Mitigation Measure GEO-1 also prohibits additional soil saturation over existing conditions as a result of project irrigation at a depth below 5 feet (60 inches) and outlines reporting requirements to the City. With respect to groundwater depletion, irrigation and domestic water for the project would be provided by the municipal water system and no additional wells would be drilled. Thus, the proposed project would not deplete groundwater resources. As with existing conditions, the ACLAD would continue to operate nearby wells to remove excessive groundwater. Therefore, with the

implementation of the project design features and mitigation measures identified above, groundwater recharge would not significantly change compared to existing conditions and a less than significant impact would result. As such, no additional mitigation measures or further evaluation of this topic is required.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

**Potentially Significant Unless Mitigation Incorporated.** The SUSMP prepared for the project site by Rothman Engineering in October 2011 identified four on-site drainage areas; 1A, 1B, 1C, and 1D. For a visual depiction of these subareas, please refer to Appendix E of this Initial Study. The drainage areas are as follows:

- Area 1A:** Located to the north and west of the existing unpaved roadway, this 31.97-acre drainage subarea consists of undeveloped hillside land that drains southerly to PVDS. This drainage subarea would include the proposed avocado orchards, vineyards, and a portion of the access road. Area 1A flows into an existing 24-inch reinforced concrete pipe (RCP) storm drain that extends under PVDS and outlets into a natural watercourse south of the road that discharges to Abalone Cove.
- Area 2A:** This 26.94-acre drainage subarea encompasses the frontage of the undeveloped property to the north of PVDS, which drains southerly to PVDS. Specifically, the runoff from this area drains to an existing 24-inch RCP storm drain (near the south central portion of the site) and an existing 18-inch RCP storm drain (near the south east corner of the site) that extends under PVDS and outlets into a small watercourse in the central portion of Abalone Cove Shoreline Park.
- Area 3A:** Located on the eastern portion of the site, this 10.93-acre subarea consists of an undeveloped upper tributary area (within the property) and a low density residential area below, which drains easterly to Narcissa Drive and then flows along the eastern property boundary before discharging in the previously mentioned 18-inch RCP under PVDS through the Park, and directly to the beach and into Abalone Cove.
- Area 4A:** Located on the northern portion of the site, this 3.19-acre subarea consists of undeveloped land which drains northerly to Narcissa Drive and then flows along the eastern property boundary before discharging in the previously mentioned 18-inch RCP under PVDS through the Park, and directly to the beach and into Abalone Cove.

The proposed project has been intentionally designed to retain the size and flow patterns of these four existing drainage subareas. The only project feature which requires any measurable grading is the proposed internal driveway; the agricultural uses and event garden improvements would be constructed within the existing topography of the project site. Even though the proposed internal driveway would require grading, the driveway has been sloped to retain the boundaries of the existing drainage subareas. In this way, the proposed project would result in the same general drainage pattern as is currently present on the project site. With respect to flow volume, the project's slight change in land use has the potential to result in a change in flow volumes. To maintain the existing flow volumes, the project proposes a series of BMPs to normalize flow rates within the BMP area. Specifically, as required in Mitigation Measure HYD-1 through

HYD-8, the project would be required to include a vegetated buffer strip and catch basins along the proposed internal driveway and crop cover BMPs in and around the agricultural areas. According to the October 2011 Rothman SUSMP (Appendix E of this Initial Study), as a result of the implementation of these BMPs, all four drainage subareas would experience essentially the same stormwater flow volume under the proposed project as under existing conditions. Therefore, implementation of the proposed project would not substantially alter the existing drainage pattern of the site or area, with the potential to cause erosion, and a less than significant impact would result with incorporation of the mitigation measures discussed in Checklist Question IX(a) above.

**d) Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**Potentially Significant Unless Mitigation Incorporated.** As discussed in Checklist Question IX(c) above, according to the October 2011 Rothman SUSMP, the project site consists of four drainage subareas that would be retained under the existing project. Further, the BMPs required under Mitigation Measures HYD-1 through HYD-8 would ensure that slow volumes from these four drainage subareas would remain the same as under existing conditions. Therefore, implementation of the proposed project would not substantially alter the existing drainage pattern of the site or area, with the potential to cause flooding on- or off-site, and a less than significant impact would result with the incorporation of the mitigation measures discussed in Checklist Question IX(a) above.

**e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Potentially Significant Unless Mitigation Incorporated.** The proposed project is currently served by the existing stormwater system located along PVDS and Narcissa Drive. Stormwater from the project site ultimately flows into the Pacific Ocean in Abalone Cove. There are currently no identified deficiencies in the stormwater system serving the project site. As discussed in Checklist Question IX(c) above, the project's proposed design and implementation of BMPs in accordance with Mitigation Measures HYD-1 through HYD-8 would ensure that drainage patterns and flow volumes would remain the same as under existing conditions. As the storm drain system can adequately handle existing flows, project development is not anticipated to result in runoff conditions that would exceed the capacity of the local storm drain system. Therefore, with incorporation of the Mitigation Measures HYD-1 through HYD-8, a less than significant impact would result and no further analysis of this topic is required. Please refer to Checklist Question IX(a) for a discussion of project impacts related to water quality.

**f) Otherwise substantially degrade water quality?**

**Potentially Significant Unless Mitigation Incorporated.** As discussed in Checklist Question IX(a) above, construction and operational BMPs implemented as part of the project's SWPPP and SUSMP and good housekeeping practices under Mitigation Measures HYD-1 through HYD-8 would reduce the potential for sediment and hazardous substances to enter stormwater flows. As mentioned above, the Palos Verdes Shelf,

an undersea geologic formation just off the Palos Verdes shoreline, contains high concentrations of DDT- and PCB-contaminated sediment just offshore. The contaminated area is designated as a Superfund Site by the Environmental Protection Agency, Region 9. DDT is present in the Palos Verdes sediments largely as a result of wastewater discharges from the former Montrose Chemical Corporation DDT manufacturing plant in Torrance, California, which operated from 1947 to 1983. PCBs from several sources in the greater Los Angeles area were also discharged into the sewer system and released through the White Point outfalls. Stormwater runoff from the project site would ultimately flow into the Pacific Ocean and area of the Superfund Site. However, the project does not propose the use of DDT or PCBs, which are prohibited under federal law, and the project proposes design features and BMPs as above to ensure that hazardous materials do not enter stormwater or irrigation flows leaving the site. Therefore, a less than significant impact would result and no mitigation measures in addition those identified above are required.

- 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?**
- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**g-h) No Impact.** The project site is not located within a flood zone, including the 100-year flood zone designated by the Federal Emergency Management Agency (FEMA).<sup>36</sup> Additionally, Figure 25, Potential Flood and Inundation Hazards, of the City's Safety Element of the General Plan, indicates that the project site is not located in a potential flash flood channel or in such proximity that it would present a hazard.<sup>37</sup> Therefore, no further analysis of this issue is required.

- 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?**

**No Impact.** As discussed in Checklist Question IX(g) and IX(h) above, the project site is not located within a 100-year floodplain, or within a potential flash flood channel. Further, no dams are located upstream from the project site. As a result, no impact would occur. No further evaluation of this topic is required.

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

**Less Than Significant Impact.** Although the proposed project is located only approximately 800 feet from the Pacific Ocean, the potential for a tsunami is low because the project is located above the cliffs of Abalone Cove Shoreline Park. Furthermore, since the project site is not located in close proximity to a contained body of water, there is no potential impact associated with a seiche. With respect to mudflows, the project site is located on a rather steep slope that may become overly saturated during a storm event. Nonetheless, the project is located at the "crown" of an on-site hill and mudflows would likely be directed into the canyons

<sup>36</sup> Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map No. 06037C2025F, Effective date: September 26, 2008.

<sup>37</sup> Rancho Palos Verdes General Plan, City of Rancho Palos Verdes, Safety Element, page 147. [http://palosverdes.com/rpv/planning/General\\_Plan\\_EIR/index.cfm](http://palosverdes.com/rpv/planning/General_Plan_EIR/index.cfm), accessed October 13, 2011.

adjacent to and near the project site. Further, when considering the potential for mudflows, it is important to note that the project does not propose any habitable structures. Therefore, the proposed project would result in a less than significant impact with respect to the risk of loss, injury, or death by seiche, tsunami, or mudflow. As such, no mitigation measures or further analysis of this topic is necessary.

## **X. LAND USE AND PLANNING**

*Would the project:*

### **a) Physically divide an established community?**

**No Impact.** Although the project site itself is relatively undeveloped, the project is located in a developed area with established roadways and utility infrastructure. The project site is located adjacent to the north side of and accessed by PVDS on the south, and is located adjacent to and accessible by Narcissa Drive on the east. The proposed project includes limited physical improvements entirely within the existing boundaries of the project site. The proposed project is consistent with the existing physical arrangement and scale of the properties within the vicinity of the project site. The project would not construct any additional public roadways, divide any public spaces, or extend beyond the property's existing boundaries. As discussed in further detail below, the proposed project would be consistent with the site's underlying zoning and General Plan designations. Furthermore, no streets or sidewalks would be permanently closed as a result of the development. The proposed project would utilize existing roadways; thus there would be no change in roadway patterns. No separation of uses or disruption of access between land use types would occur as a result of the proposed project. Therefore, implementation of the proposed project would not disrupt or divide the physical arrangement of the established community and no impact is anticipated from project implementation. As such, no further evaluation of this topic is required.

### **b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

#### **Environmental Setting**

##### ***General Plan***

The City of Rancho Palos Verdes General Plan (General Plan), adopted June 26, 1975, was designed to integrate elements required by the California Government Code through the creation of functional relationships described within one cohesive document. The General Plan contains the following five (5) elements: Natural Environment Element; Socio/Cultural Element; Urban Environment Element; Land Use Plan; and Fiscal Element. The General Plan's Land Use Plan outlines the land use designations throughout the City. The elements, goals, and policies of the General Plan that are most pertinent to the project site and this analysis are discussed in this Initial Study.

The General Plan Land Use Map and Zoning Map designates the 94-acre project site with two land use designations. Approximately 86 acres of the northern portion of the project site contains a "1 Dwelling Unit

per Acre” land use designation, while eight (8) acres at the southern end of the site along PVDS contains a “1 to 2 Dwelling Units per Acre” land use designation. According to the General Plan, the “1 Dwelling Unit per Acre” applies to “areas identified in the General Plan’s Natural Environment Element having high slopes, wildlife habitats, natural vegetation, canyons within the general area, some ancient landslide, plus some immediately adjacent areas, included for continuity”. The “1 to 2 Dwelling Units per Acre” designation applies to vacant land that has “low and moderate physical constraints, and social constraints, such as public views and vistas, which at this density can be controlled through subdivision design.”

Although not currently designated within the City, the General Plan envisions a “1 Dwelling Unit per 10 to 20 Acres” land use designation that could be used for the preservation of agriculture. In its current form, the General Plan designates two areas within the City for Agricultural uses.<sup>38</sup> One of these is located in the Portuguese Bend Landslide area, and would preclude any but low intensity, non-structural uses. The General Plan does not identify the project site as a designated agricultural area. Nonetheless, agricultural uses are identified as “one of the few compatible uses for the Portuguese Bend landslide area. In order for agriculture to be completely compatible in this area, crops which require little or no water must be grown.”<sup>39</sup> In addition, the primary aim of the General Plan in relationship to agriculture, is to evaluate existing agricultural activities and determine which of these areas is both compatible with its future surroundings and of a nature that makes it economically feasible to maintain.

The City is currently in the process of updating its General Plan. As of the date of this Initial Study, the Rancho Palos Verdes Planning Commission has reviewed the updated text of all of the “Draft” Elements. Currently, the Planning Commission is reviewing various proposed changes to the General Plan Land Use Map to clear up any ambiguities between the General Plan Land Use Map and the City’s Zoning Map and Coastal Specific Plan Map. Once the Planning Commission has finished with the document, then the Planning Commission will present the Draft to the City Council for their review. Notwithstanding, no changes to the subject property’s existing Land Use designation is proposed as a result of the General Plan update process.

### ***Rancho Palos Verdes Municipal Code***

As shown on the City’s Zoning Map, approximately 86 acres of the property are zoned RS-1 (Residential District - One-Acre Minimum Lot Size), while eight (8) acres at the southern end of the site along PVDS is zoned RS-2 (Residential District – 20,000-square-foot Minimum Lot Size).<sup>40</sup> The primary purpose of the RS district is to provide for individual homes on separate lots, each for the occupancy of one family, at various lot sizes, with a range of yard and lot sizes. Although the primary purpose of the RS zone is to permit residential development, the zone also permits non-residential uses that are associated and compatible with residential uses, upon City approval of a CUP for those uses. RPVMC Section 17.02.025 outlines the other uses and development permitted within the RS zone with a City-approved CUP. These uses include the growing of crops and/or fruits on more than one acre or for commercial purposes (Section 17.02.025(A)) and golf courses, driving ranges, and ancillary uses (Section 17.02.025 (G)). The RPVMC also establishes development standards that seek to ensure that development is compatible with the character of the

<sup>38</sup> *Rancho Palos Verdes General Plan*, pg. 99.

<sup>39</sup> *Ibid*, pg. 100

<sup>40</sup> *Official Zoning Map: City of Rancho Palos Verdes, November 1, 2011. Available at: <http://www.palosverdes.com/rpv/planning/planning-zoning/Official-Zoning-Map.pdf>. Accessed February 7, 2012.*

immediate neighborhood. As defined in RPVMC Section 17.02.040(A)(6), neighborhood character means the existing characteristics in terms of the following: (a) scale of surrounding residences; (b) architectural styles and materials; and (c) front, side and rear yard setbacks.

### ***Overlay Control Districts (OC-1 & OC-3)***

The project site is also located within a Natural Overlay Control (OC-1) District and within an Urban Control Appearance Overlay District (OC-3) District. In accordance with Section 17.40.040 of the Rancho Palos Verdes Municipal Code (RPVMC), the Natural Overlay Control District (OC-1) is established to: (1) Maintain and enhance land and water areas necessary for the survival of valuable land and marine-based wildlife and vegetation; and (2) Enhance watershed management, control storm drainage and erosion, and control the water quality of both urban runoff and natural water bodies within the City. The Natural Overlay Control District sets forth performance criteria that projects within the District must comply with to ensure that the goals of the overlay district are met. These specific performance criteria address: earth movement, alteration of a natural watercourse or water body, vegetation removal, beach replenishment, soil stability, stormwater runoff, sewer or wastewater disposal, and erosion.

In accordance with Section 17.40.060 of the RPVMC, the Urban Appearance Overlay Control District (OC-3) is established to:

1. Preserve, protect and maintain land and water areas, structures and other improvements which are of significant value because of their recreational, aesthetic and scenic qualities, as defined in the visual aspects portion of the general plan and the corridors element of the coastal specific plan;
2. Preserve, protect and maintain significant views and vistas from major public view corridors and public lands and waters within the city which characterize the city's appearance as defined in the visual aspects portion of the general plan and the corridors element of the coastal specific plan;
3. Ensure that site planning, grading and landscape techniques, as well as improvement planning, design and construction will preserve, protect and enhance the visual character of the city's predominant land forms, urban form, vegetation and other distinctive features, as identified in the general plan and the coastal specific plan; and
4. Preserve, protect and maintain significant views of and from slope areas within the community which characterize the city's dominant land form appearance.

### ***Landslide Moratorium Area***

In addition to these land use designations, approximately 48 acres of the northeast portion of the project site are within the City's designated LMA. The LMA, which is approximately 1,200 acres in size, was originally enacted in 1978 to strictly limit development on potentially unstable soil and areas with active landslides. The project site is located within a portion of the Portuguese Bend Landslide known as the Ancient Portuguese Bend Landslide Complex. Previous geologic studies have shown that groundwater and soil saturation have, and continue to be, the major contributing factor to landslide potential in the area. The project site's remaining 46.82 acres are located outside of the LMA. Certain types of minor improvements to existing development have been allowed in the LMA through the process known as the "Moratorium Exemption Permit".

### **Trails Network Plan**

The City's Conceptual Trails Plan (CTP), revised in 1993 and supplemented in 1996 by the Conceptual Bikeways Plan (CBP), form the as the City's Trails Network Plan (TNP), updated in April 2008, which identifies non-motorized methods of transportation and recreation throughout the City. The City is currently updating and consolidation of all of its existing trails plans and documents into a single, comprehensive TMP. The TMP is expected to complete in 2013.<sup>41</sup>

The CTP identifies three proposed point-to-point trails that potentially could traverse the project site.<sup>42</sup> One multi-purpose trail (i.e., pedestrian, equestrian, and off-road bicycle) is generally indicated as traversing in a north-south direction through the center of the project site. This trail is identified as Annie's Flower Stand Trail and is shown in the Plan as a Category II trail (i.e., recommended for implementation when the parcel is developed). Although the route can be determined in the course of future development, the CTP recommends that the route of the existing trail along the southeast side of the (unnamed) canyon be substantially preserved.<sup>43</sup> The unnamed canyon refers to the drainage channel located in the middle of the site. Other trails potentially located on the project site include Three Sisters Segment, a multi-purpose, Category II trail; and Vanderlip Segment, a multi-purpose, Category II trail. According to the CTP, point-to-point trails are "proposed routes which can be determined in the course of future development provided that they connect with prescribed end points." Although some existing trails are located on site, these trails are not currently in use since much of the perimeter of the site is fenced. In addition, future development of these identified trails may be further restricted or defined by the City's updated TMP.

### **Project Impacts**

#### **General Plan**

**Less Than Significant Impact.** As mentioned above, the General Plan Land Use Map designates the Point View property for single family residential development. Although the site is designated for residential uses, there are no General Plan policies that would prohibit the golf course, event garden, decorative fountain, agricultural operations, or paved driveway on the property.

With respect to the proposed agricultural uses, historic aerial photos and other anecdotal information indicate that the area was previously used for agriculture, including dry crops and flower farming. In addition, ongoing maintenance activities on the property have revealed a widespread distribution of abandoned irrigation pipes that were historically used to irrigate the property. Previous crops included garbanzo beans, barley, flowers, etc. Moreover, there is at least one property in the Portuguese Bend Community (near Narcissa and PV Drive South) has an existing avocado orchard that appears to be about 2–3 acres in size. It is clear that the intent of the General Plan is to encourage agricultural uses where compatible with adjacent land uses. For example, one goal in the Urban Environment Element states that "Agricultural uses within the City shall be encouraged, since they are desirable for resource management and

<sup>41</sup> *Ranchos Palos Verdes Trails Master Plan website.* <http://www.palosverdes.com/rpv/planning/trails-master-plan/> Accessed October 31, 2012.

<sup>42</sup> *Conceptual Trails Plan, City of Rancho Palos Verdes Department of Planning, Building, and Code Enforcement, September 7, 1993.*

<sup>43</sup> *Conceptual Trails Plan, City of Rancho Palos Verdes Department of Planning, Building, and Code Enforcement, September 7, 1993, page 3-20.*

open space". Further, the General Plan indicates that agriculture in the Portuguese Bend area should be "preserved". In this regard, the General Plan's discussion of agricultural areas to be preserved recognizes that agricultural activities are "considered to be one of the few compatible uses for the [Portuguese Bend] slide area. In order for agriculture to be completely compatible in this area, crops which require little or no water must be grown."<sup>44</sup> By providing agricultural uses that require minimal irrigation in a portion of the Portuguese Bend area that is semi-rural in nature, the proposed project contributes to the General Plan goals pertaining to agricultural uses.

With respect to the golf course and event garden, the General Plan does not specifically or generally prohibit these uses in residential areas. Rather, the General Plan recognizes "the need for indoor and outdoor facilities for meetings and events of the many social, service, and cultural organizations" in its discussion of Social Service Facilities (Proposed Services and Facilities).<sup>45</sup> In addition, the General Plan (Private Recreational Activity Areas) states that: "It is to the community's advantage that private recreational facilities continue so that they may either help diminish recreational demands or supply specialized facilities that are not supported by the City".<sup>46</sup> As a result, the proposed project would contribute the General Plan's goals pertaining to meeting and event uses.

In summary, the proposed project would be consistent with the goals of the General Plan pertaining to agriculture and event uses because it proposes such uses on a unique and large vacant property that is adjacent to communities known for their "semi-rural" character. Moreover, as discussed in Checklist Question VI(a) above, the agricultural operation will not adversely affect the geology of the local area, nor will it impact sensitive biological resources (refer to Checklist Questions IV(a) through IV(f)). A detailed discussion of the project's potential impacts with respect to the General Plan's individual policies is discussed in **Table B-6, Project Consistency with General Plan Policies**, below.

### ***Rancho Palos Verdes Municipal Code***

**Less Than Significant Impact.** Under the RPVMC, the subject property is zoned for single-family residential (RS) uses. The primary purpose of the RS district is to provide for individual homes on separate lots, each for the occupancy of one family, at various lot sizes, with a range of yard and lot sizes. Although the primary purpose of the RS zone is to permit residential development, the zone also permits non-residential uses that are associated and compatible with residential uses, upon City approval of a CUP for those uses. RPVMC Section 17.02.025 outlines the other uses and development permitted within the RS zone with a City-approved CUP. With respect to the proposed project, RPVMC Section 17.02.025(A) permits the growing of crops and/or fruits on more than one acre or for commercial purposes, while RPVMC Section 17.02.025(G) permits golf courses, driving ranges and related ancillary uses. Although the RPVMC does not specifically define what a "golf course" or "ancillary use" is, the City has previously approved uses similar to those proposed under the project within in the RS zone under a CUP (although on a much greater scale). The most notable of these is the recently completed Trump Golf Course. With respect to the proposed project, the event garden is proposed as an ancillary use to the proposed executive golf course. Because the definition of golf course is undefined, it is appropriate for the proposed project to develop a course that suits both the

<sup>44</sup> *Rancho Palos Verdes General Plan*, pg. 100

<sup>45</sup> *Ibid*, pg. 228.

<sup>46</sup> *Ibid*, pg. 93.

Table B-6

## Project Consistency with General Plan Policies

Relevant General Plan Policy	Analysis of Project Consistency
<u>Natural Environment Element</u>	
<b>Policy 2.</b> Allow only low intensity activities within Resource Management Districts of extreme slopes (RM 2).	<b>Consistent.</b> No portion of the project site, including those areas with a slope in excess of 35 percent, would be developed with high-intensity activities. Additionally, the proposed project would not impact the NCCP Reserve. See Checklist Question IV, Geology and Soils, and IV, Biological Resources, above for further discussion.
<b>Policy 3.</b> Require any development within the Resource Management District of high slopes (RM 3) and old landslide area (RM 5) to perform at least one, and preferably two, independent engineering studies concerning the geotechnical, soils, and other stability factors (including seismic considerations) affecting the site.	<b>Consistent.</b> A portion of the site that currently includes slopes between 25 and 35 percent and also contains old landslide areas would be developed with agricultural uses. As required in the Natural Environment Element of the General Plan, several detailed geological/geotechnical reports have been prepared to address the stability and suitability of the proposed development. These studies have been reviewed and conceptually approved by the City and, as further detailed in Checklist Question VI, Geology and Soils, the proposed project would not result in a significant impact on the underlying geologic conditions.
<b>Policy 4.</b> Allow no further development involving any human occupancy within the active landslide area (RM 4).	<b>Consistent.</b> No portion of the project site is located in the active landslide area.
<b>Policy 7.</b> Prohibit activities that create excessive silt, pollutant runoff, increase canyon wall erosion, or potential for landslide, within Resource Management Districts containing Hydrologic Factors (RM 6).	<b>Consistent.</b> As discussed above, the proposed project would include BMPs to prevent erosion during project construction and operation, and to ensure that post project drainage does not materially differ from existing conditions. Please refer to Checklist Question IX, Hydrology and Water Quality, above for a more detailed discussion. Further, as discussed in Checklist Question VI(a)(iv) above, the proposed project would not exacerbate existing landslide conditions.
<b>Policy 9.</b> Encourage developments within or adjacent to wildlife habitats (RM 8) to describe the nature of the impact upon the wildlife habitat and provide mitigation measures to fully offset the impact.	<b>Consistent.</b> As discussed in Checklist Questions IV(a) through IV(d), Biological Resources, above, the project site is not within the NCCP Reserve area but adjacent Barkentine Canyon, which borders it on the northwest, is included. It is concluded above that the proposed project would not result in a significant impact with respect to the NCCP. Further, as discussed above, the proposed includes mitigation measures to ensure that all impacts to sensitive species which may be supported by the on-site biological communities (i.e., Coastal

Table B-6 (Continued)

## Project Consistency with General Plan Policies

Relevant General Plan Policy	Analysis of Project Consistency
	California gnatcatcher, white-tailed kite, cactus wren, and Palos Verdes blue butterfly) are reduced to a less than significant level.
<b>Policy 10.</b> Encourage developments within Resource Management Districts containing Natural Vegetation (RM 9) to re-vegetate with native materials wherever clearing of vegetation is required.	<b>Consistent.</b> As discussed above, vegetation removal under the proposed project would be limited to the removal on non-native grasses and shrubs. As discussed in Checklist Question IV(f) above, all non-native grasses removed for agricultural development would be mitigated at a ratio of 0.5:1, meeting the requirement of 4.89-acres of mitigation pursuant to the City's NCCP Sub-area plan
<b>Policy 11.</b> Stringently regulate irrigation, natural drainage, and other water-related considerations, in both new development and existing uses affecting existing or potential slide areas.	<b>Consistent.</b> Site drainage and water runoff are addressed in Checklist Question IX, Hydrology and Water Quality, above. As discussed therein, the proposed project proposes agricultural and event uses which do not require substantial irrigation. In addition, all irrigation required would be manually accomplished and monitored, with reporting requirements to the City, to ensure that soil saturation does not occur during project operation. Implementation of project features and recommended mitigation measures would ensure that the proposed project does not increase the potential for water infiltration or increase landslide risk associated with the underlying geologic conditions.
<b>Policy 12.</b> Provide incentives to enable unique and innovative development exceptions in areas otherwise precluding development for health and safety reasons, if the development can establish its engineering feasibility beyond a reasonable doubt, and is otherwise compatible with the intent of the General and Specific Plans for the area.	<b>Consistent.</b> As discussed above, the northeastern portion of the project site is located in the LMA, which precludes most habitable development from being constructed on the site. As a result, the project proposes low-intensity agricultural and event uses that would be designed and monitored to ensure that the potential for landsliding to occur as a result of soil saturation in combination with the underlying geologic conditions would not increase.
<b>Policy 13.</b> Provide a listing of toxic chemicals used as fertilizers, insecticides, herbicides, which are determined to be damaging to the environment, with particular concern for the marine environment, at current use levels within the City (based upon water sampling, etc.) to all potential major users in the City, with use criteria or prohibition clearly indicated.	<b>Consistent.</b> As discussed in Checklist Question VIII, Hazards and Hazardous Materials, the proposed project would utilize small quantities of fertilizers, pesticides, and herbicides in the course of the agricultural operations. Most of these materials would be organic in nature. Further, in accordance with the requirements of the Los Angeles County Fire Department, the project would be required to submit a list of all hazardous materials used on the project site. Further, a MSDS would be maintained for all materials used on the project site.

