

**MEMORANDUM**



**RANCHO PALOS VERDES**

**TO:** HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

**FROM:** CORY LINDER, DIRECTOR, RECREATION AND PARKS 

**DATE:** OCTOBER 20, 2015

**SUBJECT:** LOWER HESSE PARK IMPROVEMENTS

**REVIEWED:** DOUG WILLMORE, CITY MANAGER 

Project Manager: Matt Waters, Senior Administrative Analyst 

**RECOMMENDATION**

Approve Lower Hesse Park Improvements Option 2.

**FISCAL IMPACT**

A. No Fiscal Impact for Lower Hesse Park Improvement Plan Option 1. Option 1 improves approximately half of Lower Hesse Park.

B. If Option 2 is approved, a budget appropriation will be necessary as follows:

Budgeted Amount:	\$500,000
Additional Appropriation:	\$500,000
New Account Balance:	\$1,000,000
Revised Fund Balance:	\$17,680,873
Account Number:	330-3033-461-73-00
	Parks, Trails & Open Space Improvements

No General Fund money will be spent on either Option 1 or 2.

**EXECUTIVE SUMMARY**

Lower Hesse Park was partially improved in 1999, but the overall condition has deteriorated significantly. In 2010 the City Council directed staff to work with residents to develop a plan for Lower Hesse Park. A plan with a mix of mainly passive improvements with some active recreation elements was approved in 2011. Subsequently, due to budget priorities and neighborhood concerns, staff was directed to work with the Pacific View Home Owners Association (PVHOA) to develop a scaled-back plan. Two options have been developed. Option 1 improves approximately nine of the park's 18 acres with trail enhancements, a rock play/drainage area, hydro-

seeding, native plantings, and drought-resistant landscaping. Option 2 covers the rest of Lower Hesse Park (except for a sloped area directly below the Upper Hesse Park grass area) and includes additional landscaping, fitness stations, picnic nodes.

Staff's recommendation is Option 2 which would give the entire community and adjacent residents a complete and cohesive park that connects seamlessly with Upper Hesse Park. The project's goal is to be an award-winning, beautiful park with an innovative and environmentally-sensitive design that minimizes or eliminates water loss.

The majority of attendees at a September 14<sup>th</sup> public workshop preferred Option 2.

## **BACKGROUND**

Hesse Park opened to the public in 1983, but the 18-acre Lower Hesse Park section was not developed at that time. The 1989 Parks Master Plan recommended 4 to 8 tennis courts, improved parking and landscaping. In 1999, Lower Hesse Park was partially improved with a series of trails, a dirt parking lot and a sand volleyball court. The site connected to the upper section of Hesse Park by a trail on the north side of the property.

Below is an aerial view of Hesse Park's current condition.



Since opening in 1999, the trails and general condition of Lower Hesse Park has

deteriorated with ill-defined trails and low aesthetic appeal. In 2010 the City Council approved a Tactical Goal to “Improve the City’s recreational and educational facilities by expanding opportunities for active recreational uses and improving access to all parks” with a sub-goal to provide improvements to Grandview and Lower Hesse Park. After extensive public outreach and multiple designs by a landscape architect, a conceptual design was approved in 2011 by the City Council. This plan, known as the “Pacific Plan” included extensive landscape and trail improvements, lawn areas, landscape buffers, a hardscape parking lot, three tennis courts, a basketball court, and a small structure that would include a public restroom, staff office and storage. An initial study and Mitigated Negative Declaration for this plan was prepared and circulated for public review addressing environmental concerns raised by some of the neighbors.

### LOWER HESSE PARK - Pacific Plan

RANCHO PALOS VERDES, CA  
MIA LEHRER + ASSOCIATES



In 2012, due to changing Capital Improvement Project (CIP) budget priorities and neighborhood concerns with the scope of the Pacific Plan, the City Council directed staff to work with representatives from the Hesse Park-adjacent Pacific View HOA (PVHOA) to develop a scaled-back plan. Staff met with representatives from PVHOA multiple times in recent years and worked with the project’s landscape architect to refine the plan. Originally budgeted at \$1,000,000, the budget was reduced in the FY 15-16 City budget to \$500,000.