Table B-6 (Continued)

## Project Consistency with General Plan Policies

Relevant General Plan Policy	Analysis of Project Consistency
<p><b>Policy 14.</b> Maintain the existing natural vegetation of the City in its natural state to the maximum extent possible in all existing and proposed developments, to the extent commensurate with good fire protection policies and encourage the re-establishment of appropriate native plants.</p>	<p><b>Consistent.</b> As discussed above, vegetation removal under the proposed project would be limited to the removal on non-native grasses and shrubs. The majority of areas where vegetation would be removed would be re-vegetated with agricultural crops. As discussed above, two plant communities are present on the site are addressed in the NCCP; coastal sage scrub and non-native grassland. As previously described, the coastal sage scrub on site is to be preserved and will not be altered. In the case of the non-native grassland, as discussed in Checklist Question IV(f) above, the proposed includes a total of approximately 25.5-acres of agricultural uses, that would result in impacts to 9.78-acres of non-native grasslands. However, all non-native grasses removed for agricultural development would be mitigated at a ratio of 0.5:1, meeting the requirement of 4.89-acres of mitigation pursuant to the City's NCCP Sub-area plan.</p>
<p><b>Overall Policy 7.</b> Encourage study of and funding to preserve unusual flora and fauna.</p>	<p><b>Consistent.</b> As discussed above, coastal sage scrub is considered a sensitive plant community by the CDFG and the CNPS because of its relative scarcity as well as the number of sensitive plant and wildlife species typically associated with it. The project plans call for no removal of any sensitive natural vegetation which includes the coastal sage scrub. As further discussed above, the project proposes the removal of a limited number of Catalina mariposa lily plants. This species is not listed by state or federal resource protection agencies as threatened or endangered, however is listed by the CNPS as of limited distribution and fairly threatened in the state. However, due to the limited number of individual plants that would potentially be removed, the project would result in a less than significant impact to the Catalina mariposa lily.</p>
<p><u>Socio/Cultural Element—Cultural Resources</u></p>	
<p><b>Policy 2.</b> Encourage the identification of archaeologically sensitive areas and sites.</p>	<p><b>Consistent.</b> As discussed in Checklist Question V(b), Cultural Resources, the project site has a high degree of prehistoric archaeological activity and marine shales that may contain paleontological resources. Although the proposed project would only require limited ground disturbing activities, mitigation measures are nonetheless proposed to ensure that project impacts with respect to archaeological and paleontological resources remain less than significant.</p>

Table B-6 (Continued)

## Project Consistency with General Plan Policies

Relevant General Plan Policy	Analysis of Project Consistency
<p><b>Policy 3.</b> Require all projects for new construction, subdivisions, conditional use permits, and variances that occur in archaeologically sensitive areas to have a special archaeological component in their EIRs.</p>	<p><b>Consistent.</b> As mentioned above, although the proposed project includes only limited ground-disturbing activities, mitigation measures are included to ensure that impacts to archaeological and paleontological resources remain less than significant.</p>
<p><b>Policy 5.</b> Allow salvage excavation of the site where some technique of preservation cannot be implemented.</p>	<p><b>Consistent.</b> Mitigation measures are included in Checklist Question V(a) and V(b), Cultural Resources, above, to allow for excavation and recovery of any previously undiscovered archaeological and paleontological resources, should these resources be discovered during project construction activities.</p>
<p><u>Urban Environment Element—Agricultural Activity</u></p>	
<p><b>Policy 1.</b> Encourage implementation techniques for preservation of agricultural activities.</p>	<p><b>Consistent.</b> The proposed project would expand agricultural uses on the project site by enlarging the avocado orchard to 16 acres, and by adding an approximately 8.5-acre grape vineyard and 2-acre citrus orchard to the project site.</p>
<p><b>Policy 2.</b> Assist in the protection or conservation of agricultural sites.</p>	<p><b>Consistent.</b> As mentioned above, the proposed project would expand agricultural uses on the project site, thus increasing the acreage of agricultural lands in the City.</p>
<p><u>Urban Environment Element—Infrastructure (Disposal/Recovery System)</u></p>	
<p><b>Policy 3.</b> Encourage the retention of all remaining natural watercourses in their natural state.</p>	<p><b>Consistent.</b> One natural unnamed drainage channel is located in the center of the project site. This watercourse would be retained under the proposed project. As described in Checklist Question IV(a) above, the project site does not contain features (e.g., wetlands, riparian vegetation, drift lines, water marks, bed, banks, channels, etc.) that would be subject to the jurisdiction of the ACOE or CDFG. Vegetation associated with the on-site watercourse is dominated by non-native grassland, pepper trees, and Eucalyptus tree stumps. The project's proposed roadway would traverse this unnamed channel; however, the roadway was designed to retain the natural flow pattern across the roadway's surface. As a result, the proposed project would retain this drainage. As discussed in Checklist Question IX(c) above, the proposed project has been</p>

Table B-6 (Continued)

## Project Consistency with General Plan Policies

Relevant General Plan Policy	Analysis of Project Consistency
	designed to retain the existing boundaries and flow rates of the four existing on-site drainage subareas.
<b>Policy 4.</b> Require developers to install necessary flood control devices in order to mitigate downstream flood hazard induced by proposed upstream developments.	<b>Consistent.</b> As described in Checklist Question IX(a) through IX(c) above, the proposed project has been designed with BMPs to ensure post-development stormwater flows are not materially different from existing conditions. As discussed above, the project's post-development drainage areas and flow rates would be similar to those currently occurring on the project site. As the project would not increase stormwater flows from the project site, all downstream drainages are adequately sized to accommodate area flows.
<b>Policy 5.</b> Require that all flood control/natural water source interfaces and systems be treated so that erosion will be held to a minimum.	<b>Consistent.</b> As described in Checklist Question through IX(a) through IX(c) above, BMPs and erosion control measures would be required during construction and operation as part of the project's SWPPP and SUSMP to ensure that stormwater flows on the project site are not materially different from existing conditions and that stormwater flow do not increase on-site or downstream erosion. The BMPs would be adequately designed to accommodate anticipated stormwater slows. With their implementation, erosion impacts would be less than significant.
<b>Policy 6.</b> Encourage the investigation of methods to reduce pollution impacts generated by development runoff.	<b>Consistent.</b> As described in Checklist Questions IX(a) and IX(f) above, the project would include construction and operational BMPs as part of the project's SWPPP and SUSMP to reduce the potential pollutants from stormwater flows. Among other measures, these BMPs include a vegetated buffer strip along the internal driveway and crop cover in the agricultural areas. With these measures, potential impacts associated with storm water pollution would be less than significant.
<u>Urban Environment Element—Infrastructure (Transportation Systems)</u>	
<b>Policy 1.</b> Design public access into residential areas to control non-local traffic.	<b>Consistent.</b> The proposed project would utilize the existing paved access driveway along PVDS. This entrance, constructed in 2007, was permitted by the City prior to its instillation. As discussed in Checklist Question XVI(d) below, this driveway entrance does not constitute a hazardous design feature.

Table B-6 (Continued)

## Project Consistency with General Plan Policies

Relevant General Plan Policy	Analysis of Project Consistency
<p><b>Policy 18.</b> Require adequate off-street parking for all existing and future development.</p>	<p><b>Consistent.</b> As discussed in detail in checklist Question XVI(f) below, the proposed project would provide adequate parking for events with up to 300 guests. For the one or two events every year that exceed 300 guests, parking accommodations would be outlined in the Special Use Permit issued for those events. It is anticipated that overflow parking would be provided in the on-site overflow area and possibly at area hotels. No parking would be permitted on PVDS.</p>
<p><u>Urban Environment Element—Infrastructure</u></p>	
<p><b>Policy 2.</b> Prohibit the extension of any infrastructure component into any area known to be unstable or of major environmental significance.</p>	<p><b>Consistent.</b> Infrastructure serving the project site is currently limited to electrical and water connections. Additionally, the City's storm drains on PVDS and Narcissa Drive accommodate stormwater flows from the project site. Infrastructure improvements associated with the proposed project are limited to the installation of the internal driveway and on-site irrigation systems. Additionally, the project would formally permit a 2-inch water meter and service line that was previously installed at the Narcissa entrance. As discussed in Checklist Question VI(a)(iv) above, the proposed project (including these improvements) would not exacerbate landsliding conditions. Further, as also discussed in Checklist Question IV(a) above, the project would not result in significant impacts with respect to biological resources in the project vicinity, including those associated with the NCCP.</p>
<p><b>Policy 7.</b> Allow new development to only occur where adequate infrastructure systems can reasonably be provided.</p>	<p><b>Consistent.</b> The adequacy of infrastructure is discussed below in Checklist Question XVI, Utilities and Service Systems, below. As discussed therein, electrical connections to the site are adequate to serve the proposed project. Additionally, domestic water would be delivered to the property via an existing 6-inch water line. The proposed irrigation system, in combination with the previously installed 2-inch water meter and service line, would ensure that adequate infrastructure systems are available to serve the project. Lastly, as discussed in Checklist Question XVI, Transportation/ Traffic, the proposed project would not result in significant traffic impacts at area intersections or roadway segments.</p>

Table B-6 (Continued)

## Project Consistency with General Plan Policies

Relevant General Plan Policy	Analysis of Project Consistency
<u>Urban Environment Element—Safety</u>	
<b>Policy 6.</b> Develop stringent site design and maintenance criteria for areas of high fire hazard potential.	<b>Consistent.</b> As described in Checklist Question IX(a) below, the project site is partially located within a Fire Zone 4, Very High Fire Hazard Severity Zone, and is vulnerable to wildfires. Therefore, the proposed project would continue to implement the fuel modification program that is currently practiced on the project site. This fuel modification includes mowing as needed to minimize fuel and the abatement of brush and combustible growth in accordance with the County Uniform Fire Code (FC 1117).
<u>Urban Environment Element—Sensory Environment (Noise)</u>	
<b>Policy 3.</b> Regulate land use so that there is a minimal degree of noise impact on adjacent land uses.	<b>Consistent.</b> As concluded in Checklist Question XII, Noise, below, although the project would result in temporary increases in the level of noise generated on the project site, implementation of project design features and mitigation measures would reduce these impacts to a less than significant level.
<b>Policy 6.</b> Control traffic flows of heavy construction vehicles en route to or from construction sites to minimize noise.	<b>Consistent.</b> As presented in Checklist Question XVI, Transportation/Traffic below, project construction would utilize only a limited number of construction vehicles. These construction vehicles would use designated City haul routes and would remain on-site during construction. The limited construction vehicle traffic would be concentrated during off-peak hours and the routing of these vehicles along major arterials would also avoid noise effects within neighborhood areas. As concluded in Checklist Question XII, Noise, below, project construction would result in a less than significant noise impact.
<b>Policy 7.</b> Maintain current and up-to-date information on noise control measures, on both fixed point and vehicular noise sources.	<b>Consistent.</b> As presented in Checklist Question XII, Noise, below, the proposed project would include project design features and mitigation measures to reduce noise impacts from events held at the landscaped patio/event garden are to a less than significant level.

Table B-6 (Continued)

## Project Consistency with General Plan Policies

Relevant General Plan Policy	Analysis of Project Consistency
<u>Urban Environment Element—Sensory Environment (Visual Aspects)</u>	
<b>Policy 2.</b> Enhance views and vistas where appropriate through various visual accents.	<b>Consistent.</b> As described in Checklist Question I(a) and I(c) above, with incorporation of Mitigation Measure AES-1 (requiring an earth-tone colored driveway surface), the proposed project would be consistent with the semi-rural visual character of the project vicinity. In addition, as discussed above, the project's proposed features would not obstruct view corridors of focal points through the project site from view corridors or private residence. It is important to remember that most of the project site would remain undeveloped, as under existing conditions.
<b>Policy 3.</b> Preserve and enhance existing positive visual elements while restoring those, which are lacking in their present visual quality.	<b>Consistent.</b> As described under Policy 2 above, with the incorporation of identified mitigation measures, the proposed project would be consistent with the semi-rural visual character of the project vicinity. Project grading would be minimal, would be within the existing topographic contours of the site, and would not be noticeable to the casual observer.
<b>Policy 7.</b> Require developers, as developments are proposed within areas which impact the visual character of a corridor, to address treatments to be incorporated into their projects, which enhance a corridor's imagery.	<b>Consistent.</b> As discussed above, with the incorporation of identified mitigation measures, the proposed project would be consistent with the semi-rural visual character of the project vicinity and grading would be within the existing topographic contours of the site, and would not be visible to the casual observer.
<b>Policy 9.</b> Require developments which lie between natural areas to be maintained and viewing corridors to show how they intend to mitigate view disruption.	<b>Consistent.</b> As discussed above, with the incorporation of identified mitigation measures, the proposed project would be consistent with the semi-rural visual character of the project vicinity and grading would be within the existing topographic contours. The proposed project would not obstruct views of the Pacific Ocean, Abalone Cove Shoreline Park, or Wayfarers Chapel from an existing view corridor (i.e., PVDS). Further, due to the steep topography of the northern portion of the project site, views of the sloping hills from PVDS would not be obstructed by project development.

Source: PCR Services Corporation, 2011

geographic limitation of the project site and also the needs of the property owner. This is especially appropriate as golf courses do not require a standardized playing area, therefore, each course can feature a unique design appropriate for the intentions of the course. It is important to note when considering the scale, compatibility and view retention standards outlined in the RS district, that the proposed project would be far below the intentions set forth in those standards with respect to maintaining the scale of the surrounding development. For instance, the code's development standards seek to ensure that development is compatible with the character of the immediate neighborhood. As defined in RPVMC Section 17.02.040(A)(6), neighborhood character means the existing characteristics in terms of the following: (a) scale of surrounding residences; (b) architectural styles and materials; and (c) front, side and rear yard setbacks. Given the site's zoning and adjacent "semi-rural" residential uses, the zoning would permit residential development on the project site. By retaining the existing landscaped patio/event garden area and adding agricultural uses, the project would develop the site in a density that is less than permitted on the project site and would retain the semi-rural character of the project site and immediate vicinity. Additionally, by developing the project site in a manner that is of a density less than permitted on the site, the proposed project would retain views across the project site in a manner that is greater than would occur if the site was developed to the standards outlined for the RS district.

With respect to foliage regulations, the proposed project would comply with all applicable foliage provisions of the RS District. Specifically, the proposed project would comply with RPVMC Section 17.02.040, View Preservation and Restoration, in that the project's proposed agricultural foliage would not obstruct a viewing area from the project vicinity (please refer to Checklist Question I(a)). The project's vineyards would be far shorter in height than the 16 feet permitted by the RPVMC. While the project's proposed avocado and citrus trees would exceed the 16-foot height requirement, the slope of the property would ensure that existing views across the project site are not obstructed. In this way, the proposed project would be consistent with the view preservation and restoration standards of the RPVMC.

In summary the proposed project is consistent with the intent and regulations of the RS zone, as defined under the RPVMC. As a result, this is considered a less than significant impact, and no mitigation measures or further evaluation of the project site's zoning is required.

### ***Overlay Control Districts (OC-1 & OC-3)***

**Less Than Significant Impact.** As mentioned above, the project site is located within both a Natural Overlay Control (OC-1) District and an Urban Appearance Overlay Control District (OC-3). The Impacts with respect to the Natural Overlay Control District and the Urban Appearance District are discussed in **Table B-7, Project Consistency with the Natural Overlay Control (OC-1) District**, and **Table B-8, Project Consistency with the Urban Appearance Overlay Control (OC-3) District**, below. As discussed therein, the project would be consistent with the guidelines of these districts and a less than significant impact would result. As such, no mitigation measures or further evaluation of this topic is required.

### ***Landslide Moratorium Area***

**Potentially Significant Unless Mitigation Incorporated.** As mentioned above, approximately 48.18 acres of the northeast portion of the project site are within the City-designated LMA. Certain types of minor improvements to existing development have been allowed in the LMA through the process known as the "Moratorium Exemption Permit". In relation to the project, exception "M" (section 15.20.040.M) of the

Table B-7

**Project Consistency with the  
Natural Overlay Control (OC-1) District**

OC-1 Performance Criteria	Project Consistency
<b>No. 1:</b> The [project] shall not cover or alter the land surface configuration by moving earth on more than ten percent of the total land area of the portion of the parcel within the district, excluding the main structure and access.	<b>Consistent.</b> Project grading would be limited to the proposed internal driveway, the soil preparation for the vineyard, small quantities of hand leveling on the executive golf course, and foundation preparation for the proposed pergola and arbor wall. Together, these features would comprise an area less than 10 percent of the project site.
<b>No. 2:</b> The [project] shall not alter the course, carrying capacity or gradient of any natural watercourse or drainage course which can be calculated to carry over one hundred cubic feet per second (cfs) once in ten years.	<b>Consistent.</b> No on-site drainages carry 100 cfs once in ten years. The unnamed intermittent watercourse adjacent to the driveway has the highest flow rate of the four on-site drainage subareas, with an existing 50 year (Q) flow of 47.75 cfs. As no on-site watercourse has a 50 year (Q) approaching 100 cfs, the 10 year flows, which are less than the 50 year flows, would similarly not approach 100 cfs. In addition, the project's proposed would be designed to maintain the existing drainage patterns and runoff quantities from the site.
<b>No. 3:</b> The [project] shall not fill, drain or alter the shape or quality of any water body, spring or related natural spreading area of greater than one acre.	<b>Consistent.</b> The proposed project would not alter any on-site water body.
<b>No. 4:</b> The [project] shall not develop otherwise permitted uses within fifty feet of the edge of a watercourse or drainage course which can be calculated to carry more than five hundred cubic feet per second once in ten years.	<b>Consistent.</b> No on-site drainage subareas would carry more than 500 cfs during a 10-year storm event.
<b>No. 5:</b> The [project] shall not clear the vegetation from more than twenty percent of the area of the portion of the parcel within the district, or remove by thinning more than twenty percent of the vegetation on the parcel, excluding dead material and excluding those brush clearance activities necessary for fire protection.	<b>Consistent.</b> Vegetation removal is limited to the removal of non-native grasses from a small portion of the project site for agricultural uses. The majority of vegetation removed would be replanted with agricultural crops underlain by crop cover similar to the existing non-native grasses. As discussed in Checklist Question IV(b) above, the project would not remove any vegetation within the coastal sage scrub habitat. As discussed in Checklist Question IV(f) above, the proposed would remove non-native grasslands from 9.78 acres of the project site. This is less than 20 percent of the project site, and non-native grasses would be mitigated at a ratio of 0.5:1, meeting the requirement of 4.89-acres of mitigation pursuant to the City's NCCP Sub-area plan.
<b>No. 6:</b> The [project] shall not use herbicides to control or kill vegetation.	<b>Inconsistent, Less Than Significant Impact.</b> Although herbicides would be used for the agricultural uses on the project site, they would primarily be organic and designed not to result in harm to the surrounding environment. Is important to note that herbicides would only be applied as necessary, and that the crops chosen for the project site are those that thrive in the Rancho Palos Verdes climate and underlying soil conditions without the need for excessive herbicides or fertilizers. Further, the project contains agricultural BMPs to ensure that herbicides do not enter stormwater flows leaving the project site.

Table B-7 (Continued)

**Project Consistency with the  
Natural Overlay Control (OC-1) District**

OC-1 Performance Criteria	Project Consistency
<p><b>No. 7:</b> The [project] shall not remove vegetation within a designated wildlife habitat area.</p>	<p><b>Consistent.</b> As discussed in Checklist Question IV(f) above, the project site is adjacent to the City of Palos Verdes NCCP of 2004. Two plant communities present on the site are addressed in the NCCP; coastal sage scrub and non-native grassland. As previously described the coastal sage scrub on site is to be preserved and would not be altered. In the case of the non-native grassland, the proposed agricultural uses would result in impacts to 9.78-acres of non-native grasslands. However, all non-native grasses would be mitigated at a ratio of 0.5:1, meeting the requirement of 4.89-acres of mitigation pursuant to the City's NCCP Sub-area plan.</p>
<p><b>No. 9:</b> The [project] shall not alter the characteristics of the surface soils so as to allow surface water to stand for over twelve hours; make the soil inadequate as a bearing surface for pedestrian, equestrian, bicycle or motorized emergency vehicle access; make the soil unstable and subject to sliding, slipping, or water or wind erosion.</p>	<p><b>Consistent.</b> As discussed above, the project proposes BMPs to ensure that any incidental irrigation runoff would not enter stormwater flows. The BMPs have also been designed to ensure that stormwater flows and drainage patterns would remain relatively the same as under existing conditions. Further, the mitigation measures prohibit excess soil saturation to prevent landsliding.</p>
<p><b>No. 10:</b> The [project] shall not result in chemicals, nutrients or particulate contaminants or siltation being discharged, by stormwater or other runoff, into a natural or manmade drainage course leading to the ocean or any other natural or manmade body of water.</p>	<p><b>Consistent.</b> As mentioned above, the project proposes BMPs to ensure that sediment and/or hazardous materials do not enter incidental irrigation or stormwater flows leaving the project site.</p>
<p><b>No. 11:</b> The [project] shall not propose a sewer or waste water disposal system involving the spreading, injecting or percolating of effluent into the ocean or into the soil of a natural or manmade drainage course, if alternative locations are available.</p>	<p><b>Consistent.</b> The Existing on-site restroom is connected to the Abalone Cove Sewer System. For events larger than 100 guests, a portable restroom facility would be rented and brought to the project site. This facility would be emptied and cleansed by the rental company at a licensed off-site facility.</p>
<p><b>No. 15:</b> The [project] shall not alter any land area which has previously experienced massive downslope movement, so as to reactivate or create conditions which could lead to the reactivation of downslope movement.</p>	<p><b>Consistent.</b> Approximately 48.18 acres in the northeast portion of the project site are located within the City's LMA; however, the project site has not experienced massive downslope movement in historic or recent times. As discussed in Checklist Question IV(a)(iv) above, the project includes mitigation measures to reduce the potential for the proposed project to exacerbate landsliding conditions within the LMA.</p>

Source: Rancho Palos Verdes Municipal Code, PCR Services Corporation, 2011.

Table B-8

**Project Consistency with the  
Urban Appearance Overlay Control (OC-3) District**

OC-3 Performance Criteria	Project Consistency
<p><b>No. 1:</b> The [project] shall not result in the change in elevation of the land or construction of any improvement which would block, alter or impair major views, vistas or viewsheds in existence from designated view corridors, view sites or view points at the dates of adoption of the general plan and the coastal specific plan in such a way as to materially and irrevocably alter the quality of the view as to arc (horizontal and vertical), primary orientation or other characteristics.</p>	<p><b>Consistent.</b> As discussed in detail throughout this Initial Study, particularly in Checklist Question I(a) above, the proposed project would not obstruct existing views in such a way as to alter view characteristics.</p>
<p><b>No. 2:</b> The [project] shall not cause the removal or significant alteration of structural focal points and natural focal points, as defined and designated in the general plan.</p>	<p><b>Consistent.</b> As discussed above, the proposed project does not contain any unique structural or natural focal points. In addition, the proposed project would not obstruct views of focal points as identified in the General Plan, such as the Pacific Ocean, Abalone Cove Shoreline Park, and Wayfarers Chapel.</p>
<p><b>No. 3:</b> The [project] shall not cause the mass and finish grading or any topographic alteration which results in uniform, geometrically terraced building sites which are contrary to the natural land forms, which would substantially detract from the scenic and visual quality of the city, which would be contrary to the grading criteria contained in Section 17.76.040 (Grading permit) or which would substantially change the natural characteristics of a drainage course, identified natural vegetation or wildlife habitat area.</p>	<p><b>Consistent.</b> The proposed project does not involve any mass grading. Minor grading efforts would be completed for the proposed internal driveway and executive golf course; however, this grading would be within the existing topography of the project site and would not be noticeable to the casual observer. As discussed above, the proposed project would not substantially change any natural drainage, identified natural vegetation, or wildlife habitat area.</p>
<p><b>No. 4:</b> The [project] shall not create site plans, building or other improvement designs which would result in other significant changes to the natural topography or which would prevent or hinder the use of naturalized minimum grading techniques to restore an area to its natural contours.</p>	<p><b>Consistent.</b> As mentioned above, the project proposes only minor grading to accommodate the proposed internal driveway and executive golf course. The grading would be within the existing topographic contours of the project site and would not result in noticeable change to the site's topography.</p>
<p><b>No. 5:</b> The [project] shall not grade any area or remove vegetation from such an area without replacing such areas with properly drained, impervious surfaces or suitable vegetation within six months of the commencement of such activities.</p>	<p><b>Consistent.</b> As discussed above, vegetation removal would be limited to the removal on non-native grasses and shrubs. The majority of vegetation to be removed would be replaced with agricultural uses; however, a small area would be replaced with impervious surfaces (i.e., proposed internal driveway, pergola). The project's proposed design features and BMPs would ensure that post-project drainage would not materially differ from existing drainage conditions.</p>
<p><b>No. 6:</b> The [project] shall not propose the use of any vegetative materials which are not compatible with the visual, climatic, soil and ecological characteristics of the city or which require excessive water.</p>	<p><b>Consistent.</b> The proposed crops were chosen because they are ideal for the site's south-facing slope, climate, precipitation, and solar access. Moreover, these agricultural uses would be visually consistent with the semi-rural visual character of the project vicinity (refer to Checklist Question I(c)). Irrigation would be accomplished using a manually operated drip/spot spitter system that would be monitored to ensure that the feeding zone is successfully irrigated and that excessive water is</p>

Table B-8 (Continued)

**Project Consistency with the  
Urban Appearance Overlay Control (OC-3) District**

OC-3 Performance Criteria	Project Consistency
	not applied. Further, a Vadose Zone Monitoring Program has been required to ensure that groundwater infiltration does not occur. All results from this monitoring effort would be reported to the City once a season.
<b>No. 7:</b> The [project] shall not create a cut or embankment with a slope greater than three feet horizontal to one foot vertical (3:1) and more than fifteen feet in total elevation which is located adjacent to a publicly maintained right-of-way or area unless an agreement with the city for the vegetation and perpetual maintenance of such slope at no cost to the city is executed and bonded.	<b>Consistent.</b> As mentioned above, the project proposes only minimal grading that would be within the site's existing topographic contours. No grading would take place adjacent to PVDS.
<b>No. 8:</b> The [project] shall not result in changes in topography or the construction of improvements which would block, alter or otherwise materially change significant views, vistas and viewshed areas available from major private residential areas of the community which characterize the visual appearance, urban form and economic value of these areas.	<b>Consistent.</b> As discussed in Checklist Question I(a) above, the project would not substantially obstruct existing views of focal points from nearby residential development.

*Source: Rancho Palos Verdes Municipal Code, PCR Services Corporation, 2011.*

Moratorium Ordinance allows for "submittal of applications for discretionary planning permits for structures or uses which are ancillary to the primary use of the lot or parcel, where there is no possibility of any adverse impact upon soil stability. Examples of these types of applications include conditional use permits for the establishment of a use or activity at or on an existing structure where no structural modifications are required; and such other uses, activities and structures that the city geotechnical staff determines to have no potential for adverse impact on landslide conditions." As discussed in Checklist Question VI above, based on an extensive review of the geology of the project site and incorporation of the project's design features and Mitigation Measure GEO-1, the proposed project would result in a less than significant impact with respect to groundwater infiltration and landsliding conditions. As such, no additional mitigation measures or further evaluation of this topic is required.

### **Trails Network Plan**

**Less Than Significant Impact.** The CTP identifies three proposed point-to-point trails that potentially could traverse the project site. As stated in the CTP, these trails should be implemented when the parcel is developed; however, the route of the proposed trails can be determined in the course of future development. When considering proposed trails, it is important to note that no trails are currently in use, since the site is private property, is fenced to prohibit public access, and there are no trail easements that traverse the property. However, as with current conditions, visitors would continue to be allowed to hike or ride horses on the property so long as they are invited by or have permission from the owner and respect the property. Although the proposed project does not include any trails, a large portion of the project site would remain undeveloped and would not impact the general alignment of trails specified in the CTP. The City anticipates

updating its TMP and would use the City's CTP (as amended) as a starting point for considering and defining specific trail alignments, although it is possible that trails not identified in the CTP could be added, or trails currently identified in the CTP could be removed, as a result of public input for the more detailed planning process as the TMP proceeds. Therefore, the proposed project would not obstruct the general alignment of the trails as proposed in the TMP, and thus, the proposed project would result in a less than significant impact with respect to the CTP. As a result, no mitigation measures or further evaluation of this topic is required.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**Less Than Significant Impact With Mitigation Incorporated.** As discussed in Checklist Question IV(f) above, the project site is adjacent to the City of Rancho Palos Verdes NCCP of 2004 (which is located in adjacent Barkentine Canyon), but the project does not conflict with any aspects of it. Although not within the NCCP, the project site contains two plant communities that are addressed in the NCCP; coastal sage scrub and non-native grassland. As previously described the coastal sage scrub on site is to be preserved and will not be altered. In the case of the NCCP non-native grassland on the property, as discussed in Checklist Question IV(f) above, the proposed includes a total of approximately 25.5-acres of agricultural uses, that would result in impacts to 9.78-acres of non-native grasslands. However, all non-native grasses removed for agricultural development would be mitigated at a ratio of 0.5:1, meeting the requirement of 4.89-acres of mitigation pursuant to the City's NCCP Sub-area plan. Therefore, the proposed project would result in a less than significant impact with respect to any applicable habitat conservation plan or natural community conservation plan. As a result, no additional mitigation measures or further evaluation of this topic is required.

## **XI. MINERAL RESOURCES**

*Would the project:*

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**a-b) No Impact.** According to the General Plan's Natural Environment Element, areas in Rancho Palos Verdes were quarried for basalt, diatomaceous earth, and Palos Verdes stone from 1948 to 1958. In 1972, core samples were taken on the Filiorum property, just north of Narcissa Drive, which appeared to contain almost pure diatomaceous earth. However, the General Plan indicates that the low market value of such mineral resources relative to the land's value as residential real estate makes it highly unlikely that landowners would utilize the land in the City for mining or quarrying operations. Furthermore, the project site is not located within the area containing diatomaceous earth. Therefore, there would be no impact associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. As such, further analysis of this topic is not recommended and no mitigation measures are required.

## XII. NOISE

*Would the project result in:*

- a) **Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Potentially Significant Unless Mitigation Incorporated.** The following analysis evaluates the potential noise impacts at noise-sensitive land uses resulting from construction and operation of the project.

### Applicable Noise Regulations

#### Noise

In general, Section 17.12.030 F of the RPVMC limits noise from mechanical equipment, deliveries of commercial goods and supplies, trash pick-up, etc., to 65 dBA, as measured from the closest property line to such noise generating activity. Section 17.48.030 E.3.b limits noise from minor structures and mechanical equipment to 65 dBA. For commercial properties which abut a residential district, such noise generating activities are allowed to occur only between the hours of 7:00 A.M. and 7:00 P.M., Monday through Sunday. Noise from construction activities is limited to the hours 7:00 A.M. to 7:00 P.M., Monday through Saturday.

#### Noise Impact Significance Thresholds

The proposed project would result in seven types of noise-generating activities, including: 1) construction noise; 2) parking noise; 3) mobile source noise (i.e., roadway noise); 4) event-related music; 5) crowd noise; 6) golf-related activities, and 7) agricultural activities. Because of the different nature of each of these noise sources, a separate threshold is appropriate for each of these noise-generating activities. For instance, roadway noise is rather continuous throughout a long period of time, while event music would occur for only a few hours during events. Crowd noise would also occur during the few hours of the event, would vary intermittently and substantially with time, and would include brief periods of intense noise (e.g., cheering, applause) that would occur for a few minutes at a time. Construction noise would occur during daylight hours throughout the construction period. Any increase in noise level from each of these seven sources is compared against the ambient noise levels to determine if the increase in noise is significant.

With respect to noise from construction and parking activities, as discussed above, the City's Municipal Code limits noise from these sources, and a significant impact would result if construction activities would exceed 65 dBA, as measured from the closest property line.

With respect to mobile source noise (e.g., roadway noise), the City's Municipal Code does not specifically address noise from this source. Thus, for purposes of this CEQA analysis, standards adopted by other jurisdictions have been used to evaluate noise impacts. Specifically, this analysis considers an impact from roadway to be significant if it is perceptible to sensitive receptors in the project vicinity. In general, changes in noise levels less than 3 dBA are generally not perceptible to most people, while changes greater than 5 dBA are readily noticeable. Based on this principle, the mobile source noise would be considered significant if it were to increase noise levels at sensitive receptors by 5 dBA or more.

Event-related music noise is also continuous and prolonged in nature, and not specifically addressed under the City's Municipal Code. The most appropriate threshold for event related music noise is human perceptibility and similar to mobile source noise, standards from other jurisdictions (i.e., County of Los Angeles) have been adopted for this analysis. Thus, event-related noise would be significant if the change is greater than 5 dBA at sensitive receptors.<sup>47</sup>

Crowd noise punctuated with brief periods of intense sound from cheering or applause is also not addressed under the City's Municipal Code. Due to the fluctuating nature of this noise, a different standard is used that relies on Chapter 12.08, Noise Control, of the County of Los Angeles Municipal Code. Typically, a person's tolerance for short-term noise is increased depending on the duration of exposure. A five minute exposure to high noise levels is less of a disturbance than a one hour exposure to moderate noise levels. In order to account for people's tolerance for short-term noise events, the County of Los Angeles has developed noise thresholds for short-term exposure. Noise increases within the standards shown in **Table B-9, Short-Term Noise Level Increase Thresholds**, are considered acceptable. Any increase in crowd noise exceeding the significance threshold levels established in **Table B-10, Summary of Ambient Noise Measurements and Significance Thresholds**, would be considered significant for the purposes of this analysis.

**Table B-9**

**Short-Term Noise Level Increase Thresholds**

Noise Exposure Duration in one Hour (Cumulative Period) <sup>a</sup>	Acceptable Increase above Ambient Noise Levels
Instantaneous (<1 minute)	20 dBA
5 minutes or less	15 dBA
15 minutes or less	10 dBA
30 minutes or less	5 dBA

<sup>a</sup> "Cumulative period" means an additional period of time composed of individual time segments which may be continuous or interrupted., Section 12.08.100, Noise Control, The County of Los Angeles.

Source: County of Los Angeles Noise Control. Chapter 12.08.

- More specifically, to summarize the above discussion, for purposes of the MND, the proposed project would have a significant noise impact if one or more of the following occurs:
- **Construction** – Noise levels during construction exceed 65 dBA at a noise-sensitive receptor location.
- **Parking** – Noise generated from the operation of a parking area (i.e., automobile movements) exceeds 65 dBA at a noise-sensitive receptor location.
- **Mobile-Source (Roadway) Noise** - Noise attributable to project-related traffic volumes, or cumulative traffic volumes cause a 5 dBA increase in Community Noise Event Level (CNEL) along a roadway segment with existing noise sensitive uses.
- **Event-Related Music** - Project event activities such as music exceed the existing average ambient noise levels in Table B-10 by 5 dBA at noise-sensitive receptor locations R1, R2, R3, and R4.

<sup>47</sup> *Engineering Noise Control, Bies & Hansen, 1988.*

**Table B-10**  
**Summary of Ambient Noise Measurements and Significance Thresholds**

Measurement Location and Date/ Day of Week	Measured Ambient Noise Levels, dBA (L <sub>eq</sub> )				
	Operation Hours		Average Ambient Noise Levels (10:00 A.M. to 5:59 P.M.)/ (6:00 P.M. to 10:00 P.M.) Hourly L <sub>eq</sub>	Significance Thresholds (10:00 A.M. to 5:59 P.M.)/ (6:00 P.M. to 10:00 P.M.) Hourly L <sub>eq</sub>	
	Daytime (8:00 A.M. to 5:59 P.M.) Hourly L <sub>eq</sub>	Evening Hours (6:00 P.M. to 10:00 P.M.) Hourly L <sub>eq</sub>		Event Related Music	Crowd Cheering and Applause
<b>R1 – East Property Line</b>					
6/09/11 (partial 12 hours)/ Thursday	42 – 46	38 – 42			
6/10/11 (full 24 hours)/ Friday	41 – 44	37 – 41	44/40	49/45	54/50
6/11/11 (full 24 hours)/ Saturday	42 – 43	38 – 39			
6/12/11 (full 24 hours)/ Sunday	42 – 51	37 – 43			
6/13/11 (full 24 hours)/ Monday	40 – 49	37 – 41			
<b>R2 – South Property Line</b>					
6/09/11 (partial 14 hours)/ Thursday	46 – 47	42 – 47			
6/10/11 (full 24 hours)/ Friday	47 – 51	43 – 47	50/45	55/50	60/55
6/11/11 (full 24 hours)/ Saturday	46 – 47	43 – 46			
6/12/11 (full 24 hours)/ Sunday	47 – 50	43 – 48			
6/13/11 (full 24 hours)/ Monday	47 – 49	42 – 47			
<b>R3 – West Property Line</b>					
6/09/11 (partial 14 hours)/ Thursday	49 – 56	40 – 49			
6/10/11 (full 24 hours)/ Friday	49 – 52	42 – 49	50/47	55/52	60/57
6/11/11 (full 24 hours)/ Saturday	48 – 52	43 – 49			
6/12/11 (full 24 hours)/ Sunday	48 – 52	44 – 49			
6/13/11 (full 24 hours)/ Monday	48 – 52	41 – 48			
<b>R4 – North Property Line</b>					
6/09/11 (partial 13 hours)/ Thursday	41 – 42	42 – 47			
6/10/11 (full 24 hours)/ Friday	41 – 43	40 – 43	49/44	54/49	59/54
6/11/11 (full 24 hours)/ Saturday	39 – 41	39 – 51			
6/12/11 (full 24 hours)/ Sunday	41 – 62	40 – 44			
6/13/11 (full 24 hours)/ Monday	39 – 40	40 – 44			

Source: PCR Services, 2011.

- Crowd Cheering and Applause – Crowd cheering and applause noise exceeds the existing average ambient noise levels in Table B-10 by 10 dBA at the noise-sensitive receptor locations R1, R2, R3, and R4. This was selected as the most applicable significance level for this noise-generating activity because crowd cheering and applause is not expected to occur for more than 15 minutes in any one hour.
- Golf-related Activities – Golf-related activity noise levels exceed the existing average ambient noise levels in Table B-10 by 10 dBA at noise-sensitive receptor locations R1, R2, R3, and R4. This was selected as the most applicable significance level for this noise-generating activity because peak noise from golf-related activities is not expected to occur for more than 15 minutes in any one hour.
- Agricultural Activities - Agricultural equipment noise levels exceed 65 dBA at a noise-sensitive receptor location.

### Existing Conditions

The existing noise environment at the project site is comprised primarily of auto traffic on Palos Verdes Drive South (PVDS) and Narcissa Drive, and the prevailing on-shore wind. The site currently hosts occasional special events, and existing maintenance and landscaping/agricultural uses contribute to the periodic existing noise environment. Other community noise sources include incidental noise from existing residential and religious uses, existing equestrian uses, distant aircraft over-flights, and landscaping maintenance activities at nearby residential uses.

To quantify the existing noise environment, long-term (117-hour) measurements were conducted at four locations, identified as R1, R2, R3, and R4 in **Figure B-1, Noise Measurement Locations and Noise Sensitive Uses**. The long-term ambient sound measurements were conducted from Thursday, June 9, through Tuesday, June 14, 2011 as described below and as shown on Figure B-1:

- Measurement Location R1: The noise measuring device (sound level meter) was placed on the east boundary of the project site near Narcissa Drive. Location R1 represents the existing general noise environment at the nearest residential uses in the Portuguese Bend community approximately 400 feet east of the Event Garden.
- Measurement Location R2: The sound level meter was placed on the southeast boundary of the project site near a single-family residence. This measurement location represents the existing noise environment of the single-family residential uses in the Portuguese Bend community approximately 800 feet southeast of the Event Garden.
- Noise Sensitive Location R3: The sound level meter was placed on the south boundary of the project site adjacent to a developed single-family residential lot. This measurement location represents the existing noise environment of the single-family residential uses, approximately 800 feet south of the Event Garden.
- Noise Sensitive Location R4: The sound level meter was placed on the west boundary of the project site adjacent to a developed single-family residential lot in the Abalone Cove community. This measurement location represents the existing noise environment of the single-family residential uses approximately 1,150 feet west of the Event Garden.

Noise measurements were conducted using Larson-Davis 820 Precision Integrated Sound Level Meters (SLM). The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute (ANSI) S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The recording microphones were placed at a height of 5 feet above the local grade elevation. The sound level meters were setup to collect the hourly average noise level ( $L_{eq}$ ).

Table B-10 presents the existing noise environment in the vicinity of the Project site. Based on field observations and measured sound data, the existing noise environment in the vicinity of the project site is dominated mainly by auto traffic, landscaping maintenance activities at nearby residential uses, equestrian uses, and the rustling of vegetation by wind. As indicated on Table B-10, ambient noise levels ranged considerably. As noted during the monitoring period, this variation was largely due to strong prevailing onshore winds from the Pacific Ocean. Therefore, for purposes of this analysis an average existing ambient noise level is used. It is important to note that when considering this approach, that even in noisy environments, such as urban city areas, there are instantaneous periods when noise levels are extremely low. Thus, using a calculated average existing ambient level provides a more representative baseline than the minimum or maximum recorded ambient noise level during the monitoring period.

To characterize ambient conditions during the project's operational hours, the average ambient noise during the project's operational daytime hours (10:00 A.M. to 5:59 P.M.) and evening hours (6:00 P.M. to 10:00 P.M.) were calculated and are provided in Table B-10. The noise analysis was separated into a daytime period (10:00 A.M. to 5:59 P.M.) and evening period (6:00 P.M. to 10:00 P.M.) because these periods represent two unique noise environments throughout the project's proposed hours of operation. For instance, existing ambient noise levels are typically higher during the daytime period than they are during the evening period, when roadway and residential activity typically is lower. Thus, project noise generated during the evening period would be more noticeable and would exceed the established thresholds at a lower volume than project noise generated during the daytime period. In this way, the analysis is conservative in that it does not compare the project to the average ambient noise levels over the entire period of operation, but distinguishes separate daytime and evening period thresholds, to which all project impacts are compared.

To evaluate mobile source noise, the CNEL noise levels generated by existing traffic on local roadways were calculated using a noise prediction model developed based on calculation methodologies provided in the Caltrans Technical Noise Supplement (TeNS) document and traffic data provided in the project Traffic Study (refer to Appendix G of this Initial Study). The roadway noise calculation procedures provided in the Caltrans TeNS are consistent with Federal Highway Administration (FHWA) RD-77-108 roadway noise prediction methodologies. This methodology allows for the definition of roadway configurations, barrier information (if any), and receiver locations. To represent a simplified analysis, consistent with the amount of project related technical information currently available, the noise model assumes a "hard" site condition (i.e., this is a conservative assumption which limits sound attenuation due to ground condition to a maximum of 3 dBA per doubling of distance whereas the "soft" ground condition would provide sound attenuation of 4.5 dBA per doubling of distance) and no barriers between the roadway and receivers. Therefore, the hard site condition represents a conservative "worst-case" scenario and was applied to the traffic noise analysis.

A model calibration test was performed to establish the noise prediction model's accuracy. The road segment included in the calibration test was PVDS, shown as R5 in Figure B-1. At the location, a 15-minute noise recording was made concurrent with logging of actual traffic volumes and auto fleet mix (i.e., standard automobile, medium duty truck, or heavy duty truck). The traffic counts were entered into the noise model along with the observed speed, lane configuration, and distance to the roadway to calculate the traffic noise



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levels. The noise model results are less than within 1 dBA of the measured noise levels, which is within the industry standard tolerance of the noise model (i.e., +/- 1 dBA). Therefore, the project specific traffic noise prediction model is considered accurate and specific to the project conditions.

### **Design Features**

The following Project Design Features (including those presented in Attachment A – Project Description), are intended to reduce Project-related noise. Therefore, they have been taken into account in the analysis of potential Project impacts.

### **Project Operation**

- Prior to the commencement of the first on-site event, as authorized by the CUP, the applicant shall replace the foam board between the restroom and the cook shack with a stud and stucco wall filled with insulation.
- Prior to the commencement of the first on-site event, as authorized by the CUP, the applicant shall construct a 12-foot tall arbor wall, extending from the cook shack to the event garden area as shown in Figure B-2. The wall shall be constructed of a solid material such as concrete block, or any masonry block or rock material. The applicant would construct the arbor wall of decorative materials and cover with vegetation to the satisfaction of the Community Development Director.
- An acoustical review of the proposed wall plans shall be prepared by a qualified acoustical engineer, prior to issuance of permits, to ensure that the wall construction materials and design shall provide adequate sound attenuation as envisioned in the MND.

### **Short-Term Construction Noise**

Noise from construction activities would be generated by vehicles and equipment involved during various stages of construction operations such as grading, paving, planting, and construction. Construction of the project's proposed driveway improvements would require minimal amounts of grading. The driveway improvements are designed to balance on-site cut and fill. The proposed golf course facility would not require any grading, and the greens and tees would be constructed with artificial turf. Building construction would be limited to the proposed pergola and arbor wall. Construction activities related to the pergola and installation of the artificial turf for the golf course would produce minimal noise as compared to those phases utilizing heavy-duty earthmoving equipment. Construction of the arbor wall at the landscaped patio/event garden area would require solid materials such as concrete block, masonry, or rock materials, etc. Upon completion, the arbor wall would act as a sound barrier to reduce off-site noise levels from activities on the site. The noise levels created by construction equipment varies depending on factors such as the type of equipment, the specific model, the operation being performed and the condition of the equipment. Construction noise associated with the proposed project was analyzed using a mix of construction equipment provided by the applicant, estimated durations and construction phasing. The project construction noise model is based on construction equipment noise levels as published by the FHWA.<sup>48</sup>

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<sup>48</sup> *Roadway Construction Noise Model, Federal Highway Administration, 2006*

In an outdoor environment, sound levels attenuate through the air as a function of distance. Such attenuation is called “distance loss” or “geometric spreading” and is based on the source configuration, point source or line source. For a point source such as construction equipment, the rate of sound attenuation is 6 dB per doubling of distance from the noise source. For example, that is, a noise level of 85 dBA at a reference distance of 50 feet from the equipment would attenuate to 79 dBA at 100 feet, and 73 dBA at 200 feet. **Table B-11**, *Estimate of Construction Noise Levels ( $L_{eq}$ ) at Off-Site Sensitive Receiver Locations*, provides the estimated noise levels during the most intense phases, driveway and agricultural construction, at nearby noise sensitive receptors where current sound ambient were recorded and a comparison with the noise impact criteria. The estimated noise levels represent a worst case scenario because construction activities are analyzed as if they were occurring along the perimeter of the project site, whereas actually, construction will occur in a limited area and at a further distance within the project site.

The agricultural component of the Master Use Plan does not require grading or site contouring. Soil preparation efforts for the initial planting phase would be limited to digging a small hole for each tree within the existing slope; no grading or site contouring will be required. In addition, the vineyard areas would be ripped to a depth of four feet as part of a process to lower the soil’s pH level. These noise levels account for the project contractor(s) construction equipment, fixed or mobile, operating properly and consistent with manufacturers’ standards. A summary of the construction noise impacts at the nearby sensitive receptors is provided in Table B-11. Detailed noise calculations for construction activities are provided in Appendix F of this Initial Study. As shown therein, construction-related noise would exceed the 65 dBA significance threshold at nearby single-family residential uses. The highest unmitigated construction noise level would be 68 dBA during fine site grading, paving, and planting phases at the nearest residential building, approximately 120 feet during planting phase and 250 feet during fine site grading and paving phases from the project boundary.

Due to natural attenuation with distance, unmitigated noise would fall to less than significant levels (65 dBA) at a distance of 400 feet during mass site grading, 450 feet during fine site grading and paving, 450 feet during the construction of the improvements at the landscaped patio/event garden area and the arbor wall, and 200 feet during planting. Approximately 5–8 homes could experience significant noise levels, in excess of 65 dBA, depending on the location of the activity and specific equipment. As heavy equipment passes near the project boundary of the project site, the peak construction noise level at a given moment in time could reach 68 dBA; however, as the equipment travels near the center of the project site, it would be approximately 1,000 feet from the closest residential building to the west and generate a lower noise level of approximately 56 dBA. During grading and paving of the driveway improvements noise levels would likely exceed significant thresholds at the adjacent residential uses without incorporation of mitigation measures, which would create a short-term significant impact. Similarly, a mid-sized tractor would be required to operate near the property boundary of adjacent residences in the Abalone Cove neighborhood as a fire prevention measure.

Therefore, the following Mitigation Measures are provided to reduce potentially significant noise impacts to less than significant. These mitigation measures would require all equipment to be properly maintained and would limit the use of construction equipment and hand augers within 120 feet of residential uses.

Table B-11

Estimate of Construction Noise Levels ( $L_{eq}$ ) at Off-Site Sensitive Receiver Locations

Receptor	Construction Phases	Nearest Distance between Receptor and Construction Site, feet	Estimated Construction Noise Levels at the Noise Sensitive Receptor by Construction Phase, <sup>a</sup> Hourly $L_{eq}$ (dBA)	Significant Impact Threshold, (dBA)	Exceeds Significance threshold?
R1	<u>Driveway</u>				
	Mass Site Grading	740	55 <sup>b</sup>		No
	Fine Site Grading	740	56 <sup>b</sup>		No
	Paving	740	56 <sup>b</sup>		No
	<u>Agriculture</u>			65	
	Planting	600	54		No
	<u>Event Garden</u> Improvement and Wall	430	59 <sup>b</sup>		No
R2	<u>Driveway</u>				
	Mass Site Grading	370	65		No
	Fine Site Grading	370	66		Yes
	Paving	370	65		No
	<u>Agriculture</u>			65	
	Planting	120	68		Yes
	<u>Event Garden</u> Improvement and Wall	900	58		No
R3	<u>Driveway</u>				
	Mass Site Grading	350	65		No
	Fine Site Grading	350	66		Yes
	Paving	350	66		Yes
	<u>Agriculture</u>			65	
	Planting	120	68		Yes
	<u>Event Garden</u> Improvement and Wall	900	58		No
R4	<u>Driveway</u>				
	Mass Site Grading	250	67		Yes
	Fine Site Grading	250	68		Yes
	Paving	250	68		Yes
	<u>Agriculture</u>			65	
	Planting	120	68		Yes
	<u>Event Garden</u> Improvement and Wall	1,200	55		No

Note: Noise Sensitive Receptor locations are shown on Figure B-1.

<sup>a</sup> Estimated construction noise levels represent a conservative condition when noise generators are at the boundary of the construction area, located closest to the receptors.

<sup>b</sup> Partially shielded from the construction site by existing buildings.

Source: PCR Services Corporation, 2011.