The budgetary reduction to \$500,000 and the scope change removed active recreation components (with the exception of the existing volleyball court) as well as a reduction of

the overall scope of the project. Rather than try and enhance the entire 18 acres, the plan focused instead on the middle section of Lower Hesse Park, approximately 9 acres.

## **DISCUSSION**

This report includes an Option 1 plan for the site that improves approximately half of the site with improved landscaping, picnic nodes, and trails for the established budget of \$500,000.

Option 2, the recommended option, incorporates the Option 1 design components, but goes much further, improving virtually the entire park while adding additional elements. The only unimproved area would be the sloped area located west of the Upper Hesse Park field. Approximately 16 of the total 18 acres would be improved by Option 2. The budget for Option 2 is estimated at \$1,000,000.

Neither option adds any significant active recreational elements such as a tennis court, basketball court or children's playground although they could easily be added in the future to reflect changing community demographics and desires.

The intention for either Option 1 or 2 would be to create an aesthetically pleasing, accessible, award-winning park design that would be a source of community pride for generations to come. Given the intensity of California's drought, every effort would be made to minimize water loss and maintain all or nearly all water on site. State-of-the-art environmental design and construction techniques would be utilized with a potential goal of achieving Audobon Society Certification or similar environmental recognition for the project.

Going forward, staff will actively pursue a wide range of grants to help fund and maintain Lower Hesse Park. A number of residents who attended the September 14<sup>th</sup> Lower Hesse workshop expressed interest in establishing a Friends of Lower Hesse Park community support group that would enable them to volunteer their time, effort and expertise to improve.

### **Option 1: Project Description**

The following is a list of Option 1's components:

- 1) Trails: Improve condition of existing trails, many of which have experienced considerable erosion impacts. Paths will be stabilized and their widths will be standardized. Borders will be installed.
- 2) Drainage Stabilization/Rock Area: Add rock fill "spine" through center of drainage to improve drainage, prevent erosion, and maintain federal water quality standards. The large rocks in this area will connect with the existing rock area in Upper Hesse to provide a unified, natural, unstructured climbing and play area for children and families. This component would be designed and engineered to maintain practically all water on site, minimizing or eliminating any runoff.



- 3) Xeriscape-drought tolerant plantings: A palette of drought-tolerant plants will be planted within and adjacent to the existing trails system to not only improve aesthetics, but also reduce water use, weeds, erosion, and landscaping maintenance.



- 4) Native-grasses/Hydro Seeding: A large section of the norther section of Lower Hesse Park will be hydro-seeded with a mix of native grasses that is drought compatible. It should be noted that some residents have expressed concerns that past hydro-seeding did not “take” and was not maintained properly. Therefore, a thorough site-preparation and ongoing maintenance plan will need to be put in place to ensure that the hydro-seeded portion of the site becomes well established and maintained.



- 5) Native Plant Landscape Buffer: A selection of native plants will be planted along the western edge slope of the Park by Locklenna Lane to act as an aesthetically pleasing landscape buffer between the roadway and the park grounds.



- 6) Compliant Parking Lot: An “MS4-compliant” asphalt, permeable surface parking lot will replace the existing non-compliant dirt parking lot (approximately 20-25 spaces). The parking lot will have a gated entry located off Locklenna at Windport.



Porous Asphalt



Pervious Surface

- 7) Irrigation: Irrigation will be done on an as-needed, above-ground basis instead of on an in-ground permanent basis to ensure low water use. Irrigation would be removed once plantings and landscaping are established. This approach is similar to that used by the Palos Verdes Peninsula Land Conservancy for Preserve habitat re-vegetation efforts.