## Mitigation Measures

- NOISE-1 All mechanized construction equipment operated at the project site shall be equipped with the most effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, would be generated.
- NOISE-2 Construction vehicles shall, to the extent feasible, shall limit operations in areas of the site proximate to residential uses.
- NOISE-3 The operation of hand augers for the planting of crops shall not occur within 120 feet of adjacent residential uses.

### Level of Significance with Mitigation

Incorporation of the above mitigation measure, NOISE-1 would reduce construction noise levels by 3 dBA during grading, paving, and planting phases, and with this reduction noise levels would not exceed the 65 dBA significance threshold. Implementation of mitigation measures NOISE-2 and NOISE-3 would ensure that construction related noise during the planting phase would not exceed 65 dBA significant threshold at nearby residential uses.

### Operational Noise

The existing noise environment in the project vicinity is dominated by traffic noise from nearby roadways, the prevailing on-shore wind, and nearby residential activities. Long-term operation of the project may result in noticeable increases to the noise environment in proximity to the project site. Noise generated by the project would result primarily from parking areas, mobile source noise, event-related music (live or recorded), crowd noise, golf-related activities, and agricultural related activities (mechanized equipment).

### Parking Areas

Parking would be provided in two areas; one along both sides of the unimproved road adjacent to the event garden, and another in a proposed parking area east of the event garden.

Various noise sources would occur periodically from the parking facilities. Such periodic sources may include slamming of car doors, engine revs, and tire squeals. Automobile movements would comprise the most continuous noise source and would generate a noise level of approximately 65 dBA at a distance of 25 feet.

The nearest noise-sensitive use (i.e., single-family residences on Narcissa Drive), R1, is approximately 200 feet from the parking area along both side of the unimproved road adjacent to the event garden. Based on a noise level source strength of 65 dBA at a reference distance of 25 feet, and accounting for distance attenuation (minimum 18 dBA loss for 200 feet distance), parking related noise would be reduced to 47 dBA ( $L_{max}$ ). The estimated noise levels would not exceed the significant threshold of 65 dBA at the nearest residential uses (R1). Therefore, the parking facilities related car noise impacts would be less than significant.

### ***Mobile Source Noise***

Vehicle trips attributed to operation of the proposed project would increase traffic volumes along the major public roadways throughout the project vicinity. This increase in roadway traffic volumes was analyzed to determine if any traffic-related noise impacts would result from project development. The volume of vehicles accessing the project site from West Narcissa Drive would remain the same as under current conditions, and would be limited to the landowner, maintenance personnel, and emergency vehicles. Visitors to the event garden and the private golf course and the workers at the agriculture uses will use the main entrance along PVDS. According to the Traffic Study, the peak trip generation from an event at the landscaped patio/event garden area would occur during a Friday afternoon commute peak hour (5:00 to 6:00 P.M.) and was calculated to result in a maximum of 104 vehicles, as shown in **Table B-12, *Mobile Source Noise Impacts (Friday)***. Similarly, the Traffic Study found that the peak trip generation from a Saturday event would occur during the Saturday Midday peak period (1:00 P.M. to 2:00 P.M.), during which approximately 107 trips would occur, as shown in **Table B-13, *Mobile Source Noise Impacts (Saturday)***.<sup>49</sup>

As shown in Table B-12, the existing and future off-site roadway traffic volumes associated with the proposed project would result in a maximum increase in CNEL of 0.5 dBA along the segment of PVDS between Point View Entry Street and Wayfarer's Chapel Drive during the Friday afternoon peak hour. During the Saturday Midday peak hour, as shown in Table B-13, the maximum increase of 0.4 dBA would occur along PVDS between Seacove Drive and Point View Entry Street.

As these increases fall well below the 5 dBA CNEL significance threshold, which represents a change in sound level which is considered "readily noticeable", roadway noise level increases would be less than significant.

### ***Landscaped Patio/Event Garden Area***

The central portion of the site includes an existing landscaped patio/event garden area. The "landscaped patio" portion of this area is composed of decorative, permeable concrete pavers and includes an ornamental pepper tree in its center. The area provides panoramic views of the Pacific Ocean. The west and north sides of the area are bordered by a fireplace and a garden wall that surrounds the patio area.

The "event garden" portion of this area contains an oval lawn area surrounded by decorative, permeable concrete pavers and a wall. A small circular area for event entertainment (e.g., musicians, DJ) and consisting of decorative, permeable concrete pavers is tucked against the south side of the restroom building and Cook Shack to prevent noise from projecting north of the landscaped patio/event garden area. The decorative garden wall extends around the southwest edge of this area and is approximately 2 feet in height at this location. As part of the proposed project, a new 12-foot-tall arbor wall would be constructed on the north side of the event garden area with the primary intent of reducing off-site noise levels at nearby residential uses. This arbor wall would extend outward from the cook shack building and follow the curved perimeter of the event garden, so that the convex side of the wall faces the Pacific Ocean, directing noise away from Portuguese Bend neighborhood. Refer to Figures A-10 to A-12 for a visual depiction of the proposed arbor wall.

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<sup>49</sup> *Traffic Study for the Point View Master Plan Project, FEHR & Peers, October, 2011, contained in the attached Appendix ###??.*

Table B-12

## Mobile Source Noise Impacts (Friday)

Roadway Segment	Calculated Mobile Source Noise Levels at 25 feet from Roadway, CNEL (dBA)				Existing Project Increment <sup>d</sup> (B-A)	Future Project Increment <sup>e</sup> (D - C)	Cumulative Increment <sup>f</sup> (D - A)
	Existing (A)	Existing with Project <sup>a</sup> (B)	Future No Project <sup>b</sup> (C)	Future with Project <sup>c</sup> (D)			
<b>Palos Verdes Drive West</b>							
North of Hawthorne Boulevard	68.0	68.1	68.6	68.7	0.1	0.1	0.7
<b>Palos Verdes Drive South</b>							
Between Hawthorne Boulevard and Seacove Drive	68.6	68.8	69.2	69.3	0.2	0.1	0.7
Between Seacove Drive and Point View Entry Street	68.2	68.4	68.8	69.0	0.2	0.2	0.8
Between Point View Entry Street and Wayfarer's Chapel Drive	65.6	66.1	66.2	66.7	0.5	0.5	1.1
Between Wayfarer's Chapel Drive and Palos Verdes Drive East	67.7	67.9	68.3	68.5	0.2	0.2	0.8
South of Palos Verdes Drive East	67.8	67.9	68.4	68.5	0.1	0.1	0.7
<b>Hawthorne Boulevard</b>							
East of Via Rivera	68.8	68.9	69.0	69.1	0.1	0.1	0.3
Between Via Rivera and Palos Verdes Drive West	68.2	68.3	68.4	68.4	0.1	0.0	0.2
<b>Via Rivera</b>							
North of Hawthorne Boulevard	58.0	58.0	58.0	58.0	0.0	0.0	0.0
<b>Via Vicente</b>							
West of Palos Verdes Drive West	54.8	54.8	54.8	54.8	0.0	0.0	0.0
<b>Palos Verdes Drive East</b>							
East of Palos Verdes Drive South	61.4	61.5	62.3	62.4	0.1	0.1	1.0

<sup>a</sup> Include existing plus proposed Project traffic.

<sup>b</sup> Include future growth plus related (cumulative) projects identified in the traffic study.

<sup>c</sup> Include future growth plus related (cumulative) projects and proposed Project traffic.

<sup>d</sup> Increase due to Project-related traffic only at existing.

<sup>e</sup> Increase due to Project-related traffic only at project build-out.

<sup>f</sup> Increase due to future growth, related (cumulative) projects, and project traffic.

Source: PCR Services Corporation, 2011.

Table B-13

## Mobile Source Noise Impacts (Saturday)

Roadway Segment	Calculated Mobile Source Noise Levels at 25 feet from Roadway, CNEL (dBA)				Existing Project Increment <sup>d</sup> (B-A)	Future Project Increment <sup>e</sup> (D - C)	Cumulative Increment <sup>f</sup> (D - A)
	Existing (A)	Existing with Project <sup>a</sup> (B)	Future No Project <sup>b</sup> (C)	Future with Project <sup>c</sup> (D)			
<b>Palos Verdes Drive West</b>							
North of Hawthorne Boulevard	67.5	67.6	67.6	67.7	0.1	0.1	0.2
<b>Palos Verdes Drive South</b>							
Between Hawthorne Boulevard and Seacove Drive	68.3	68.4	68.4	68.5	0.1	0.1	0.2
Between Seacove Drive and Point View Entry Street	68.1	68.5	68.2	68.6	0.4	0.4	0.5
Between Point View Entry Street and Wayfarer's Chapel Drive	65.5	65.7	65.6	65.8	0.2	0.2	0.3
Between Wayfarer's Chapel Drive and Palos Verdes Drive East	67.6	67.8	67.7	67.9	0.2	0.2	0.3
South of Palos Verdes Drive East	67.7	67.9	67.8	67.9	0.2	0.1	0.2
<b>Hawthorne Boulevard</b>							
East of Via Rivera	68.5	68.5	68.5	68.6	0.0	0.1	0.1
Between Via Rivera and Palos Verdes Drive West	67.7	67.8	67.7	67.8	0.1	0.1	0.1
<b>Via Rivera</b>							
North of Hawthorne Boulevard	57.1	57.1	57.1	57.1	0.0	0.0	0.0
<b>Via Vicente</b>							
West of Palos Verdes Drive West	53.8	53.8	53.8	53.8	0.0	0.0	0.0
<b>Palos Verdes Drive East</b>							
East of Palos Verdes Drive South	61.1	61.2	61.2	61.3	0.1	0.1	0.2

<sup>a</sup> Include existing plus proposed Project traffic.

<sup>b</sup> Include future growth plus related (cumulative) projects identified in the traffic study.

<sup>c</sup> Include future growth plus related (cumulative) projects and proposed Project traffic.

<sup>d</sup> Increase due to Project-related traffic only at existing.

<sup>e</sup> Increase due to Project-related traffic only at project build-out.

<sup>f</sup> Increase due to future growth, related (cumulative) projects, and project traffic.

Source: PCR Services Corporation, 2011.

Southeast of the event garden area is the “ceremony lawn”, which is open on all sides and features views of the Portuguese Bend hillside and the Pacific Ocean. Natural and ornamental landscaping is located northeast of the ceremony lawn area. Southeast of the ceremony lawn is a small, vegetable garden. The vegetable garden is separated from the landscaped patio/event garden area. These areas, as well as other portions of the site, have been used periodically over recent years for several purposes, including those similar to the events proposed under the project. Each of the three portions of the landscaped patio/event garden area would support different activities with different noise generating characteristics. For example, the “landscaped patio” would be a place for guests to gather, eat, and converse. Although music would be played through speakers in this area, the primary source of noise in the landscaped patio area would be crowd noise, and could include applause and cheering. In comparison, the portion of the “event garden” closest to the existing buildings would be where the DJs and musicians would be located for parties and receptions. Although crowd noise would also emanate from the event garden area, noise from this area would primarily consist of music sources. The ceremony lawn area is envisioned to be used for wedding ceremonies, where unamplified music and crowd noise would be the dominate noise sources. To ensure that this analysis accurately represents the noise created by the proposed project, the three separate areas and their distinct noise profiles have been evaluated in this analysis.

Events at the landscaped patio/event garden area include the Las Candalistas (Walk On The Wildside) charity event, the U.S. Pony Club, the filming of movies, television shows, and commercials, and for private parties hosted by the owner. Historically, there have been about 10–20 events held on the site per year. Under the proposed project, these uses would likely continue, however, the Master Use Plan would allow up to 30 events per year on the property. Of these 30 events, 5 would be reserved for non-profit organizations or public agencies.

As described in more detail in Attachment A, Project Description, the project includes limiting attendance to 300 guests per event (not including event staff, security/safety personnel, etc.) for the events covered by the CUP. An event with 300 guests is anticipated to require a staff of 50 people. Impacts from events requiring approval of a Special Use Permit by the Community Development Department have not been analyzed since the proposed project’s typical event would be less than 300 people. The applicant’s request includes conducting events seven days a week, with no holiday exceptions. Further, the proposal includes operating hours from 8:00 A.M. until 10:00 P.M., with the typical event envisioned to last approximately five hours. Event staff would begin instructing guests to vacate the premises at the conclusion of an event (i.e., 10:00 P.M.); however, guests would be given a reasonable amount of time to leave (approximately 30 minutes). Site cleanup would extend for approximately one hour after the conclusion of an event. Event staff would ensure that events are closed quietly. In some cases, site cleanup would occur on the following day, at the direction of the landowner.

The proposed project would manage event-related noise through planning and restrictions placed on the location and orientation of noise intensive activities and on the specifications and limits for equipment associated with amplified sound. As mentioned above, the project includes amplified sound (recorded or live) until 10:00 P.M. during events. Amplified sound sources would range from the small decorative “rock” speakers and other fixed speakers currently distributed around the landscaped patio/event garden area to additional stand-mounted speakers utilized by a disc jockey in the bandstand area. As discussed in Attachment A, Project Description, of this Initial Study, the proposed project includes design features to reduce the potential for noise to be noticeable at off-site locations. For instance, as mentioned above, the proposed project includes the construction of a new 12-foot-high, curved arbor wall adjacent to the north

side of the event garden area intended to reduce off-site noise levels at nearby residential uses. In addition, the proposed project would require that any DJs/musicians execute an entertainment agreement with the landowner obligating them to comply with site restrictions to control noise levels during entertainment events. This entertainment agreement would require DJs to use the landowner's stand-mounted sound-minimizing speakers (i.e., QSC-8 speakers or similar) to minimize off-site noise levels. Further, the sound-minimizing speakers would be tilted downward at 7.5 degrees and directed away from the Portuguese Bend community and other residential structures. Further, DJs or amplified live music bands would be located in the circular bandstand area tucked up against the existing event garden structures to direct sound away from residential areas.

The facility owners have installed a system of speakers veiled as decorative "rock" and other fixed speakers throughout the landscaped patio/event garden area, to provide low-level ambient sound. In addition, the facility owners maintain a pair of stand-mounted, sound-minimizing QSC-8 speakers for use by DJs/musicians hired for events. As mentioned above, DJs and bands hired for on-site events would be required to use the facility-provided speaker system (i.e., existing "rock" and fixed speakers, the pair of QSC-8 sound-minimizing speakers or similar) and would be informed of site restrictions to control noise levels during entertainment events. In addition to the portable speakers in the circular bandstand area, as with existing conditions, the existing small ambient "rock" speakers are distributed around the landscaped patio/event garden to provide "background" music when bandstand speakers are not in use. These speakers would typically be kept at a low volume as to not interfere with event conversation. By utilizing the in-house sound system (CD player, tuner, microphone, etc.) and multiple ground-level speakers (portable and fixed) provided by the facility owners, the noise levels would be controlled with the intent of limiting noise to the landscaped patio/event garden area. The wall and structures of the landscaped patio/event garden area would also help to attenuate sound generated in this area. Further, event guests would not be permitted to roam the site and would be confined to the landscaped patio/event garden area, primary and overflow parking areas, the vegetable garden, the future greenhouse, and the golf course (by invitation only) by event staff.

A simulated event was staged by the City's consultants PCR Services Corporation (PCR) on Friday, June 17, 2011 from 3:00 P.M. to 8:00 P.M. to evaluate potential noise impacts on nearby residential uses from special events. To simulate a worst case event, various types of music (rock, rap, instrumental) was played back and amplified through 6 fixed permanent background speakers and 2 stand-mounted speakers with varying sound levels. A portable compact disc player with a speaker was used at the landscaped patio/event garden area to simulate sound conditions (such as typical wedding songs played by a small unamplified group of approximately four musicians) for wedding events as shown in **Figure B-2, Event Garden Noise Measurement Locations**. The simulated event relied on recorded music which is representative of recorded or live music, but easier to control for the purposes of testing during the simulated event. Approximately 30 guests were invited for the test event to simulate other potential noise sources (e.g., clapping, cheering, attempts to talk over the music, etc.), and were augmented with recorded applause to more closely simulate noise from up to 300 guests. Simulated event related noise measurements were simultaneously conducted at the ceremony lawn, landscaped patio portion of the landscaped patio/event garden area, the event garden portion of the landscaped patio/event garden area, and nearby residential uses (R1 through R4) during the test event. In addition reference sound levels were taken at a fixed location nearby to the source of noise, specifically location S1 (see Figure B-2) 10 feet in front of the speakers, to indicate the strength of the noise prior to attenuation or diffusion caused by distance or intervening structures. It should be noted that noise

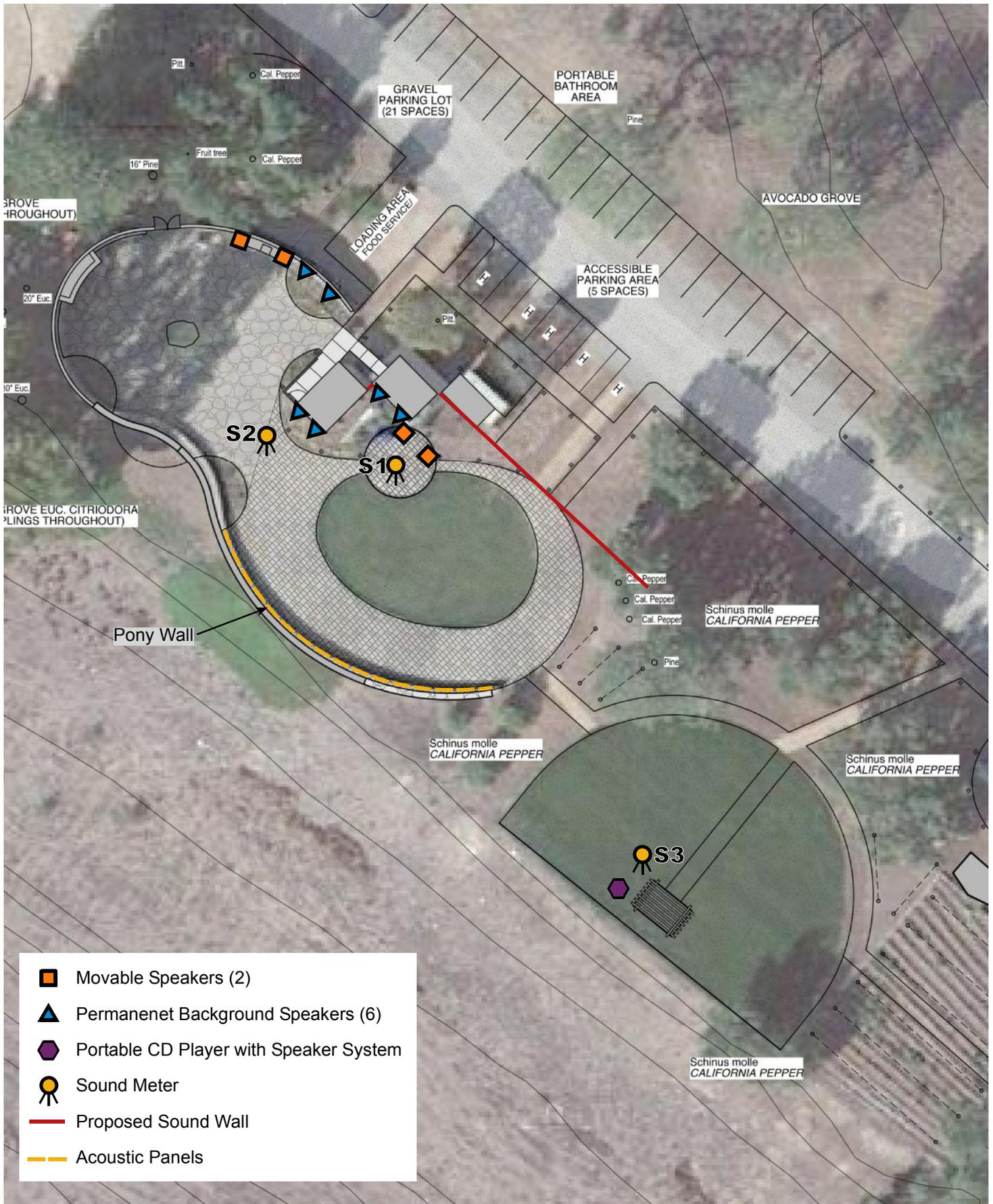
measurements during this simulated event were taken under existing site conditions, without the project's design features to reduce off-site noise (e.g., proposed arbor wall, insulated stucco and stucco wall panel).

Noise measurements were conducted using a Larson-Davis 820 noise monitoring instrument at noise sensitive locations (R1 through R4) and using a Rion NA-27 SLM instrument at the landscaped patio/event garden area. The Larson-Davis 820 SLM and Rion NA-27 are Type 1 standard instruments as defined in the ANSI S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The recording microphones were placed at a height of approximately 5 feet above the local grade elevation.

### ***Event-Related Music***

The "event garden" area contains an oval lawn area surrounded by decorative, permeable concrete pavers. A small circular area for event entertainment (e.g., musicians, DJ) and consisting of decorative, permeable concrete pavers is tucked against the south side of the restroom building and Cook Shack to prevent noise from projecting north of the landscaped patio/event garden area. Two stand-mounted speakers were placed in the bandstand area of the event garden area. This is where the DJs and musicians would be located and dancing would occur during an on-site event. Although crowd noise would also emanate from the event garden area, noise from this area would primarily consist of music sources. As stated above, event-related music would be considered significant if it were to increase noise levels at area receptors R1, R2, R3, or R4 by 5dBA. A sound meter was located approximately 10 feet from the two movable speakers. Music was played back through the two stand-mounted speakers at various volume settings. **Table B-14, *Event-Related Music Noise Levels ( $L_{eq}$ ) at the Event Garden and Off-Site Sensitive Receiver Locations***, shows the noise levels measured at the event garden area and residential uses (R1 through R4). In addition a technician was positioned at R1 to record human perception of the noise in addition to the measured data from the monitoring equipment.

As shown in Table B-14, the stand-mounted speakers were set at three different volume settings (6, 8 and 10) to simulate varying volume levels. Noise levels at the event garden bandstand area with these speaker volume settings were 86, 88 and 90 dBA respectively. Music from the two stand-mounted speakers was not audible at monitoring location R1 (closest residential use to event garden portion of the landscaped area) when the volume of the speakers was set at 6. Music from the two stand-mounted speakers was audible at monitoring location R1 when the volume of the speakers was set at 8. Music from the two movable speakers was also audible at monitoring location R1 when the volume of the speakers was set at 10 but did not noticeably increase noise levels at R1 through R4. The noise levels recorded during the on-site event were compared to the existing average ambient noise levels recorded during the June 9, 2011, to June 14, 2011, baseline period as shown in Table B-10, *Summary of Ambient Noise Measurements*, to determine if the simulated music would exceed the significance threshold for event-related music. As discussed earlier in this section, the significance threshold for event-related music is any increase in noise level exceeding 5 dBA at receptors R1, R2, R3, and R4. As shown in Table B-14 above, the increases over ambient would not exceed the daytime significance thresholds for event-related music at any of the receptors, and would not exceed the stricter evening thresholds at R3, and R4 at any volume setting. However, noise levels are predicted to exceed the evening significance thresholds for event-related music at R2 with the volume at 10 which equates to a 90 dBA reference level (the sound level recorded at 10 feet from the speaker). It is important to consider that a volume setting of 10 was utilized during the simulated event for monitoring purposes; however, during operational hours, the volume setting would be restricted to a volume setting of 8 or lower, depending on the time of day. Nonetheless, the monitored noise level at Receptor R2 with a volume setting



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Table B-14

Event-Related Music Noise Levels ( $L_{eq}$ ) at the Event Garden and Off-Site Sensitive Receiver Locations

Volume Setting	Event Garden S1	Noise Level, dBA $L_{eq}$				Noise Sources	Notes at R1
		R1	R2	R3	R4		
6	86	45	44	47	42	2 portable speakers on the Dance Floor; volume 6	Music was not audible
8	88	46	47	49	45	2 portable speakers on the Dance Floor; volume 8	Music was audible, car passing
10	90	46	51	49	41 <sup>a</sup>	2 portable speakers on the Dance Floor; volume 10	Music was audible, horse noise
Noise Level Reduction by Arbor Wall <sup>b</sup>		-11					
Noise Levels with Volume Setting 10 and future Arbor Wall <sup>c</sup>		35	51	49	41 <sup>a</sup>		
Significance Thresholds (Event Related Music) Daytime/Evening <sup>d</sup>		49/45	55/50	55/52	54/49		
Exceeds Significance Thresholds?		No/No	No/Yes	No/No	No/No		

<sup>a</sup> R4 is located approximately 1,150 feet from west of the Event Garden. Therefore, dance floor related noise did not affect noise levels at R4.

<sup>b</sup> The proposed arbor wall would reduce noise levels only at the R1 receptor location.

<sup>c</sup> A volume setting of 10 was utilized for monitoring purposes during the simulated event. However, during on-site events, event-related music would be restricted to a volume setting of 8 during the 10:00 A.M. to 5:59 P.M. time period and to a volume setting of 6 during the 6:00 P.M. to 10:00 P.M. time period.

<sup>d</sup> Daytime hours are 10:00 A.M. to 5:59 P.M.; Evening hours are 6:00 P.M. to 10:00 P.M. Please refer to Table B-10, Summary of Ambient Noise Measurements, for a detailed discussion of ambient noise levels and applicable thresholds of significance.

Source: PCR Services Corporation, 2011.

of 10 during the simulated event indicates that mitigation is warranted to ensure that volume control performance standards are implemented (see discussion below).

### Crowd Cheering and Applause Noise

The “landscaped patio” portion of the landscaped patio/event garden area is composed of decorative, permeable concrete pavers and includes an ornamental pepper tree and a fireplace. This area would be a place for guests to gather, eat, and converse. Although music would be played through the existing fixed speakers in this area, the primary source of noise in the landscaped patio area is expected to be crowd noise, and could include conversation, speeches, applause and cheering. As discussed earlier in this section, the significance threshold for crowd cheering and applause is any increase in noise level exceeding 10 dBA for more than 15 minutes at receptors R1, R2, R3, and R4. To simulate an event with maximum attendance (300 guests), music and recorded applause were played back through 6 permanent speakers and 2 movable speakers at the landscaped patio area. **Table B-15, Crowd Cheering and Applause Noise Levels ( $L_{eq}$ ) at the Event Garden and Off-Site Sensitive Receiver Locations**, shows noise levels measured at the landscaped patio and residential uses when the sound meter was located at monitoring locations S2. At the monitoring

Table B-15

Crowd Cheering and Applause Noise Levels ( $L_{eq}$ ) at the Event Garden and Off-Site Sensitive Receiver Locations

Noise Level, dBA, $L_{eq}$					Noise Sources	Notes at R1
Event Garden S2	R1	R2	R3	R4 <sup>a</sup>		
85	49	48	49	42	Loud whooping noise from approximately 30 guests.	Noise from live guests was audible.
94	46	51	49	42	Simulated applause from 6 permanent speakers at volume 30 and music from 2 movable speakers at volume 6	Music was not audible but simulated applause was audible.
101	54	54	48	40	Simulated applause from 6 permanent speakers at volume 35 and music from 2 movable speakers at volume 8	Music and simulated applause were audible.
Noise Level Reduction by Arbor Wall <sup>b</sup>	-11					
Maximum Noise Levels with Arbor Wall	43	54	48	40		
Significance Thresholds (crowd cheering and applause) (Daytime/Evening) <sup>c</sup>	54/50	60/55	60/57	59/54		
Exceeds Significance Thresholds?	No/No	No/No	No/No	No/No		

<sup>a</sup> R4 is located approximately 1,150 feet from west of the Landscaped Patio area. Therefore, Landscaped Patio related noise did not affect noise levels at R4.

<sup>b</sup> The proposed arbor wall would reduce noise levels only at the R1 receptor location.

<sup>c</sup> Daytime hours are 10:00 A.M. to 5:59 P.M.; Evening hours are 6:00 P.M. to 10:00 P.M. Please refer to Table B-10, Summary of Ambient Noise Measurements, for a detailed discussion of ambient noise levels and applicable thresholds of significance.

Source: PCR Services Corporation, 2011.

location S2, the sound meter was located approximately 10 feet from the permanent speakers between the event garden and the landscaped patio area.

Noise level increases resulting from the combination of ambient music and crowd noise (simulated applause and live crowd noise) were below the significance thresholds at the nearby residential uses (R1 through R4) for situations in which the reference noise level at S2 was recorded to be 94 dBA or lower. Due to the distance from the landscaped patio area, event-related music and crowd cheering and applause noise from the landscaped patio did not affect noise levels at R4 during the simulated event. As such, noise impacts associated with crowd cheering and applause from the event garden would be less than significant.

At the June 17, 2011, simulated wedding event, wedding march music was played through a portable CD player with integrated speakers (not the QSC-8 speakers) to replicate potential live music by a small group of musicians before and during a wedding ceremony. As discussed above, approximately 30 guests were in attendance for the simulated wedding event. A sound meter was located approximately 10 feet from the CD player and approximately 5 feet from crowd. **Table B-16, Wedding Related Music and Crowd Cheering and Applause Noise Levels ( $L_{eq}$ ) at the Event Garden and Off-Site Sensitive Receiver Locations**, shows the noise levels measured at the wedding event and residential uses (R1 through R4).

**Table B-16**

**Wedding Related Music and Crowd Noise Levels ( $L_{eq}$ ) at the Ceremony Lawn and Off-Site Sensitive Receiver Locations**

Event Garden S3	Noise Level $L_{eq}$				Noise Sources	Notes at R1
	R1	R2	R3	R4		
97	49	53	48	42	Wedding march through a speaker of CD player and crowd cheering and applause	Music and noise by crowd were audible.
105	50	52	48	45	Wedding march through a speaker of CD player and with extra crowd cheering and applause	Music and noise by crowd were audible.
Significance Thresholds (crowd cheering and applause)	54/50	60/55	60/57	59/54		
Daytime/Evening <sup>b</sup>						
Exceeds Significance Thresholds?	No/No	No/No	No/No	No/No		

<sup>a</sup> R4 is located approximately 1,200 feet from west of the wedding ceremony grass area. Therefore, wedding ceremony grass area related noise did not affect noise levels at R4. Due to strong wind, noise levels at R4 were not consistent with noise levels from the wedding ceremony grass area related noise levels.

<sup>b</sup> Daytime hours are 10:00 A.M. to 5:59 P.M.; Evening hours are 6:00 P.M. to 10:00 P.M.

Source: PCR Services Corporation, 2011.

The noise levels recorded during the on-site simulated event were then compared to the existing average ambient noise levels recorded during the June 9, 2011, to June 14, 2011, baseline period shown in Table B-10 to determine if noise associated with crowd cheering and applause exceeds the identified thresholds. As discussed earlier in this section, the significance threshold for crowd cheering and applause is any increase in noise level exceeding 10 dBA at receptors R1, R2, R3, and R4. As shown in Table B-16, the noise levels at the offsite receptors during a simulated wedding ceremony exceed the significance threshold for crowd cheering and applause (i.e., a 10 dBA increase in noise) at the sensitive receptor location R1 during evening hours between 6:00 P.M. and 10:00 P.M. when reference noise levels at S3 reached 105 dBA. Specifically, noise levels reached 50 dBA at Receptor R1 when the reference crowd reached 105 dBA, which is 10 dBA greater than the existing average ambient background noise level of 40 dBA during the evening time period and just at the threshold of significance established for this project. As such, noise impacts from the simulated wedding ceremony are potentially significant without mitigation.

In addition to the simulated event, PCR conducted noise measurements for an actual wedding event that occurred on Saturday July 23, 2011 at the ceremony lawn area, which included approximately 200 guests. To obtain noise measurements of the actual wedding event (uncontrolled noise generation), PCR staff coordinated with the property owner to conduct noise measurements during the actual wedding event using the same instrumentation and methodology used during the simulated event. During the actual wedding event, approximately 200 guests were in attendance and a disc jockey played back various songs through the two movable speakers.

The project includes limiting attendance at events to 300 guests per event. It is anticipated that crowd cheering and applause noise levels by 300 guests would be approximately 2 dBA louder than crowd cheering and applause noise levels by 200 guests. Similar to the scenarios presented above, the noise levels recorded during the July 23, 2011, on-site event were then compared to the existing average ambient noise levels recorded during the June 9, 2011, to June 14, 2011, baseline period shown in Table B-10 to determine if the music from an actual wedding event exceeds the identified thresholds for both the event-related music and crowd cheering and applause. As discussed earlier in this section, the significance threshold for event-related music is any increase in noise level exceeding 5 dBA at receptors R1, R2, R3, and R4, while the significance threshold for crowd cheering and applause is any increase in noise level exceeding 10 dBA at these same locations.

Unlike with the simulated events held by PCR, the actual wedding event did not provide the opportunity to separate music-related noise and crowd and applause noise into two separate, distinct sources of noise. However, observations made in the field and recorded by the equipment indicated that crowd cheering and applause were the most audible noise-generating events from the wedding. Wedding event related music and crowd cheering and applause noise levels were recorded at three locations: R1, R2, and at a nearby parking lot approximately 80 feet east of the ceremony lawn. The noise levels during the July 23, 2011 on-site event ranged from 46 dBA to 53 dBA at R1 and 44 dBA to 49 dBA at R2; however, as mentioned above, the actual wedding event did not provide an opportunity to separate music-related noise and crowd and applause noise. Further, without the specific controls of the simulated event, the source of noise level spikes not attributable to the wedding was not identifiable. Nonetheless, the measured noise levels during the wedding event exceeded the evening Event-Related Music and Crowd Cheering and Applause significance thresholds at R1. Specifically, noise levels reached 50 dBA at Receptor R1 when the wedding crowd noise reached 105 dBA, which is 10 dBA greater than the existing average ambient background noise level of 40 dBA during the evening time period and just at the threshold of significance established for this project. In this way, the recorded noise levels at the July 23, 2011 on-site event confirmed the findings of the June 17, 2011 simulated event. Specifically, both events conclude that noise levels would exceed significance thresholds at nearby sensitive receptors if project design features and proper controls are not implemented during on-site events. Some noise reduction would occur as a result of the structural improvements included as project design features. To further reduce event-related noise increases to less than significant levels, the project proposes the mitigation measures, and operational controls described below.

The following Mitigation Measures are recommended to reduce the potential significant noise impacts to less than significant for event-related music and crowd cheering and applause noise impacts. The following

mitigation measures must be enforced for all special events which include amplified sound at the project's Event Garden.<sup>50</sup>

## Mitigation Measures

- NOISE-4** As authorized by the CUP, the applicant shall treat the face of the existing pony wall to reduce the reflection off of the wall and back towards the residential area as shown in Figure B-2. The wall should be covered with either a permanent or temporary sound absorption panel or blanket prior to any event authorized by the CUP. The sound absorption panel or blanket should have a Noise Reduction Coefficient (NRC) of 0.75 or greater. The sound absorption panel or blanket sound data shall be submitted to the Community Development Director.
- NOISE-5** Prior to the start of each on-site event, any disc jockey using amplified sound and/or musicians performing at the project site shall execute an entertainment agreement with the applicant. This entertainment agreement shall stipulate that, at a minimum:
- All amplified performers shall be approved by the landowner or designated representative.
  - All DJs/musicians shall utilize the landowner's sound system, which include the decorative "rock" speakers and other on-site fixed speakers, and the pair of QSC-8 stand-mounted sound-minimizing speakers (or similar). The performer shall use all pre-approved settings and speaker direction.
  - Within the event garden portion of the landscaped patio/event garden area, the stand-mounted movable speakers shall be oriented towards the existing pony wall and the top of the speakers shall be no higher than 5 feet above the ground.
  - The stand-mounted, sound-minimizing speakers (QSC-8 or similar) shall be tilted downward at 7.5 degrees and be directed away from the Portuguese Bend community.
  - The volume of movable speakers should be set no greater than 8 at the volume controller of the speakers.
  - DJs shall locate equipment per the landowners instructions
  - All amplified sound and/or musicians shall be limited to the hours when events are permitted.
  - DJs and/or musicians shall calibrate sound equipment or musical instruments for low bass and for volumes not to exceed 88 db (a volume setting of 8) at the source from 8:00 A.M. to 5:59 P.M. and 86 dBA (a volume setting of 6) from 6:00 P.M. to 10:00 P.M., per the satisfaction of the landowner.
  - Musicians shall utilize low-volume instruments, including but not limited to: acoustic instruments; string instruments (e.g., guitar, banjo, etc.); harp; violin, cello, or similar; string quartet (e.g., trio, duo, etc.); woodwinds (e.g., flute, clarinets, etc.); piano; accordion; tambourine; and singer(s)/choir

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<sup>50</sup> *Rancho Palos Verdes Event Garden, Mestre Greve Associates, Division of Landrum & Brown, August 9, 2011.*

- The landowner shall retain the right to terminate any amplified music and/or musicians who do not meet the specific performance criteria established in the entertainment agreement. Performers shall be notified that if the terms of the entertainment agreement are violated, that the security deposit will be forfeited and the performers shall vacate the property immediately.

**NOISE-6** Event activities at the ceremony lawn area shall not be allowed after 6:00 P.M. and shall not include amplified music.

**NOISE-7** A review shall be conducted by the landowner to evaluate the effectiveness of event-related noise mitigation measures twice a year with a report submitted to the City of Rancho Palos Verdes Department of Planning for review and consideration. The review shall include the results of monitoring by an acoustical consultant approved by the City of noise levels from one or more events expected to have the highest attendance levels (at or near 300 persons) that also include music. The report shall document compliance with the event-related noise thresholds in this Mitigated Negative Declaration. If the City finds that noise from an event has resulted in the exceedance of any event-related noise threshold(s), the City shall require further restrictions on events, including event size, location and operational characteristics. After two years, if the reporting and review process demonstrates on-going compliance to the City's satisfaction, the City may elect to terminate or modify the reporting and review process.

### **Level of Significance with Mitigation**

Implementation of mitigation measures NOISE-4 and NOISE-5 would reduce event-related music and crowd cheering and applause noise levels at all receptors. Specifically, noise levels at R2 would be approximately 47 dBA up to 5:59 P.M. and 44 dBA after 6 P.M. and event-related music and crowd cheering and applause noise impacts would be reduced to less than significant levels (less than the 55 dBA daytime and 50 dBA nighttime CEQA thresholds for receptor R2). With implementation of the volume control performance standards and construction of the sound wall, event-related nighttime noise is not predicted to exceed the receptor-specific average ambient noise levels recorded for this study (see Table B-10).

Although the noise from the ceremony lawn area is not predicted to exceed the applicable CEQA thresholds, Mitigation Measure NOISE-6 is introduced to preclude wedding ceremony related music and crowd cheering and applause impacts from occurring after 6:00 P.M. and, by prohibiting recorded music on the ceremony lawn area at any time, ensure that the 105 dBA reference level is not exceeded. Furthermore, the review and reporting procedures required in Mitigation Measure Noise-7, would ensure that all event-related noise mitigation is being implemented in a manner that would ensure thresholds are not be exceeded with the ability of the City to further restrict noise generating activities if necessary. Therefore, overall event-related music and crowd cheering and applause noise impacts would be reduced to a less than significant level.

### ***Golf-Related Activities***

The proposed golf course incorporates a unique design. It would not function like, or resemble a traditional golf course that is open to the public. The golf course would be operated and maintained by the landowner. The golf course would not be open to the public, but would be available only to guests of the landowner. The putting surface would be artificial turf over sand or dirt. Therefore, lawnmowers would not be required. Golf course related activities would generate low noise levels. In addition, the golf course would be located approximately 500 feet from the nearest residential uses. Therefore, impacts would be less than significant.

### ***Agricultural Activities***

It is anticipated that very small number of new equipment would be necessary to support the proposed agricultural operations. The project site contains existing equipment which are sufficient for supporting the proposed agricultural uses. For example, a mid-sized tractor and attachments, as well as a four-wheel-drive John Deere Gator (e.g., a golf-cart sized maintenance vehicle), are already used on the property, as are other landscape maintenance equipment. Similar to existing conditions, the mid-sized tractor would continue to be used for agricultural activities and to mow undeveloped portions of the site approximately 3 to 4 times per year. In addition, a small lawn tractor would continue to be used on-site to mow between the rows of avocado trees. The John Deere Gator and the occasional passenger vehicle would continue to traverse the site on a routine basis to transport people and equipment throughout the site. Agricultural maintenance would be performed periodically using various small gas-powered pieces of equipment (e.g., push mowers, chainsaws, tree trimmers, weed eaters). Most of the agricultural equipment are currently being used and would not generate excessive noise. Therefore, impacts would be less than significant.

#### **b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** The Project includes minimal construction of structures and primarily involves earthmoving and roadway construction. Pile driving, a construction technique capable of producing excessive groundborne vibration and noise, for example, would not be required. The proposed project would utilize typical construction equipment and methods such as use of bulldozers and excavators, which would generate limited ground-borne vibration.

The City of Rancho Palos Verdes does not specify vibration standards in the RPVMC. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level that can damage structures.<sup>51</sup> Based on the vibration data by the FTA, typical vibration velocities from the operation of a large bulldozer would be approximately 0.089 inches per second PPV at 25 feet from the source of activity. The nearest residential building (single-residential uses), which is approximately 250 feet from the project construction site, would be exposed to vibration velocities of 0.003 inches per second PPV. As this value is considerably below the 1.0 inches per second PPV significance threshold (potential building damage for newer residential building), vibration impacts associated with construction would be less than significant at the nearest residential building.

Post-construction on-site activities would be limited to agricultural, golf course, and event garden uses that would not generate excessive groundborne noise or vibration. As such, ground-borne vibration and noise levels associated with the Project would be less than significant.

#### **c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant With Mitigation Incorporated.** The existing noise environment in the project area is dominated by traffic noise from nearby roadways, as well as nearby residential activities. Long-term

<sup>51</sup> U.S. Department of Transportation, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2006

operation of the project would not have a significant effect on the community noise environment in proximity to the project site. Noise sources that would have potential noise impacts include: off-site vehicle traffic, agricultural equipment, and special event noise (crowds and amplified music). Motor vehicle travel on local roadways attributable to the proposed project, as discussed in Response XI (a), with implementation of Mitigation Measures NOISE-3 through NOISE-7, the proposed project's construction and operational impacts would be reduced to a less than significant impact with respect to community noise levels. Noise levels associated with on-site operations (e.g., agricultural equipment and special events) are also considered less than significant as discussed in Response XI (a). As such, noise impacts would be less than significant.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant with Mitigation Incorporated.** The proposed project would result in a temporary increase in ambient noise near the project site during the construction period. Construction noise impacts are discussed in Response XI (a). Noise generated by on-site construction activities would have a less than significant impact on surrounding uses with incorporation of the prescribed mitigation measures.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. Therefore, construction or operation of the project would not expose people to excessive airport related noise levels. No mitigation measures are necessary.

**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?**

**No Impact.** The project site is not located within the vicinity of a private airstrip, or heliport or helistop. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from such uses. No mitigation measures are required.

### **XIII. POPULATION AND HOUSING**

*Would the project:*

**a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less Than Significant Impact.** The proposed project does not propose any temporary or permanent housing on the project site. As discussed in Attachment A, Project Description, of this Initial Study,

construction and operation of the proposed project would require workers and employees to be on-site for short durations, such as during agricultural harvests or during an on-site event. The work requirements of most of the on-site employees are specialized so that workers would be at the project site only for the time in which their specific skills are needed (e.g., agricultural workers during harvests, caterers during special events). One full-time gardener would be employed on the project site. Most temporary workers and employees are anticipated to be drawn from the existing labor force throughout the Los Angeles metropolitan area and it is considered extremely unlikely that these temporary workers and employees would relocate to the City as a result of taking a job at the project site. Although the project proposes a new private internal driveway, the proposed project would not require the addition, or the extension of public roads or other infrastructure. Therefore, the proposed project would not induce substantial direct or indirect population growth and therefore, further analysis of this issue is not recommended and no mitigation measures are required.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**b-c) No Impact.** The project site is currently undeveloped and does not contain any residential structures. As such, implementation of the proposed project would not displace existing housing or necessitate the construction of replacement housing elsewhere. Further analysis of this issue is not recommended, and no mitigation measures are required.

#### **XIV. PUBLIC SERVICES**

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

##### **Fire protection?**

**Less Than Significant Impact.** The County of Los Angeles Fire Department (LACFD) provides fire and paramedic service to the project area and the City of Rancho Palos Verdes. Fire Station 53 is the jurisdictional engine company for the proposed project. It is located 0.3 miles from the project site at 6124 PVDS. Wildfires have previously occurred on, or near, the project site in the recent past. For instance, in December 2003, an approximately four-acre fire occurred near the center of the site as a result of a downed power line. Additional brush fires have occurred near the project site in July 2005 and February 2007. Further, as designated in the Safety Element of the City's General Plan the project site is located within a

Medium Fire Hazard and High Fire Hazard Area.<sup>52</sup> Factors affecting hazard potential include human proximity, vegetation, wind direction, slope, and access to the fire.

Project construction would take place entirely within the project site and no lane closures along PVDS or access restrictions to the project site or adjacent properties would be required. As a result, project construction would result in a less than significant impact with respect to LACFD response. With respect to project operations, increased human activity on the project site may place increased demands on LACFD services. However, as under existing conditions, the proposed project would continue to clear brush along the perimeter of the project site on an annual basis (or as needed) in accordance with the Los Angeles County Uniform Fire Code (UFC, Section 1117 "Clearance of Brush and Vegetation Growth") for sites located in a Medium- and High-Fire hazard areas. As discussed in Attachment A, Project Description, of this Initial Study, in addition to continued brush clearance, the project would include design features to reduce the potential for wildfires on the project site. For instance, no open flames would be permitted on "Red Flag Days", as declared by the LACFD or the City. Additionally, smoking would only be permitted in designated areas, and signs would be posted prohibiting smoking in non-designated areas. Further, vegetation would be trimmed within 500 feet of the landscaped patio/event garden area to reduce fuel sources. Moreover, the proposed site plans and landscaped patio/event garden area would be subject to review and approval by the LACFD. Lastly, the construction of the all-weather internal driveway would improve emergency access into and across the project site. Therefore, although increased human activity on the project site could increase demand on existing fire services and facilities, through continued brush clearance and the project's proposed design features, the proposed project is not anticipated to increase service ratios, response times, or other performance objectives to the extent that new or physically altered LACFD fire facilities would be required.

### Police protection?

**Less Than Significant Impact.** The Los Angeles County Sheriff's Department (LACSD) currently provides law enforcement and police services to the project area. The LACSD provides services to the City on a contractual basis. Payments to the LACSD are based on a formula that factors patrol minutes, incidents, calls for service, cases handled, traffic accidents, traffic citations and investigations. In addition, the contract states the police shall respond to requests for services within given time parameters. The closest LACSD station to the project site is located in the City of Lomita, which is located north of the City of Rancho Palos Verdes at 26123 Narbonne Avenue. The Lomita Station serves a population of 77,902 people over 23.41 square miles.<sup>53</sup> The Lomita Station currently has 77 sworn officers and 27 professional staff members. For 2009, the latest year data is available, the Lomita Station responded to 990 crimes and 621 non-criminal incidents, for a total of 1,611 reported incidents within the City of Rancho Palos Verdes.<sup>54</sup> Miscellaneous, non-criminal incidents were the number one for police response in the City.

Project construction would take place entirely within the project site and no lane closures along PVDS or access restrictions to the project site or adjacent properties would be required. As a result, project construction would result in a less than significant impact with respect to police response. Long-term

<sup>52</sup> *City of Rancho Palos Verdes General Plan, Safety Element, Figure 23: Fire Hazards, available at: [http://palosverdes.com/rpv/planning/General\\_Plan\\_EIR/index.cfm](http://palosverdes.com/rpv/planning/General_Plan_EIR/index.cfm), accessed October 13, 2011.*

<sup>53</sup> *County of Los Angeles Sheriff's Department, Crime and Arrest Statistics 2009, <http://www.lasd.org/sites/yir9600/index.html>, accessed October 18, 2011.*

<sup>54</sup> *Ibid.*

operation of the proposed project would result in short-term temporary increases in the number of employees and guests at the project site, thereby generating a potential temporary increase in the number of service calls from the project site. Events held on the project site are assumed to have a higher potential to result in an increased demand for police protection services than the agricultural uses, which would likely have a negligible increase the demand for police services. Recognizing that security is a key component of effective event management, as discussed in Attachment A, Project Description, of this Initial Study, the proposed project would employ a security program during on-site events. Although the security program would be an extended aspect of event hospitality, it would nonetheless help to offset any increased demand for police protection services. Security would be available and apparent from the moment guests enter the property, through and including the parking area, until guests depart. As a condition of the project's approval, a security team would be provided for all events with more than 50 people. Security would include a guard at the PVDS entrance and at least one "roving" guard in the landscaped patio/event garden, parking, and surrounding areas. In addition, traffic control at the PVDS entrance would be provided for major events or events proposed during peak traffic periods. Lastly, if required, the Lomita Sheriff would be hired to provide traffic control for special events, such as the Walk on the Wildside fundraiser. During non-event days, security may be provided by a third-party security company tasked with performing intermittent site checkups and through the use of video surveillance security cameras. Although agricultural are not anticipated to result in an increase in demand for police protection services, as with all on-site activities, site security for agricultural operations would include periodic security patrols and monitoring cameras. The project's proposed security features would reduce the potential for on-site events and agricultural uses to require a response from the LACSD. When considering the project's potential to increase the demand for police protection services, it is important to note that no events held at the project in the past have required a response from the LACSD. Lastly, the construction of the all-weather internal driveway would improve emergency access into and across the project site.

In summary, no new or expanded police facility would be expected to be required as a result of the proposed project and a less than significant impact would result. As such, no mitigation measures or further analysis of this topic is recommended.

### **Schools?**

**No Impact.** The project site is located within the jurisdiction of the Palos Verdes Peninsula Unified School District (PVPUSD). The proposed project includes the development of agricultural and event uses. Development of new residential uses, which directly generate school-aged children and demand for school services, is not proposed. As discussed above, the temporary workers are not anticipated to move to the City for on-site employment. Therefore, the proposed project would not generate students that would attend PVPUSD schools and no impact would result. As such, no mitigation measures or further evaluation of this topic is required.

### **Parks?**

**No Impact.** Development of new residential land uses, which typically create demand for parks and recreational services, is not proposed under the project. The proposed project includes the development of agricultural and event uses. As discussed above, temporary workers are not anticipated to relocate to the City for on-site employment. Thus, the proposed project would not likely result in any measurable demand for parks and recreational services, and therefore, would not create the need for new or altered parks and

recreational facilities. Thus, the proposed project would have no impact on park and recreational facilities. As such, no mitigation measures or further analysis of this topic is required.

### **Other public facilities?**

**Less Than Significant Impact.** During construction and operation of the proposed project, other governmental services, including roads, would continue to be utilized. Temporary on-site employees and guests would use the existing road network without the need for new roadways to serve the project site. As discussed below in Checklist Question XV(a) below, the proposed project would not result in a significant increase in the number of vehicle trips at area intersection or on local roadways. Therefore, the proposed project would result in a less than significant impact, and no mitigation measures or further evaluation of this topic is required.

## **XV. RECREATION**

### **a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** As stated in the discussion under XIV(a) above, the proposed project includes the development of agricultural and event uses, which would not result in a measurable demand for parks and recreation services. As such, implementation of the proposed project is not anticipated to cause an increase in the use of existing neighborhood and regional parks and other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and thus, no impact to parks and recreational facilities would result from the proposed project. As such, no mitigation measures or further evaluation of this topic is required.

### **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?**

**Less Than Significant Impact.** The proposed project proposes the continued use of the landscaped patio/event garden area, and the addition of an executive golf course. These recreation areas would be available only for limited use by private guests of the property owner. These areas would not be available the public without express invitation from the owner. As demonstrated throughout this Initial Study, the development of these project features would not result in a physical adverse effect on the surrounding environment. Therefore, the proposed project would result in a less than significant impact with respect to recreational facilities. As such, no mitigation measures or further evaluation of this topic is required.

## **XVI. TRANSPORTATION/TRAFFIC**

The following discussion is based, in part, on the Traffic Study for the Point View Master Plan Project (the Traffic Study), prepared by Fehr & Peers in October 2011 and approved by the City of Rancho Palos Verdes in December 2011. The Traffic Study is included in Appendix G of this Initial Study. The Traffic Study

addresses the project's trip generation, project impacts on area intersections and roadway segments, and traffic safety.

*Would the project:*

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

## Existing Conditions

### Existing Street System

The existing street system in the project area consists of a regional roadway system including freeways, principal and secondary arterials, and collector and local streets. Area roadways include:

*Palos Verdes Drive South (PVDS)* – an arterial street within the City. This roadway is immediately adjacent to the project site and traverses the entire City in the northwest-southeast direction. The roadway provides two lanes of traffic in each direction, separated by a raised center median. East of Narcissa Drive, PVDS generally provides one lane of traffic in each direction with opposing lanes of traffic separated by a landscaped median (or an earth median) or a double-yellow line. The posted speed limit on PVDS varies between 35 and 45 miles per hour (mph) within the City limits.

*Palos Verdes Drive East (PVDE)* – an arterial street located approximately 2.7 mile east of the project site. This roadway provides one lane of traffic in each direction, except for the section between Calle Aventura and Ganado Drive, which has four lanes of traffic. Opposing lanes of traffic are generally separated by a double yellow centerline, except near the intersection of Crest Road, where the road is separated by a raised median. The posted speed limit is 40 mph on PVDE, except in the vicinity of Ganado Drive, where it is 35 mph, and north of Miraleste Drive, where it is 30 mph within the City limits.

*Palos Verdes Drive West (PVDW)* – an arterial street located approximately two mile west of the project site. This roadway provides two lanes of traffic in each direction. Opposing lanes of traffic are separated by a raised median. The posted speed limit is 45 mph on PVDW within the City limits.

*Hawthorne Boulevard* – an arterial street traversing the entire City. This roadway provides two lanes of traffic in each direction separated by a raised center median. The posted speed limit on Hawthorne Boulevard varies between 40 and 45 mph within the City limits.

## Study Intersections

The Traffic Study analyzed potential traffic impacts on the street system and intersections surrounding the project site. The study intersections were selected based on project traffic patterns and consultation with the City of Rancho Palos Verdes Public Works Department. A total of six (6) intersections were analyzed. Due to the unique nature of project-related traffic (e.g., traffic resulting from Friday afternoon and weekend midday events), intersection traffic impacts were evaluated for the Friday P.M. peak period (5:00 P.M. to 6:00 P.M.) and the Saturday Midday peak period (1:00 P.M. to 2:00 P.M.). The Traffic Study included an evaluation of existing (2011) and future (2012) traffic conditions before and after completion of the proposed project at the following six study intersections:

1. Via Rivera & Hawthorne Boulevard;
2. Palos Verdes Drive West & Hawthorne Boulevard/Via Vicente;
3. Palos Verdes Drive South & Seacove Drive;
4. Palos Verdes Drive South & Wayfarer's Chapel Drive;
5. Palos Verdes Drive South & Palos Verdes Drive East; and
6. Palos Verdes Drive South & Point View Internal Driveway.

The location of the six study intersections is depicted in **Figure B-3, Study Intersections**.

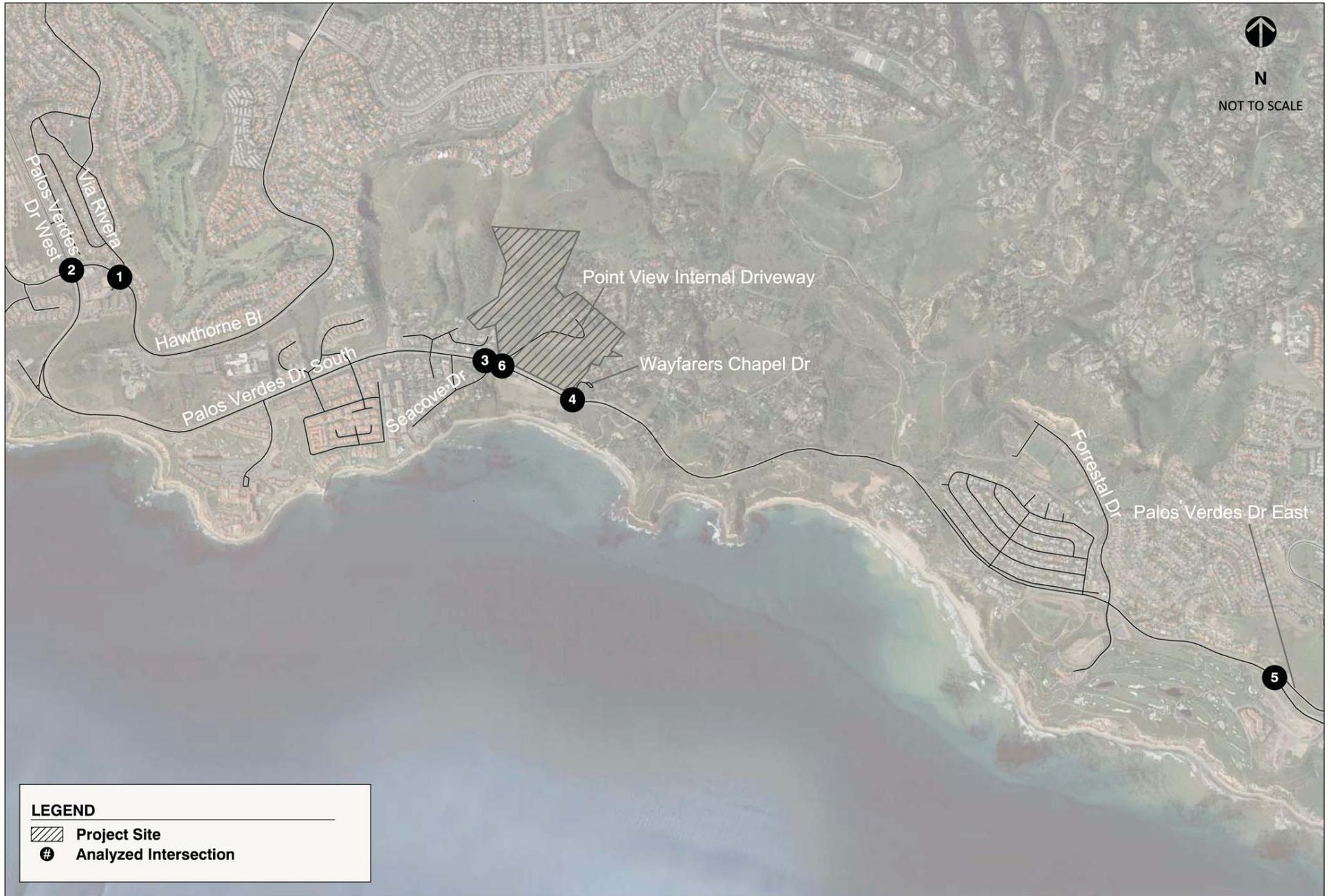
## Existing Levels of Service

The traffic volumes and intersection levels of service (LOS) under existing conditions are summarized in **Table B-17, Existing (2011) Intersection Conditions**. This table details the existing Friday P.M. peak hour and Saturday Midday peak hour Intersection Capacity Utilization (ICU) values (also known as the vehicle-to-capacity [V/C] ratio) for signalized intersections or vehicle delay in seconds (also known as the Highway Capacity Manual [HCM] analysis) for unsignalized intersections, and the corresponding level of service (LOS) at each of the analyzed locations. Only one study intersection is controlled with a stop light, the intersection at PVDW & Hawthorne Boulevard/Via Vicente.

As shown in the Table B-17, all six analyzed locations are operating at LOS D or better (meeting the City's minimum thresholds) during the Friday P.M. peak hour and the Saturday Midday peak hour. The signalized study intersection at PVDW & Hawthorne Boulevard/Via Vicente is currently operating at excellent levels of service (LOS A) during the Friday P.M. peak hour and the Saturday Midday peak hour. For unsignalized intersections, the average vehicle delay was reported for the worst-case movement. The HCM analysis indicated that the traffic on Hawthorne Boulevard currently runs free flow and the motorist exiting Via Rivera currently experience some delay (LOS D on Friday P.M. peak hour and LOS C on Saturday Midday peak hour) before they can find a gap in the traffic on Hawthorne Boulevard and merge onto the roadway. The other four residential collector streets intersecting PVDS were reported to operate at good LOS C or better during the Friday P.M. peak hour and the Saturday Midday peak hour.

## Intersection Level of Service Methodology

To analyze the project's potential traffic impacts, the ICU methodology was used to evaluate intersection performance for signalized intersections and the 2000 HCM methodology was used to evaluate intersection



**LEGEND**

-  Project Site
-  Analyzed Intersection



**Study Intersections**

Point View Master Use Plan  
Source: Fehr & Peers, 2011.

FIGURE  
**B-3**

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Table B-17

## Existing (2011) Intersection Conditions

Intersection	Control Type	Peak Hour	Existing (2011) Conditions		
			ICU	Delay	LOS
1 Via Rivera/Hawthorne Blvd <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.373	26.3	D
		Sat Midday	0.332	19.9	C
2 PVDW & Hawthorne Blvd/Via Vicente <sup>2</sup>	Traffic Signal	Friday P.M.	0.471	-	A
		Sat Midday	0.450	-	A
3 PVDS/Seacove Dr <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.294	11.3	B
		Sat Midday	0.273	12.4	B
4 PVDS/Wayfarer's Chapel Dr <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.294	12.9	B
		Sat Midday	0.306	13.7	B
5 PVDS/PVDE <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.499	18.2	C
		Sat Midday	0.516	17.1	C
6 PVDS /Point View Internal Driveway <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.284	*	A
		Sat Midday	0.277	*	A

\* Negligible

<sup>1</sup> Intersection is controlled by stop sign(s) on minor approach(es) and was analyzed using the delay-based 2000 HCM unsignalized intersection methodology per the City's traffic study guidelines. The intersection LOS is determined based on the estimated vehicle delay. The ICU value was measured at these stop-controlled intersections for information only, per the request of City staff.

<sup>2</sup> Intersection is controlled by a signal and was analyzed based on the capacity-based ICU methodology per the City's traffic study guidelines. The LOS is determined based on the estimated ICU values.

Source: Fehr & Peers, 2011.

performance for unsignalized intersections. Specifically, the ICU method of intersection analysis was used to determine the intersection V/C ratio and corresponding LOS for the peak hour turning movements and intersection capacities at signalized intersections. LOS is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The City of Rancho Palos Verdes generally considers LOS A through D to represent acceptable intersection operations, while LOS E and F indicate a congested (unacceptable) situation. The lane capacity used for this ICU analysis was 1,600 vehicles per hour. LOS definitions are provided in **Table B-18, Level of Service Definitions for Signalized Intersection**. The 2000 HCM methodology was used to determine intersection performance for unsignalized intersections, based on estimated vehicle delay times. The LOS at unsignalized intersections was calculated for information purposes only. For unsignalized intersections, the average vehicle delay was reported for the worst-case movement. **Table B-19, Level of Service Definitions for Stop Controlled Intersections**, defines the ranges of delay and corresponding LOS for

unsignalized intersections. As mentioned above, only the intersection of PVDW and Hawthorne Boulevard/Via Vicente Drive is currently controlled by traffic signal. The other five existing intersections are controlled by stop signs on the minor approaches.

**Table B-18****Level of Service Definitions for Signalized Intersection**

<b>Level of Service (LOS)</b>	<b>Intersection Capacity Utilization</b>	<b>Definition</b>
A	≤0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	>0.60 – 0.699	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 – 0.799	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 – 0.899	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 – 0.999	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.*

### Significance Thresholds

The City utilizes the County of Los Angeles Traffic Impact Analysis Report Guidelines (Los Angeles County Department of Public Works, January 1997) as the traffic thresholds of significance for signalized intersections. The impact criteria states that if a project has a significant traffic impact at a signalized intersection if the following conditions in **Table B-20, Significance Criteria for Signalized Intersections**, are met:

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.04. If, however, the intersection is operating at a LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.01 or greater the project would be considered to have a significant impact at this location.

For unsignalized intersections, the City has established the following thresholds of significance:

**Table B-19****Level of Service Definitions for Stop-Controlled Intersections**

<b>Level of Service (LOS)</b>	<b>Control Delay (seconds/vehicle)</b>
A	≤10.0
B	>10.0 and <15.0
C	>15.0 and <25.0
D	>25.0 and <35.0
E	>35.0 and <50.0
F	>50.0

Source: *Transportation Highway Capacity Manual, Transportation Research Board, 2000.*

**Table B-20****Significance Criteria for Signalized Intersections**

<b>Intersection Condition With Project Traffic</b>		<b>Project-Related Increase in V/C Ratio</b>
<b>LOS</b>	<b>V/C Ratio</b>	
C	0.71-0.80	Equal to or greater than 0.04
D	0.81-0.90	Equal to or greater than 0.02
E, F	> 0.91	Equal to or greater than 0.01

- A significant impact would occur at an unsignalized intersection when the addition of project generated trips causes the peak hour LOS of the intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F); or,
- A significant impact would occur at an unsignalized intersection if the peak hour level of service of the intersection is LOS E or F and the addition of project-generated trips changes the delay by 2.0 seconds or more.

**Project Traffic Generation**

Based on discussions with the City staff and project team, project trip generation estimates were developed for the nominal events of up to 300 guests per event and periodical visits to the agricultural use and the private golf course use. Trip generation rates from standard sources such as the Institute of Transportation Engineers (ITE) do not lend themselves to the proposed project uses. Instead, project trip generation estimates were estimated by direct application of appropriate mode split/vehicle occupancy ratios and in/out factors to the patronage estimates for the various events that could occur in the various project venues. Empirical mode split/vehicle occupancy rates were obtained from city staff or other similar studies and experience in the study area. The following describes the trip generation estimates for each of the project land uses.

## Event Garden

While no two events are identical, based on historical and recent events at the project site, the Traffic Study assumed that each event could host up to 300 attendees plus additional 50 event staff (catering/security/florists, etc.). For any other event that would generate over 300 people, the proposed project would require approval of a Special Use Permit by the Community Development Department, or other process as established by the CUP associated with the project application. Based on direction from the City, events covered under the Special Use Permit would not be frequent enough to warrant evaluation in the Traffic Study.

Events at the landscaped patio/event garden area would generate pre-event and post-event trips related to event planning, event set-up, and event tear down; however, these trips would be negligible and would not impact area roadway or intersection performance. Therefore, project traffic would be driven by the arrival and departure patterns of the guests and staff at the landscaped patio/event garden area on the day of the events (primarily Fridays or weekends). Based on consultation with City staff, the traffic analysis assumed that up to two events could potentially occur on any given day, with one wedding at 11:00 A.M. followed by a reception lunch and another wedding at 4:00 P.M., followed by dinner reception. Each event may last for approximately five hours. Therefore, based on consultation with the City staff, this study analyzed two peak periods when intensive project vehicular activity is likely to occur, including: Friday P.M. peak period (5:00 P.M. TO 6:00 PM) and Saturday Midday peak period (1:00 P.M. TO 2:00 P.M.). **Table B-21, Point View Master Plan Project Trip Generation**, summarizes the traffic arrival and departure patterns for the assumed two events on any given weekday (primarily Fridays) and on a typical Saturday, respectively.

As shown in Table B-21, the daily trip generation for the landscaped patio/event garden area is estimated to be 280 vehicles. The peak trip generation resulting from the landscaped patio/event garden area would occur during the Friday P.M. peak hour and would primarily be the inbound traffic (98 vehicles) arriving at an evening event that day. The outbound traffic to the project site would be negligible during the Friday P.M. peak hour. During the Saturday Midday peak hour, the peak trip generation (100 vehicles) that would occur would primarily be the guests leaving the site after the noon event (98 vehicles) plus a few early arrivals to the next on-site event (2 vehicles).

## Private Golf Course

The operation of the golf course will be limited to daylight hours only. The golf course would be operated and maintained by the land owner; would not have designated employees; would not have a clubhouse; would not be open to the public; would not have regular operating hours; and would not be operated as a commercial venture. While the number of the owner's guests may vary, the trip generation rates for the golf course were based on ITE Generation 8th Edition (2008) Land Use 430 was used for the analysis, providing a conservative analysis as trips for the golf course would likely be less than what is presented in this analysis. As shown in Table B-21, the daily trip generation for the agricultural use was estimated to be 13 vehicles. The estimated peak hour trip generation for the golf course is 1 trip on a Friday P.M. peak hour and 2 trips on a Saturday Midday peak hour.

Table B-21

## Point View Master Plan Project Trip Generation

Land Use	Daily Employee or Patron Person Trips	Auto Occupancy Assumptions	Weekday Daily Vehicular Trip	Friday P.M. Peak Hour (5:00 P.M.-6:00 P.M.)			Saturday Daily Trip Ends Volumes	Saturday Midday Peak Hour (1:00 P.M.-2:00 P.M.)		
				In	Out	Total		In	Out	Total
<b>Event Garden</b>										
Up to 300 Guests per Events on Any Single Day	600	2.5	240	96	*	96	240	*	96	96
Up to 50 Event Staff/Security/Safety Personnel	2	2.5	40	2	*	2	40	2	2	4
		<b>Subtotal</b>	<b>280</b>	<b>98</b>	<b>*</b>	<b>98</b>	<b>280</b>	<b>2</b>	<b>98</b>	<b>100</b>
<b>Agricultural Use</b>										
20 workers for 1-2 Weeks During Harvest (for up to 3 times annually)	20	1.135	18	2	2	4	18	2	2	4
3 Workers for 2 Hours Per Week	3	1.135	3	0	1	1	3	0	1	1
		<b>Subtotal</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>2.5-Acre Private Golf Course</b>										
2.5-Acre Private Golf Course	-	n/a	13	0	1	1	15	1	1	2
		<b>Subtotal</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>
		<b>TOTAL TRIPS</b>	<b>313</b>	<b>100</b>	<b>4</b>	<b>104</b>	<b>315</b>	<b>5</b>	<b>102</b>	<b>107</b>

\* Negligible

<sup>1</sup> For the purpose of the analysis, assumed two events a day and each event would last for 5 hours. On a typical Friday (as shown in Table 5A), the analysis assumed a luncheon event starting at 11:00AM, an evening event starting at 6:00PM. On a typical Saturday (as shown in Table 5B), this analysis assumed a morning event (e.g., a wedding) starting at 11:00AM, an afternoon event (wedding) starting at 4:00PM followed by cocktail/reception dinner on-site. Each typical event last approximately five hours.

<sup>2</sup> No empirical trip generation rates are available for the agricultural in the ITE Trip Generation 8th Edition (2008). The daily trip generation rate was developed based on the estimated person trips and the average vehicle ridership provided by the project applicant. The analysis assumed 2 daily trips per acres for the agricultural employees and that 20% of the daily trips would occur in the analysis peak hour for both the Friday afternoon peak hour and Saturday midday peak hour, as the conservative scenario.

<sup>3</sup> The golf course will be operated and maintained by the land owner; will not have designated employees will not have a clubhouse; and will not be open to the public; will not have regular operating hours; will not be operated as a commercial venture and no green fees will be collected. The golf course will be available to guests of the landowner; play will be limited to daylight hours only. The trip generation rates for the golf course were based on Trip Generation 8th Edition (2008, ITE) Land Use 430, as shown below:

Weekday Daily: 5.04 trips per acre (50% inbound, 50% outbound)

Friday P.M. peak hour: 0.3 trips per acre (34% inbound, 66% outbound)

Saturday Daily: 5.82 trips per acre (50% inbound, 50% outbound)

Saturday Midday peak hour: 0.64 trips per acre (52% inbound, 48% outbound)

Source: Fehr & Peers., July 2011.

## **Agriculture Use**

Based on information from the project team, during the harvest season (which would occur three to five times annually), up to 20 workers could visit the site for one to two weeks. In addition, approximately 3 workers could visit the site for two hours per week for regular maintenance. While no empirical trip generation rates are available for the agricultural uses in the ITE Trip Generation 8th Edition (2008), the daily trip generation rate was developed considering the operating characteristics of the vineyards and the orchards. As shown in Table B-21, using the estimated daily person trips for the estimated number of workers and applying the conservative assumption of an average vehicle ridership of 1.135 (which has been used in the City's General Plan traffic analysis and other traffic studies in the study area), the daily trip generation for the agricultural uses was estimated to be 20 vehicles. The estimated peak hour trip generation for the agricultural uses is 5 trips during the Friday P.M. peak hour and 5 trips on a Saturday Midday peak hour.

## **Total Project Trips**

Table B-21 summarizes the trip generation for the landscaped patio/event garden area and other uses on the property. Assuming that two weddings and/or banquets could potentially occur on the property in one day (one in the late morning followed by reception lunch and another in the late afternoon followed by reception dinner), plus additional sporadic visits to the agricultural use and the private golf course, the project is estimated to generate 313 daily vehicular trips on a typical Friday, including 104 trips in the Friday P.M. peak hour (100 inbound vehicles, 4 outbound vehicles). On a typical Saturday, the project is estimated to generate 315 daily vehicular trips, with the estimated 107 trips in a typical Saturday Midday peak hour (5 inbound vehicles, 102 outbound vehicles).

## **Project Traffic Distribution and Traffic Assignment**

The geographic distribution of trips generated by the proposed project was derived from observed travel patterns and from the location of the project site relative to the surrounding regional development. Acknowledging that the project trips may come from any direction on PVDS, a population density map of the area was prepared for the study area for the 10-mile buffer of the study area based on the recent available population data in and around the City. Previous traffic studies for projects in the study area were also reviewed to prepare a basis for trip distribution and trip assignment.

The overall trip distribution pattern for this project is:

- Approximately 45 percent traveling on PVDS originating from northwest
- Approximately 55 percent traveling on PVDS originating from northeast

## **Project Impacts**

### ***Project Construction***

**Less Than Significant Impact.** The proposed project would result in temporary traffic system impacts during construction activities. Construction worker vehicle trips to and from the project site, as well as equipment travel to the site, would increase traffic levels on affected streets in the area. However, given the limited nature and intensity of proposed construction activities, worker vehicle and delivery/haul truck

traffic is not anticipated to be substantial, and would cease at the completion of construction activities. As a result, project construction would result in a less than significant impact with respect to traffic.

### ***Existing (2011) Plus Project Traffic Projections***

**Less Than Significant Impact.** This scenario includes traffic changes caused by the project under existing baseline conditions, assuming the project will be completed by the end of year 2011. The project's estimated traffic as discussed above was added to the existing traffic volumes to estimate Existing (2011) Plus Project traffic volumes to determine potential traffic impacts with the addition of project-generated traffic to existing conditions. **Table B-22 *Project Intersection Impact Analysis (Year 2011)***, presents the results of this analysis. As shown therein, the proposed project would slightly increase the peak hour V/C ratios or delays in year 2011 at the six study intersections. Utilizing the significance criteria established by the City, however, no significant traffic impacts would occur. Thus, no mitigation measures are required or recommended.

The intersection of PVDS and the Point View Internal Driveway would be controlled by a stop sign on the southbound approach (Point View Internal Driveway). Projected traffic volumes at this intersection with the addition of project-related traffic were analyzed based on the proposed lane configurations. As indicated in Table B-22, the most constrained stop-controlled approach to this intersection (the southbound approach) is projected to operate at LOS B during the Friday P.M. and Saturday Midday peak hours. When considering this impact, it is important to note that this project internal driveway segment would not be used as a public roadway and vehicles queuing at the stop sign would be limited to the owners, employees, guests and event staff of the project site.

### ***Future (2012) No Project Traffic Projections***

**Less Than Significant Impact.** This section presents an analysis of potential traffic conditions under Future (2012) No Project cumulative base conditions. The Future (2012) No Project traffic projections reflect planned changes in the existing street system and traffic growth over existing conditions from two primary sources as if the proposed project were not constructed. The first source of traffic growth is the ambient growth in the existing traffic volumes, which reflects the effects of overall regional growth. The second source is the traffic generated by specific projects located within or in the vicinity of the study area. These two sources are discussed in more detail below. This scenario provides a cumulative by which to compare the project to.

A number of roadway and intersection improvements are planned by the City and by others that would be implemented by General Plan Buildout in 2035. Of these improvements only one item could potentially be implemented before the anticipated completion of the proposed project in 2012. Specifically, at PVDS & PVDE, the intersection would be modified to provide a two-stage gap acceptance design for southbound left-turning vehicles, including median refuge area and acceleration lane. The responsible entity is the City, with contribution from Marymount College. In addition, the City plans to resurface PVDS starting in October 2011. However, resurfacing PVDS would not change the existing lane geometry, turn pockets or crosswalks and therefore would not affect this traffic study.

**Table B-22**  
**Project Intersection Impact Analysis (Year 2011)**

Intersection	Control Type	Peak Hour	Year 2011 Existing			Year 2011 Existing Plus Project					
			ICU	Delay	LOS	ICU	Delay	LOS	Changes in ICU (Signalized) or Delay (Unsignalized)	Impact Thresholds <sup>3</sup>	Significant Impact
1 Via Rivera/ Hawthorne Blvd <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.373	26.3	D	0.379	27.3	D	1.0	LOS to E/F	No
		Sat Midday	0.332	19.9	C	0.332	20.2	C	0.3	LOS to E/F	No
2 PVDW/ Hawthorne Blvd/Via Vicente <sup>2</sup>	Signal	Friday P.M.	0.471	-	A	0.479	-	A	0.008	>0.04 for LOS D	No
		Sat Midday	0.450	-	A	0.458	-	A	0.008	>0.04 for LOS D	No
3 PVDS/ Seacove Dr <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.294	11.3	B	0.311	11.6	B	0.3	LOS to E/F	No
		Sat Midday	0.273	12.4	B	0.304	13.6	B	1.2	LOS to E/F	No
4 PVDS/ Wayfarer's Chapel Dr <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.294	12.9	B	0.332	14.5	B	1.6	LOS to E/F	No
		Sat Midday	0.306	13.7	B	0.308	14.0	B	0.3	LOS to E/F	No
5 PVDS/PVDE <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.499	18.2	C	0.513	19.1	C	0.9	LOS to E/F	No
		Sat Midday	0.516	17.1	C	0.519	18.0	C	0.9	LOS to E/F	No
6 PVDS/ Point View Project site Internal Driveway <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.284	*	A	0.301	10.2	B	10.2	LOS to E/F	No
		Sat Midday	0.277	*	A	0.342	10.8	B	10.8	LOS to E/F	No

\* Negligible

<sup>1</sup> Intersection is controlled by stop sign(s) on minor approach(es) and was analyzed using the 2000 Highway Capacity Manual Unsignalized Intersection Methodology. The intersection capacity utilization (ICU) value was measured for information only.

<sup>2</sup> The City of Rancho Palos Verdes utilizes the County of Los Angeles traffic thresholds of significance for signalized intersections. (Source: Los Angeles County Traffic Impact Analysis Report Guidelines, Los Angeles County Department of Public Works, January 1, 1997). A project would result in a significant impact if the project-related traffic increase in ICU value is 0.04 or greater for LOS C, 0.02 or greater for LOS D, and 0.01 or greater for LOS E and F, respectively, for signalized intersections.

<sup>3</sup> For unsignalized intersections, the City of Rancho Palos Verdes has established the following two thresholds: 1) A significant impact would occur at unsignalized intersection when the addition of project-generated trips cause the peak hour LOS of the intersection to change from acceptable operations (LOS D or better) to deficient operation (LOS E or F); or 2) A significant impact would occur at an unsignalized intersection if the peak hour LOS of the intersection is LOS E or F and the addition of project-generated trips changes the delay by 2.0 seconds or more.

Source: Fehr & Peers, 2011

As mentioned above, non-project traffic growth over existing conditions would result from two primary sources; ambient traffic growth and traffic growth from nearby, related projects. Peak hour traffic forecasts for the future horizon year of 2012 have been projected by increasing existing traffic volumes by an annual growth rate of 0.6 percent per year. With respect to the related projects, the development of the cumulative base includes projects in the vicinity that are expected to be completed within the same general timeframe as the proposed project. Information on these cumulative projects was obtained from the City, and the adjacent City of Rolling Hills Estate and the City of Los Angeles. A total of 39 cumulative projects were identified and their locations are shown in **Figure B-4, Related Projects**.<sup>55</sup> Trip generation estimates for the cumulative projects were prepared for the analyzed Friday P.M. peak hour and Saturday Midday peak hour and were drawn from the trip generation rates contained in ITE Trip Generation 8th Edition (2008) or from traffic studies prepared for specific projects. These volumes were then added to the existing traffic volumes, which were adjusted to reflect ambient growth.

Future (2012) cumulative base traffic volumes were analyzed to forecast cumulative base peak hour levels of service at the identified intersections. **Table B-23, Project Intersection Impact Analysis (Year 2012)**, summarizes the results of this analysis. As shown in Table B-23, with the exception of the intersection of Via Rivera & Hawthorne Boulevard, very good operating conditions (LOS B or better) are projected at the study intersections. The intersection of Via Rivera & Hawthorne Boulevard would operate at an LOS D during the Friday P.M. peak hour and would operate at an LOS C Saturday Midday peak hour.

#### **Future Plus Project Traffic Projections**

**Less Than Significant Impact.** This analysis evaluates the project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site, including the proposed project, by the year 2012. The project-generated traffic volumes from Table B-20 were added to the Future (2012) No Project cumulative base traffic projections shown in Table B-23.

The Future (2012) With Project peak hour traffic volumes were analyzed to determine future operating conditions and potential traffic impacts with the addition of project-generated traffic. Table B-22 presents the results of this analysis. As shown therein, the project would slightly increase the peak hour V/C ratios or delays in year 2012 at the study intersections. Utilizing the significance criteria established by the City, however, no significant traffic impacts would occur. Thus, no mitigation measures are required or recommended.

The future intersection of PVDS and Point View Internal Driveway will be controlled by a stop sign on the southbound approach (Point View Internal Driveway). Projected traffic volumes at this future intersection with the addition of project-related traffic were analyzed based on the proposed lane configurations. As indicated in Table B-22, the most constrained stop-controlled approach to this intersection (the southbound approach) is projected to operate at LOS B in the morning and afternoon peak hours. When considering this

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<sup>55</sup> *The Annenberg Projects at Lower Point Vicente (project number R13 on Figure B-2) was proposed when the related project list was developed and the Draft Traffic Study was completed in September 2011, but is no longer proposed. Based on consultation with City staff, the Traffic Study retained the Annenberg project traffic in the future background traffic conditions, as the most conservative approach. Removal of the Annenberg Project from the cumulative project list would not change the traffic analysis findings and conclusions from this traffic study.*

impact, it is important to note that this project internal driveway segment would not be used as a public roadway and vehicles queuing at the stop sign would be limited to the owners, employees, guests and event staff of the project site.

### ***Roadway Street Segment Analysis***

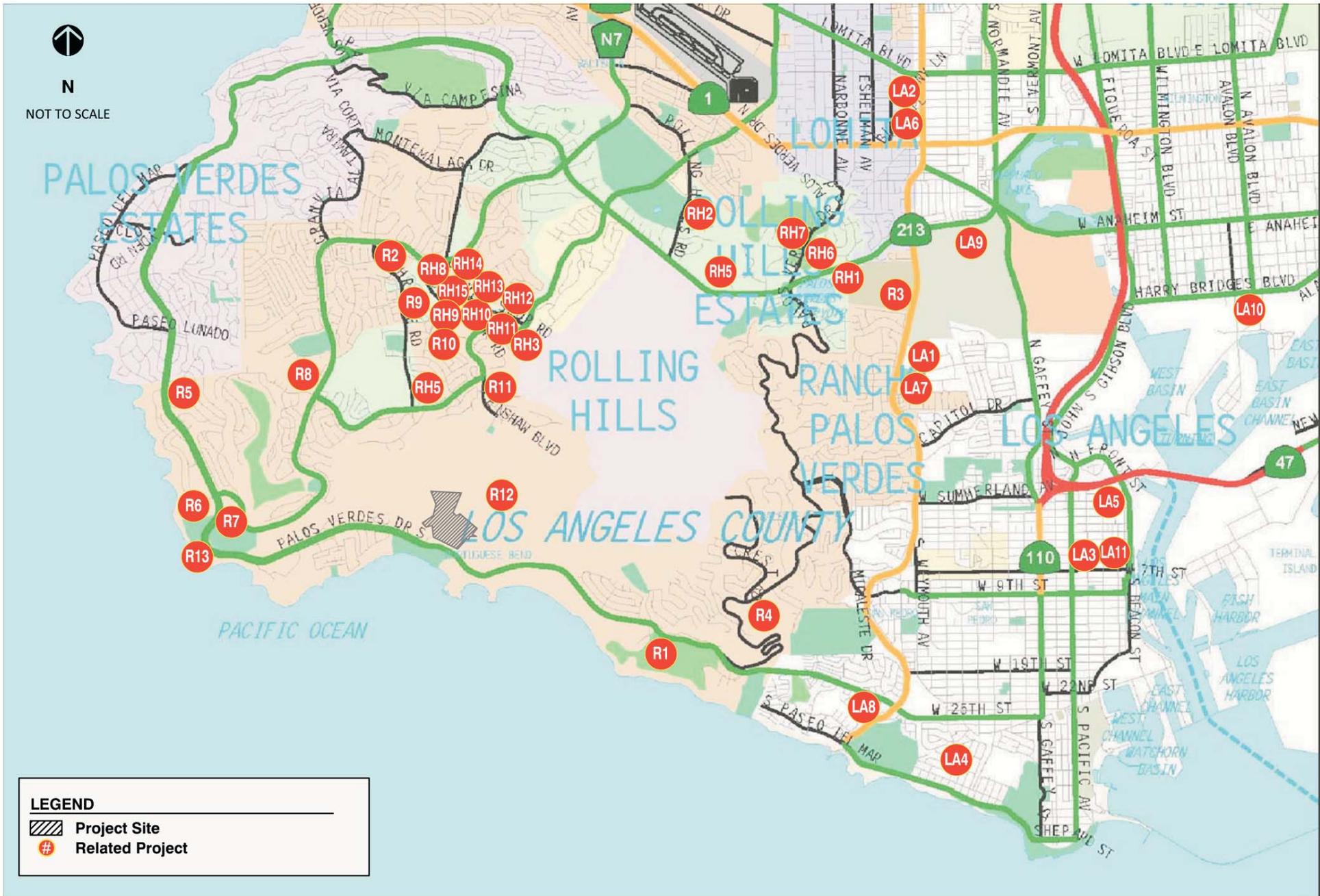
**Less Than Significant Impact.** Based on direction from City, a roadway level of service analyses was prepared for the segment of PVDS adjacent to the project site between Seacove Drive and Wayfarer's Chapel Drive.

One 24-hour machine count was collected on PVDS immediately adjacent to the project entrance driveway (between Seacove Drive and the Wayfarer's Chapel driveway) for three continuous days corresponding with events at The Wayfarers Chapel. A review of the intersection turning movement counts of the Friday P.M. peak hour and Saturday Midday peak hour for the analyzed intersections and the machine counts on PVDS over this three-day period indicated that there was minimal difference between the daily traffic volumes collected over this three-day period. Therefore, the City agreed that that traffic impact analysis for the Saturday Midday peak hour would provide a reasonable baseline conditions to determine the potential project-related traffic impact for both Saturdays and Sundays.

The significance criteria for the study street segment were identified using the two-lane roadway criteria set forth in the County of Los Angeles Traffic Impact Analysis Report Guidelines document. According to the County of Los Angeles Department of Public Works' *Traffic Impact Analysis Report Guidelines*, an impact is considered significant if the project related increase in passenger cars per hour (PCPH) equals or exceeds the following thresholds: 4 percent for LOS C, 2 percent for LOS D, and 1 percent for LOS E and F, respectively.

The segment of PVDS between Seacove Drive and Wayfarer's Chapel Drive currently operates at LOS A during the two analyzed peak periods and is projected to continue operating at LOS A with the additional traffic to and from the proposed project site. The proposed project Friday P.M. and Saturday Midday trips would add marginal traffic volumes (no more than 9 percent over the existing conditions and no more than 12 percent over the future conditions) on the analyzed segment of PVDS. Application of the County's two-lane roadway threshold criteria for street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed street segments. Thus, no mitigation measures are required or recommended.

In summary, the limited number of vehicles resulting from the project's operation would result in a less than significant impact with respect to intersections and roadway segments in the project vicinity during the Friday P.M. peak hour and Saturday Midday peak hour. No mitigation measures or further evaluation of this topic is required.



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Table B-23

## Project Intersection Impact Analysis (Year 2012)

Intersection	Control Type	Peak Hour	Year 2012 Cumulative Base			Year 2012 Cumulative Plus Project					
			ICU	Delay	LOS	ICU	Delay	LOS	Changes in ICU (Signalized) or Delay (Unsignalized)	Impact Threshold <sup>3</sup>	Significant Impact
1 Via Rivera/ Hawthorne Blvd <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.379	28.1	D	0.386	29.3	D	1.2	LOS to E/F	No
		Sat Midday	0.333	20.1	C	0.333	20.4	C	0.3	LOS to E/F	No
2 PVDW/ Hawthorne Blvd/Via Vicente <sup>2</sup>	Signal	Friday P.M.	0.499	-	A	0.508	-	A	0.009	>0.04 for LOS D	No
		Sat Midday	0.454	-	A	0.462	-	A	0.008	>0.04 for LOS D	No
3 PVDS/ Seacove Dr <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.320	12.0	B	0.336	12.4	B	0.4	LOS to E/F	No
		Sat Midday	0.277	12.6	B	0.309	13.9	B	1.3	LOS to E/F	No
4 PVDS/ Wayfarer's Chapel Dr <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.319	14.1	B	0.360	16.1	C	2.0	LOS to E/F	No
		Sat Midday	0.310	13.9	B	0.311	14.2	B	0.3	LOS to E/F	No
5 PVDS/PVDE <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.543	23.6	C	0.573	25.2	D	1.6	LOS to E/F	No
		Sat Midday	0.525	17.5	C	0.528	18.4	C	0.9	LOS to E/F	No
6 PVDS/ Point View Project site Internal Driveway <sup>1</sup>	Stop Sign On Minor Approach	Friday P.M.	0.309	*	A	0.326	10.6	B	10.6	LOS to E/F	No
		Sat Midday	0.280	*	A	0.346	10.9	B	10.9	LOS to E/F	No

\* Negligible

<sup>1</sup> Intersection is controlled by stop sign(s) on minor approach(es) and was analyzed using the 2000 Highway Capacity Manual Unsignalized Intersection Methodology. The intersection capacity utilization (ICU) value was measured for information only.

<sup>2</sup> The City of Rancho Palos Verdes utilizes the County of Los Angeles traffic thresholds of significance for signalized intersections. (Source: Los Angeles County Traffic Impact Analysis Report Guidelines, Los Angeles County Department of Public Works, January 1, 1997). A project would result in a significant impact if the project-related traffic increase in ICU value is 0.04 or greater for LOS C, 0.02 or greater for LOS D, and 0.01 or greater for LOS E and F, respectively, for signalized intersections.

<sup>3</sup> For unsignalized intersections, the City of Rancho Palos Verdes has established the following two thresholds: 1) A significant impact would occur at unsignalized intersection when the addition of project-generated trips cause the peak hour LOS of the intersection to change from acceptable operations (LOS D or better) to deficient operation (LOS E or F); or 2) A significant impact would occur at an unsignalized intersection if the peak hour LOS of the intersection is LOS E or F and the addition of project-generated trips changes the delay by 2.0 seconds or more.

Source: Fehr & Peers, 2011

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**CMP Freeway and Arterial Analysis**

**Less Than Significant Impact.** The Congestion Management Program (CMP) is a state-mandated program enacted by the State legislature as a result of Proposition 111 to address impacts that urban congestion has on local communities and the region as a whole. The Los Angeles County Metropolitan Transportation Authority (Metro) is the local agency responsible for implementing the requirements of the CMP. The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. According to the CMP Traffic Impact Analysis (TIA) Guidelines developed by Metro, a CMP traffic impact analysis is required given the following conditions:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the A.M. or P.M. weekday peak hours.

The CMP monitoring stations closest to the project site are:

- Freeway No. 1045 – Harbor Freeway (I-110) south of C Street
- Freeway No. 1068 – San Diego Freeway (I-405) north of Inglewood Avenue at Compton Boulevard
- Intersection No. 58 – Pacific Coast Highway & Western Avenue
- Intersection No. 84 – Western Avenue & 9th Street
- Intersection No. 128 – Western Avenue & Toscanini Drive
- Intersection No. 151 – Pacific Coast Highway & Crenshaw Boulevard
- Intersection No. 152 – Pacific Coast Highway & Hawthorne Boulevard
- Intersection No. 153 – Pacific Coast Highway & Palos Verdes Boulevard

As the project would generate the highest quantity of trips on Friday afternoons and weekends, the project is not expected to generate more than 150 trips to the two freeway monitoring locations or 50 trips to the two CMP freeway on-ramp and off-ramp monitoring locations during the typical weekday morning and afternoon commute peak hours. In addition, based on the project trip generation and distribution discussion above, the proposed project is not expected to add more than 50 trips to the CMP arterial intersections during either the weekday A.M. or P.M. peak hours and, thus, the project would result in a less than significant impact with respect to CMP monitoring location. No mitigation measures or further analysis of this topic is required.

## CMP Transit Analysis

**Less Than Significant Impact.** The primary mode of travel to the project property is expected to be by private autos due to convenience of access to weddings, special events, agricultural use, and the private golf course operated by the project applicant. With the current 40-minute headways operated by Metro Line 344, and school-day only service by the Palos Verdes Transit Gold Line and the Orange Line, the patrons of the project are not likely to use the current transit services during the typical weekday morning and afternoon commute peak periods; and if there is any, would be negligible. Therefore, the proposed project would result in a less than significant impact to the county's CMP-monitored transit system. No mitigation measures or further analysis of this topic is required.

### c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

**No Impact.** The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is Torrance Municipal (Zamperini) Airport, which is located approximately four miles northeast of the project site. Additionally, the proposed project does not propose any uses that would change air traffic patterns or generate air traffic. As such, safety risks associated with a change in air traffic patterns would not occur. Further analysis of this topic is not recommended, and no mitigation measures would be required.

### d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

**Potentially Significant Unless Mitigation Incorporated.** Primary access to the project site would be provided by the proposed internal driveway, an existing two-way gated driveway entrance fronting PVDS. Due to the existing configuration of PVDS at this location, the eastbound and westbound travel lanes lie on different grades and are separated by an earthen median. Thus, the project's proposed driveway could result in a hazardous left-turn entrance onto PVDS. Further, although remote, the hill leading down to the internal driveway's intersection of PVDS has the potential for creating "runaway" vehicles from the project site. This is considered a potentially significant impact. Mitigation Measures TRAF-1 and TRAF-2 are proposed below to ensure these impacts are reduced to a less than significant level. These two measures would limit turning movements between PVDS and internal driveway to right-turns in and right-turns out only and would require that the proposed driveway lanes be striped to be perpendicular to PVDS. By placing motorists exiting the project site perpendicular to PVDS, Mitigation Measure TRAF-2 would ensure that any unintended runaway vehicles would travel straight across PVDS, perpendicular to the flow of traffic, and would not leave the project site an undesirable angle towards private property on the south side of the PVDS. Mitigation Measure TRAF-2 has the added benefit of providing motorists a better view of on-coming traffic, including bicycle traffic. With implementation of these measures, impacts would be reduced to a less than significant level. No additional mitigation measures or further evaluation of this topic is required.

As the most traffic-intensive use of the project site is the landscaped patio/event garden area, the project peak traffic volume would occur when approximately 100 vehicles are arriving the site prior to the start time of an event or approximately 102 vehicles exiting the site after the event in a single peak hour. This is equivalent to an average of about two inbound or two outbound vehicle per minute, or four vehicles inbound vehicles per minute or four outbound vehicles per minute, if using the worst-case traffic peak hour factor of

0.50 (which means that most of the traffic would be entering the site approximately 15 to 30 minute prior to the event). Assuming an average length of 22 feet per vehicle, the maximum queue length would be approximately 88 feet, less than the driveway storage capacity of 200 feet. Thus, the proposed configuration of the Point View Internal Driveway would be able to accommodate this volume without impeding westbound through movements on PVDS. As a result, the proposed project would result in a less than significant with respect to vehicle queuing. As such, no mitigation measures or further evaluation of this topic is required.

### **Mitigation Measures**

**TRAF-1:** The proposed Point View Internal Driveway shall be limited to right-turns in/right-turns out only.

**TRAF-2:** The project's proposed internal driveway would be striped so that the flow of driveway traffic is perpendicular to the flow of traffic in Palos Verdes Drive South.

### **e) Result in inadequate emergency access?**

**Less Than Significant Impact.** Construction activities and staging areas for the project would be confined to the site. Further, project construction would not impede access to the site or surrounding uses. Furthermore, emergency access would be enhanced since the proposal includes paving the existing dirt roadway that leads from PVDS to the event garden area. As a result, project construction would result in a less than significant impact to emergency access. Daily operational access to the project site would be from the driveway entrance along PVDS. Nonetheless, emergency vehicles would still be able to access the site at PVDS, and at the Narcissa Drive entrance, if necessary. The project would be designed to permit adequate emergency access to the site and not to impede access to any adjacent or surrounding properties. In this regard, the construction of the all-weather internal driveway would improve emergency access into and across the project site. No other modifications with the potential to affect emergency access would occur in conjunction with the project. As such, construction and operation of the project would result in a less than significant impact with respect to emergency access. As such, no mitigation measures or further evaluation of this topic is required.

### **f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities**

#### **Public Transit Facilities**

**Less Than Significant Impact.** Bus transit service serving the immediate vicinity of the project site is provided by Metro and the Palos Verdes Peninsula Transit Authority (PVPTA). Specifically, the project site is served by Metro Line 344, the PVPTA Gold Line, and the PVPTA Orange Line. The proposed project would not impede access to the bus lines serving the project site, and a less than significant impact would result.

## **Bicycle and Pedestrian Facilities**

**Potentially Significant Unless Mitigation Incorporated.** Bike lanes currently exist on PVDS in both directions in the vicinity of the study area. The study area has high bicycle activity on Fridays and on weekends. For example, the Palos Verdes Bicycle Club has a weekly 24-mile ride scheduled every Friday, starting around 9:15 A.M., originating from the Rolling Hills City Hall, traveling east on Palos Verdes Drive North to either Western Avenue or PVDE, then to PVDS, stopping at the Golden Cove Center at about 10:15 A.M., and traveling north back to Rolling Hills City Hall. Another cycling group, known as the “Donut Ride” was also observed with approximately 100 to 150 cyclists traveling on PVDS during the early morning around 8:00 A.M. on Saturday mornings. Some casual riders may travel through PVDS on weekend afternoons.

There is no walkway on the north side of PVDS against the project frontage. The walkway on the south side of PVDS does exist, but only the segments immediately abutting homes are paved. Pedestrian activity is generally light during the weekdays. During weekend afternoons in good beach weather, tourist activities were often observed in the Abalone Cove Shoreline Park on the south side of PVDS and in the Wayfarers Chapel property when there are weddings or events on-site.

As the project event traffic would primarily occur later in the day, some pedestrians and bicycle activity is likely to occur along PVDS in the study area, but is not expected to be significantly impacted by the typical project event traffic. Further, the proposed project would implement Mitigation Measure TRAF-2 above, which would provide motorists a perpendicular approach to PVDS to allow a better view of oncoming bicyclists. With this mitigation measure, impacts with respect to bicycle lanes and pedestrian pathways along PVDS would be less than significant. No additional mitigation measures or further evaluation of this topic is required.

## **Parking Requirements**

**Less Than Significant Impact.** The City does not currently maintain parking standards for the project’s proposed uses. The Traffic Study prepared by Fehr & Peers (refer to Appendix G) assumed an average vehicle ridership (AVR) of 2.5 persons per vehicle, per City staff direction. The project as proposed would provide a total of 140 spaces, designated for the landscaped patio/event garden area, which would meet the parking demand of 140 vehicles generated by a nominal event with up to 300 guests and up to 50 event staff. In the unusual circumstance that additional parking is required, it could be accommodated in the overflow parking area west of the landscaped patio/event garden area. When there is no event on-site, the employees to the agriculture uses (vineyard and orchards) and the visitors to the private golf course could park in the designated parking area, or use the overflow parking in the open grass field to the west of the event garden or park on the paved driveway adjacent to the orchards/vineyards if needed. As a result, the proposed project would adequately accommodate event parking and a less than significant impact would result. As such, no mitigation measures or further evaluation of this topic is required.

## XVII. UTILITIES AND SERVICE SYSTEMS

*Would the project:*

### a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Less Than Significant Impact.** The existing restroom is connected to the Abalone Cove Sewer System, a connection which was previously permitted by the City pursuant to a 2007 permit. The Abalone Cove Sewer System is owned, operated and maintained by the City. The City's sewer system is subject to Section 201 of the Federal Clean Water Act (CWA). The City prepared a Sewer System Master Plan in 2004, and was subsequently updated in 2009 to comply with the Regional Water Quality Board requirements. Wastewater from the Abalone Cove Sewer System is conveyed via a trunk sewer network to the Sanitation Districts of Los Angeles County (SDLAC) Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. Outfall from the JWPCP is discharged into the Pacific Ocean through outfalls that extend two miles off the Palos Verdes Peninsula to a depth of 200 feet. The discharge of effluent from the JWPCP into the Pacific Ocean is regulated by permits issued under the Clean Water Act's NPDES and is required to meet Regional Water Quality Control Board's (RWQCB) requirements. Accordingly, JWPCP effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards.

The existing restroom facilities on the project site are sufficient for up to 100 guests. For events that exceed 100 guests, a self-contained, high-end (e.g., Hollywood movie set style) portable restroom unit would be brought to the project site. This facility would be emptied and cleansed by the rental company at a licensed off-site facility. As a result, the proposed project would not contribute a measurable increase in wastewater to the existing sewer system. As discussed above in Checklist Questions VI(b) and IX(a) above, project construction and operation would occur in accordance with the provisions of the NPDES permit (as authorized by the LARWQCB) and the site-specific SUSMP, including Mitigation Measures HYD-1 through HYD-8 above. As a result, the proposed project would not exceed the requirements of the LARWQCB and a less than significant impact would result. As such, no mitigation measures or further evaluation of this topic is required.

### 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?**

#### **Wastewater Infrastructure**

**Less Than Significant Impact.** The Los Angeles County Department of Public Works (DPW) and the Los Angeles County Sanitation District's (LACSD) maintain and operate the wastewater system within the City. The DPW is responsible for the collection of sewage from its source or origin, and the LACSD is responsible for the operation and maintenance of the network of trunk lines and the wastewater treatment facilities.

As mentioned above, wastewater from the Abalone Cove Sewer System is conveyed via a trunk sewer network to the Sanitation Districts of Los Angeles County (SDLAC) Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. Outfall from the JWPCP is discharged into the Pacific Ocean through

outfalls that extend two miles off the Palos Verdes Peninsula to a depth of 200 feet. The facility provides both primary and secondary treatment for approximately 275 million gallons of wastewater per day.<sup>56</sup> In 2011, the JWPCP treated an average of 273 million gallons of wastewater per day.<sup>57</sup>

The existing restroom facilities on the project site are sufficient for up to 100 guests. For events that exceed 100 guests, a self-contained, high-end (e.g., Hollywood movie set style) portable restroom unit would be brought to the project site. This facility would be emptied and cleansed by the rental company at a licensed off-site facility. As a result, the proposed project would not contribute a measurable increase in wastewater to the existing sewer system. Therefore, the project would have a less than significant impact on the wastewater infrastructure. As such, no mitigation measures or further evaluation of this topic is required.

## Water Infrastructure

**Less Than Significant Impact.** The water supplier for the City is the California Water Services Company (CWSC); the project site is located within CWSC's Palos Verdes District. The CWSC provides water service to an estimated 67,620 residents in the Palos Verdes area.<sup>58</sup> All water furnished to customers in the Palos Verdes District is purchased water; no groundwater wells are used as a source of supply. Specifically, all water utilized in the Palos Verdes District are purchased through the West Basin Municipal Water District (WBMWD), a regional wholesaler of the Metropolitan Water District of Southern California (MWD).<sup>59</sup>

According to the Palos Verdes District 2010 Urban Water Management Plan (UWMP), water deliveries in 2011 were estimated at 19,196 acre-feet per year (AFY).<sup>60</sup> Similarly, total water use in the Palos Verdes District in 2012 is projected to be 19,307 AFY, resulting in an increase of 111 AFY over existing conditions.<sup>61</sup> When considering this increase, it is important to note that the Palos Verdes District is allocated 25,900 AFY by the MWD. MWD allocations are based on the availability of water supply and the ability of the MWD to treat this water for delivery in one of its five water treatment plants.

Implementation of the proposed project would increase water consumption on the project site and within the City. The project's increase in water demand is primarily driven by the irrigation requirements of the proposed agricultural uses. Water required for the on-site landscaping, vegetable garden, the proposed fountain, and landscaped patio/event garden area would be negligible when compared to water allocations in the CWSC Palos Verdes District. As discussed in Attachment A, Project Description, of this Initial Study, the on-site agricultural irrigation system would consist of two water tanks feeding water pipes that would serve each crop row with either micro sprinkler or drip emitter. As also discussed in the Project Description, the types of crops chosen for the project site are those that require little irrigation for success. Irrigation demands for the agricultural uses would be higher during the initial planting stage and would decrease once the crops have been established. As such, irrigation demands would be highest during the first year of

<sup>56</sup> *Sanitation Districts of Los Angeles County: Joint Water Pollution Control Plant (JWPCP)*. Available at: <http://www.lacsd.org/wastewater/wwwfacilities/jwpcp/default.asp>. Accessed October 29, 2012.

<sup>57</sup> *Ibid.*

<sup>58</sup> *California Water Service Company. 2010 Urban Water Management District: Palos Verdes District. page 20. Adopted June 2011.*

<sup>59</sup> *Ibid. page 47.*

<sup>60</sup> *Ibid. Table 3.4-2. Data extrapolated to the Year 2011.*

<sup>61</sup> *Ibid. Table 3.4-2. Data extrapolated to the Year 2012.*

planting. Assuming the conservative scenario that all crops would be planted during the first year, the proposed project would demand approximately 5 AFY of irrigation water over the course of the first year. As the Palos Verdes District is anticipated to experience an increase in water demand of approximately 111 AFY between 2011–2012, the proposed project would constitute only 4.5 percent of the projected 2011-2012 increase in water demand. It is important to note that this analysis is based on the first year of water demand, when irrigation requirements are the highest. Irrigation requirements would decline once the crops have been established. In this way, the analysis presented in this Initial Study is conservative in that water demands would be reduced in each subsequent year until about the third year of operation. As mentioned above, the CWSC Palos Verdes District's projected water demands are based on the availability of water supply and the ability of the MWD to treat this available water for delivery at one of its five water treatment plants. As the CWSC's projected increase in MWD water deliveries can readily accommodate the water demands of the proposed project, the project would not require the construction of a new water treatment facility. This is considered a less than significant impact, and no mitigation measures or further evaluation of water supplies is required.

With respect to the water infrastructure serving the project site, domestic water would be delivered to the property via an existing 6-inch water line that bisects the property. A 2-inch water meter and service line connecting to the 6-inch water line was previously permitted and installed on the property near the West Narcissa Drive entrance. These features were intended to replace the previous water service to the site, which was inadequate to serve the project's needs. A plumbing permit was previously issued by the City indicating this infrastructure was adequate to serve the proposed project. To complete the irrigation system, the project would also install a new 2-inch water meter, 290 feet of service line, valves, and backflow devices. All of these improvements would be completed above-ground on the project site (except at roadway and trail crossings) and a less than significant impact with respect to localized water infrastructure would result.

Based on the above, the proposed project would have a less than significant impact with respect to water treatment facilities and local water delivery infrastructure. As such, no mitigation measures or further evaluation of this topic is required.

**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?**

**Less Than Significant Impact.** As discussed in Checklist Question IX(e) above, the project site is almost entirely covered with pervious surfaces. There are no known current deficiencies in the local stormwater system. As also discussed above in Checklist Question IX(e), similar to existing conditions, runoff from the project site would flow into four drainage subareas that would remain unchanged after implementation of the proposed project. This is a result of the project's effort to maintain the existing on-site drainage patterns and flow rates. In fact, the only change in topography proposed under the project is the grading for the proposed internal driveway, which has been designed to maintain existing flow patterns.

Under existing conditions, the majority of the project site (80 acres) drains south into storm drains along PVDS. The remainder of the project site (an approximately 14-acre area at the northeast portion of the project site near the landscaped patio/event garden area) flows into storm drains along Narcissa Drive. As a result of the project's intent to maintain existing drainage patterns, the Rothman Engineering SUSMP

(Appendix E of this Initial Study) concluded that these conditions would not change under the project, and that pre-project and post-project stormwater flows to PVDS would be identical, both equaling 90.22 cfs. Similarly, the pre-project and post-project flows onto Narcissa Drive would also be identical, both equaling 17.30 cfs. As the proposed project would not increase flows into the City stormdrain system and the storm drain system can adequately handle existing flows, project development is not anticipated to result in runoff conditions that would exceed the capacity of the local storm drain system. Therefore, a less than significant impact would result. As such, no additional mitigation measures and no further analysis of this topic is required.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less Than Significant Impact.** As mentioned above, the CWSC Palos Verdes District is responsible for providing water service to the project site. All water furnished to customers in the Palos Verdes District is purchased water, no groundwater wells are used as a source of supply. This imported water is delivered either through the Colorado River Aqueduct, which is owned by MWD, or through the California Aqueduct, a facility of the State Water Project, which is owned and operated by the California Department of Water Resources.

In accordance with the Urban Water Management Planning Act (Act) of 1984, all urban water suppliers that provide municipal and industrial water to more than 3,000 customers, or supply more than 3,000 acre-feet per year of water, are required to prepare and adopt an UWMP. The CWSC, which provides water service to 23,896 metered accounts, adopted its 2010 UWMP in June 2011. According to the 2010 UWMP, water use in the Palos Verdes District experienced a reduction of approximately 7 percent between 2005 and 2010 (e.g., approximately 1,423 acre-feet of water), although the number of service connections experienced a marginal increase.<sup>62</sup> Even when considering the water demand reductions required by Senate Bill No.7 (SBx7-7), the CWSC Palos Verdes District projects water demand within its service area to reach approximately 19,642 acre-feet by 2015, an increase of 558 AFY over 2010 conditions. However, as the water reduction requirements become fully implemented, water demand in the CWSC Palos Verdes District is expected to start declining, falling to 17,834 AFY by 2040. As mentioned above, it is important to note that the CWSC Palos Verdes District is allocated 25,900 AFY by the MWD. MWD allocations are based on the availability of water supply and the ability of the MWD to treat this water for delivery in one of its five water treatment plants. As such, water demand in the CWSC Palos Verdes District falls well below the MWD's allocation and the CWSC Palos Verdes District would have excess water supplies to meet any growth in demand within its service area.

As mentioned above, the proposed project's anticipated net increase in average annual water demand would be approximately 5 AFY. As further discussed above, this increase would only compromise only 4.5 percent of the annual increase, and only 4.5 percent of the projected 2011-2012 increase in water demand. To assist in water conservation, the project would comply with water conservation measures, including Titles 20 and 24 of the California Administrative Code.

<sup>62</sup> *California Water Service Company. 2010 Urban Water Management District: Palos Verdes District. Table 3.4-2. Adopted June 2011.*

Sections 10910-10915 of the State Water Code requires the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. According to the CWSC Palos Verdes District 2010 UWMP, 500 dwelling units would consume approximately 328 AFY.<sup>63</sup> As the project is below the established thresholds, no WSA is required for this project.

Therefore, for the reasons listed above, the project would have a less than significant impact with respect to water entitlements and supply. As such, no mitigation measures or further evaluation of this topic is necessary.

**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?**

**Less Than Significant Impact.** As discussed in Checklist Question XVI(a) above, the proposed project would utilize the existing on-site septic system, which was previously permitted by the City. The existing restroom facilities on the project site are sufficient for up to 100 guests. For events that exceed 100 guests, a self-contained, high-end portable restroom unit would be brought to the project site. This facility would be emptied and cleansed by the rental company at a licensed off-site facility. As a result, the proposed project would not contribute wastewater to the existing sewer system and a less than significant impact would result. As such, no mitigation measures or further evaluation of this topic is required.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less Than Significant Impact.** The majority of solid waste generated on the project site would result from on-site events. Agricultural uses would produce minimal amounts of green waste, all of which would be mulched and spread in select areas of site, or disposed of by a private disposal company, as is current practice. Solid waste resulting from on-site events would be handled in one of two ways, depending on the size of the event. Specifically, solid waste would either be hauled off the by event-specific caterer for disposal at an off-site facility, or solid waste would be removed by one of the nine commercial solid waste haulers authorized by the City. Thus, collection and transport of project-related solid waste would not result in a significant impact on public services.

Site-generated solid waste would be disposed of at one of several Class III landfills located within Los Angeles County. Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (ColWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.<sup>64</sup> Based on the most recent Los Angeles County Countywide Integrated Waste Management Plan 2009 Annual Report, the remaining disposal

<sup>63</sup> *Ibid.* In 2010, the district contained 15,026 dwelling units that consumed 22,921 acre-feet of water.

<sup>64</sup> *Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2009 Annual Report, February 2011.*

capacity for the County's Class III landfills is estimated at approximately 142 million tons as of December 31, 2009. Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills. Based on the 2009 CoIWMP, the County anticipates that future disposal needs can be adequately met through 2024 through scenarios that include a combination of all or some of the following: (1) expansion of existing in-County Class III landfills; (2) studying, promoting, and developing conversion technologies; (3) expansion of transfer and processing infrastructure; (4) development of a waste-by-rail system; and (5) maximization of waste reduction and recycling.<sup>65</sup> Furthermore, the project would operate in accordance with the conservation requirements of the California Integrated Waste Management Act of 1989 (AB 939). As a result, there is sufficient permitted capacity to accommodate the project's solid waste disposal needs and a less than significant impact on solid waste disposal would occur. As such, no mitigation measures or further analysis of this issue is required.

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less Than Significant Impact.** Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. The proposed project would comply with the requirements of AB 939 by providing separate recycling bins at on-site events. As a result, the proposed project would result in a less than significant impact with respect local statutes and regulations related to solid waste. As such, no mitigation measures or further evaluation of this topic is required.

**XVIII. 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?**

**Less Than Significant Impact.** The preceding analysis does not reveal any significant immitigable impacts to the environment. Based on these findings, the project is not expected to degrade the quality of the environment. The existing site is relatively undeveloped, but contains a one-acre avocado orchard, an event garden area, and driveways at PVDS and Narcissa Drive.

As discussed above in Checklist Question IV(a), no sensitive plant communities have been found on the project site. However, the project site has supported one special status plant species at least as late as 2004, the Catalina mariposa lily (*Calochortus catalinae*). Impacts to the Catalina mariposa lily are considered less than significant due to the small population being impacted, its CNPS status, and the relatively high potential

<sup>65</sup> *Ibid.*

for species viability in the region after development. As also discussed in Checklist Question IV(a) above, the mitigation measures required of the proposed project would ensure that all impacts to sensitive species which may be supported by the on-site biological communities (i.e., Coastal California gnatcatcher, white-tailed kite, cactus wren, and Palos Verdes blue butterfly) would be reduced to a less than significant level.

With respect to the potential for the project to eliminate important examples of the major periods of California history or prehistory, as discussed in Checklist Question V, Cultural Resources, above, the project's required mitigation measures would reduce the potential for impacts to archaeological and paleontological resources to a less than significant level. No further analysis of this topic is necessary.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

### **Aesthetics**

**Less Than Significant Impact.** As depicted in Figure B-4, *Related Projects*, above, the majority of the related projects would not be within same viewshed as the proposed project. Two exceptions include the development of single-family homes occurring within the Zone 2 Moratorium Ordinance revision area and projects along the coastline (e.g., the Trump National Golf Course). The single-family developments in the Zone 2 Moratorium Ordinance revision area would be consistent with the single-family development in the area and would not combine with the proposed project to be visually inconsistent with the semi-rural visual character of the project vicinity. The developments along the coastline would further introduce man-made features along the natural coastline; however, these developments, including the proposed project, would respect the rural nature of the remaining undeveloped portion of the Palos Verdes peninsula by constructing development with minimal changes in the topography and by introducing rural uses (e.g., agricultural, golf course) that would primarily consist of turf over natural terrain and attractive landscaping. As a result, while the related projects would continue to contribute to the human-influenced development on the peninsula, the development would be consistent with the semi-rural character of the Palos Verdes peninsula. When considering cumulative impacts to project area's visual character from the other identified related projects, it is important to note that there is a relatively large distance between the project site and the related projects. As such, any changes to visual character associated with these projects would not be visible from the project vicinity and vice versa. Therefore, related project impacts with respect to visual character would not result in a potentially significant cumulative impact.

In terms of the artificial lighting, new sources of light and glare generated from the project site are limited to low-level mood lighting in the event area and the occasional vehicle headlights as workers or guest travel to and from the project site. With respect to ambient levels from related projects, none of the related projects would be in close enough in proximity to increase nighttime artificial light levels in the immediate project vicinity. Therefore, cumulative impacts with respect to artificial lighting would be less than significant.

## Agricultural Resources

**Less Than Significant Impact.** The proposed project would increase agricultural uses on the project site. In accordance with RPVMC 17.02.025, the growing of crops and/or fruits on more than one acre or for commercial purposes is permitted within the RS district with a conditional use permit. None of the related projects propose agricultural uses. In addition, none of the sites of the related projects are designated as Farmland, zoned for agricultural uses, or used for agricultural uses. Therefore, no cumulative impacts related to agricultural resources would occur. No mitigation measures would be required and no further analysis of this topic is required.

## Air Quality

**Less Than Significant Impact.** As discussed in Checklist Question III(c) above, although the project site is located in a region that is in non-attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub> the emissions associated with the project would not be cumulatively considerable, as the emissions would fall below SCAQMD daily significance thresholds. In addition, the project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. As such, implementation of the proposed project would not result in an addition of criteria pollutants such that cumulative impacts would occur, in conjunction with related projects in the region. Therefore, the emissions of non-attainment pollutants and precursors generated by project operation in excess of the SCAQMD project-level thresholds would be less than significant. No mitigation measures or further evaluation of this topic is required.

## Biological Resources

**Less Than Significant Impact.** As discussed above, the project vicinity contains habitat for the Catalina Mariposa lily, as well coastal sage habitat which could be suitable habitat for the coastal California gnatcatcher. Coastal California gnatcatcher have been previously found on-site and should they be present within during potentially disruptive construction activities, a potentially significant impact could result. To ensure no indirect impacts occur to during construction-related activities, Mitigation Measures BIO-1 and BIO-2 are provided above to ensure any impacts remain less than significant. In addition, the impact of related projects on biological resources would be assessed on a project-by-project basis and are generally site specific. If related projects within the project vicinity were to disturb suitable habitat for the California gnatcatcher, they would similarly be required to implement mitigation measures to protect the coastal California gnatcatcher. Related projects would also be required to comply with measures to protect the white-tailed kite and Palos Verdes blue butterfly. Thus, cumulative impacts related to biological resources would be less than significant. No additional mitigation measures would be required and no further analysis of this topic is required.

The project site is within a Linkage Planning Area (LPA) within the NCCP. The LPA designation denotes that the project site provides a habitat connection between two or more larger RIHAs. RIHAs were mapped in the NCCP based on the presence of native vegetation and target species (i.e., coastal California gnatcatcher and cactus wren). The proposed project would implement Mitigation Measures BIO-1 through BIO-6 to reduce the impact of the proposed project on migratory birds, including the California gnatcatcher. In addition, as discussed in Checklist Question IV(f) above, the proposed includes a total of approximately 25.5-acres of agricultural uses, that would result in impacts to 9.78-acres of non-native grasslands. However, all non-native grasses removed for agricultural development would be mitigated at a ratio of 0.5:1, meeting the

requirement of 4.89-acres of mitigation pursuant to the City's NCCP Sub-area plan. No other species were recognized as target species that utilize the LPA traversing the project site. It is anticipated that related projects would be required to implement similar measures in accordance with the regulations of the federal MTBA. As the project would implement mitigation measures to reduce impacts to migratory birds, the proposed project would result in a less than significant cumulative impact. No further mitigation measures or further evaluation of this topic is required.

## Cultural Resources

**Less Than Significant Impact.** Archaeological investigations and on-site field examinations have been conducted for the property in association with development previously proposed on the project site. The previous archaeological investigations found that the project site contains three prehistoric archaeological sites within its boundaries. Additionally, the Altamira Shale underlying the project site has the potential to yield fossil remains. Because previous archaeological investigations have revealed a high degree of prehistoric archaeological activity and underlying soils have the potential to yield fossils, the possibility exists that the project could encounter archaeological and paleontological resources during project construction, resulting in a potentially significant impact. To ensure that impacts to any potentially buried on-site archaeological and paleontological resources are reduced to a less than significant level during project construction, the Mitigation Measures CULT-1 through CULT-4 are included above to reduce impacts to a less than significant level.

Impacts related to cultural resources are site-specific, and as such, are assessed on a site-by-site basis. Any new development would also be required to adhere to the same regulations as the project if any cultural resources are identified, thus further avoiding contributions to significant impacts. With the implementation of the regulatory provisions, cumulative impacts for these topics would be less than significant.

## Geology and Soils

**Less Than Significant Impact.** In general, a project's geology impacts are limited to the project's development footprint and the immediate vicinity. However, the northeast portion of the project site is within the larger 2.5- square-mile area Ancient Portuguese Bend Landslide Complex, a distinct geomorphic complex north of Abalone Cove and Portuguese Bend. In general, the Landslide Complex is stable, but previous geologic studies have shown that groundwater and soil saturation have, and continue to be, the major contributing factor to landslide potential in the area. In response to a reactivation of the Abalone Cove Landslide (a smaller portion of the overall Portuguese Bend Landslide Complex southeast of the project site), the City designated a Landslide Moratorium Area (LMA) in 1978. The LMA, which is approximately 1,200 acres in size, is intended to limit development on potentially unstable soil and areas with active landslides. Projects within the LMA are required to secure a Moratorium Exclusion with the City to proceed with future submittal applications. The Moratorium Exclusions are in place so that an individual development within the LMA does not have the potential to cause geologic impacts to other property owners also within the LMA.

As discussed above in Checklist Question VI(a)(iv), the proposed project would implement numerous project design features and Mitigation Measure GEO-1 to ensure that crop irrigation and other on-site activities would not increase groundwater saturation, and thus, the potential for landsliding within the Landslide Complex. Only one other related project is located within Portuguese Bend Landslide Complex, the Zone 2

Moratorium single-family development ordinance. The Zone 2 Moratorium Ordinance Revisions are being proposed as part of the decision in the case *Monks v. City of Rancho Palos Verdes*, which ordered the City to remove regulatory impediments in its Municipal code that prevent the development of the 16 *Monks* plaintiff's lots. Notwithstanding, in light of the property characteristics and the mitigation measures, the proposed project would result in a less than significant cumulative impact with respect to landsliding.

With respect to strong seismic groundshaking, all projects in the would be subject to Federal, State, and local regulations and standards for seismic safety, including the CBC (as amended by the Rancho Palos Verdes Building Code). Thus, cumulative impacts related to geology and soils would be less than significant. No additional mitigation measures would be required and no further analysis of this topic is recommended.

### **Greenhouse Gasses**

**Less Than Significant Impact.** As discussed in Checklist Question VII(a) above, conventional cumulative air quality analyses consider related projects; this approach is not appropriate because proximity is irrelevant to the transport and accumulation of GHG in the Earth's atmosphere. However, because the project would result in total GHG emissions less than the 3,000 annual metric ton threshold proposed by CAPCOA and SCAQMD it is not considered to have a significant impact on a cumulative level.

### **Hazards/Hazardous Materials**

**Less Than Significant Impact.** The proposed project would not generate, use, or emit any hazardous materials that would result in adverse environmental conditions. Similar to the project, all related development within the project vicinity would be subject to federal, State, and local regulations pertaining to hazards and hazardous materials. Therefore, with adherence to such regulations, the concurrent development of the project and related projects would not result in cumulatively significant impacts with regard to hazards and hazardous materials. No mitigation measures would be required and no further analysis of this topic is recommended.

### **Hydrology/Water Quality**

**Less Than Significant Impact.** All development projects that require ground-disturbing activities have the potential to increase or decrease in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the project, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs for construction projects greater than one acre, compliance with SUSMP requirements during operation, and compliance with other local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis by City of Rancho Palos Verdes to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Thus, cumulative impacts related to hydrology/water quality would be less than significant. No mitigation measures would be required and no further analysis of this topic is recommended.

### **Land Use**

**Less Than Significant Impact.** The proposed project would be built on one of two areas in the City that General Plan identifies as being suited for agriculture uses. No known related projects are proposed to

replace the existing uses. Implementation of the project and related projects would be designed in accordance with the applicable land use plans, policies or regulations, as approved by the City. In this regard, all related development would be subject to discretionary review by the City in order to address and resolve land use impacts on an individual and cumulative basis. Approval of related projects would ensure compliance with the City's planning regulations, including the General Plan and the RPVMC. With the project's negligible impacts, and the implementation of the regulatory provisions, cumulative impacts for these topics would be less than significant. No mitigation measures or further evaluation of this topic is required.

### **Mineral Resources**

**Less Than Significant Impact.** As the project site does not currently contain mineral resources or a mineral producing area, the project would not result in the loss of a locally-important mineral resource recovery site. Mineral resource impacts are generally site-specific and each related project would be evaluated for its potential to result in significant impacts to mineral resources. Therefore, the project's contribution to the loss of mineral resources would not be cumulatively considerable. No mitigation measures would be required and no further analysis of this topic is recommended.

### **Noise**

**Less Than Significant Impact.** Potential noise impacts of the project are related to construction activity, project-related traffic, and on-site stationary sources. There are no other known development projects in the vicinity of the project site that could contribute to a cumulative impact at the sensitive receptors adjacent to the project site due to construction activity or the introduction of new sources of stationary noise. Further, the project's net new trips would be dispersed over the road network and would not add a cumulative considerable amount of traffic noise to the project area. In any case, other development projects presumably would comply with the applicable provisions of the RPVMC, thereby precluding the potential for significant construction noise impacts. On-site noise sources for the project and all other projects are subject to the provisions of the City's General Plan and Municipal Code, and as such, compliance with the regulations established therein. Therefore, the project's cumulative impacts regarding noise would be less than significant. No mitigation measures or further evaluation of this topic is recommended.

### **Population/Housing**

**Less Than Significant Impact.** The proposed project would not result in a permanent increase in population and housing within the City. Therefore, the project would result in a less than significant cumulative impact with respect to these topic areas. No mitigation measures or further evaluation of these topics is required.

### **Public Services**

**Less Than Significant Impact.** The proposed project in combination with other related projects would place new demands on public services such as fire protection and police protection. The proposed project would not result in an increase in demand for schools or parks; therefore, the cumulative impact with regard to these public services is less than significant. With respect to fire and police services, as the service providers monitor growth and adjust their resources accordingly, subject to City and County support,

cumulative impacts on public services would be less than significant. All related projects would be required to comply with applicable fire safety regulations and standard conditions. In addition, all projects would be reviewed by the City and/or County in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with applicable fire requirements and building code requirements would ensure that cumulative impacts to fire protection would be below a level of significance. Therefore, cumulative impacts would be less than significant. No mitigation measures or further analysis of this topic are required.

## **Traffic**

**Less Than Significant Impact.** As indicated in Response No. XVI(b) above, the proposed project would not add 50 or more peak-hour trips to any CMP monitoring intersection, nor would the Project add 150 or more peak-hour directional trips to any CMP freeway segment. As such, the proposed project would not exceed, either individually or cumulatively, a level of service standard established for designated roads or highways. In addition, as discussed in Checklist Question XVI(a) above, the proposed project in combination with future cumulative growth is not expected to cause significant intersection impacts. Therefore, the proposed project would result in a less than significant cumulative impact with respect to traffic. No mitigation measures or further evaluation of this topic is required.

## **Utilities**

**Less Than Significant Impact.** Due to the shared urban infrastructure, the wastewater generation, stormwater discharge and water consumption associated with the project and potential related projects could have a cumulative impact. As indicated above, the proposed project would not result in a notable increase in flows to the JWPCP and would be designed to ensure that stormwater flows and drainage areas are materially the same as they are under existing conditions. As a result, the proposed project would result in a less than significant area with respect to these topic areas.

The project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods. However, since unclassified landfills in the County do not generally have capacity concerns, inert landfills serving the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational waste disposal needs, the project and related projects would generate an increased amount of solid waste in the County. However, this increase would represent a negligible fraction of the total waste generated Countywide. In this regard, the most recent (2009) County of Los Angeles Solid Waste Annual Report indicates that the County would be able to accommodate solid waste disposal needs for the 15-year planning period ending in 2024. With the implementation of solid waste policies and objectives intended to help achieve the requirements of AB 939, it is expected that the project and related projects would not substantially reduce the projected timeline for landfills within the region to reach capacity. Therefore, cumulative impacts on solid waste would be less than significant. No mitigation measures would be required and no further analysis of this topic is recommended.

**c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact.** Based on the analyses provided above, implementation of the proposed project would have less than significant environmental impacts that cause direct or indirect substantial adverse effects on human beings.