Below is a conceptual rendering of the Option 1:



### Option 1 Legend:

-  Hydroseeding
-  Xeriscape/drought tolerant
-  Parking Lot
-  Native Plants/Landscape buffer
-  Trails
-  Rock Fill/Drainage Area

### Option 2: Project Description

Option 2 includes all of the improvements contained within Option 1, but expands the projects scope considerably to address almost the entirety of Lower Hesse Park.

The following is a list of Option 2's added or enhanced Components:

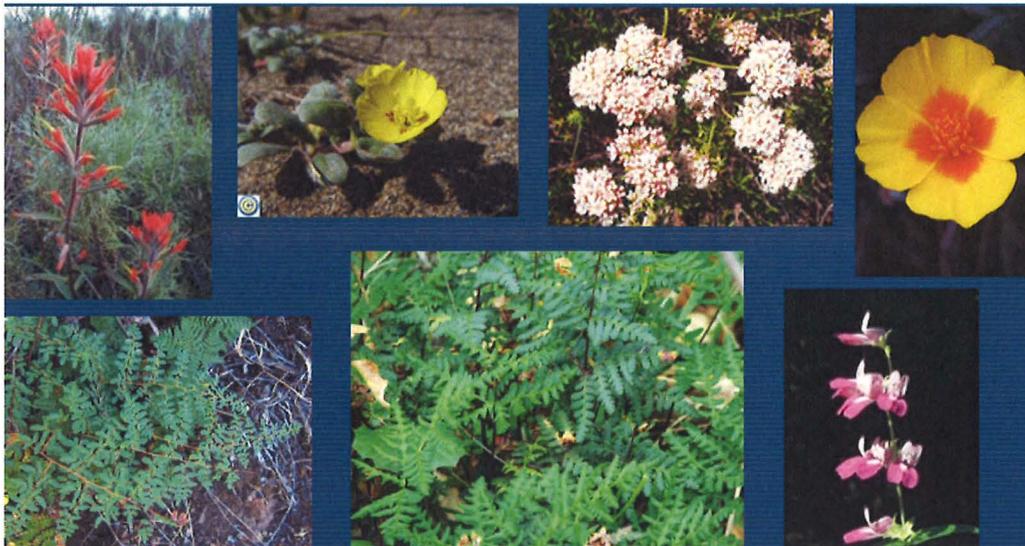
- 1) Trails: Same as Option 1.
- 2) Drainage Stabilization/Rock Area: Same as Option 1.

- 3) Xeriscape-drought tolerant plantings: Same as Option 1.
- 4) Native-grasses/Hydro Seeding: Greatly expanded application of native grasses will cover the entire northern section of the park and a portion of the southern section as well.

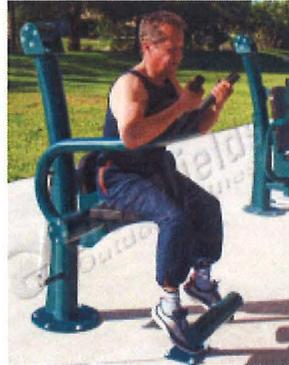


- 5) Native Plant Landscape Buffer: same as Option 1.

Below are additional native plant examples:



- 6) Compliant Parking Lot: Include the installation of bio swales to transport up-slope runoff toward the main drainage area.
- 7) Irrigation: Same as Option 1.
- 8) Fitness stations: A series of fitness stations featuring modern, low-maintenance workout equipment would be installed at a number of locations along the trails. This would allow park visitors to have a full-body workout while hiking the main trails system.



- 9) Cleanup Volleyball Court: The current sand volleyball court is in poor condition. Option 2 would improve and modernize the court making it more aesthetically pleasing and playable. Additional sand would be imported and boundaries and perimeters established.



- 10) Open Air Resting Opportunities/Picnic Nodes: the area near the parking lot would have picnic tables, benches, trash cans and other amenities installed for use by park visitors. Existing trees would be utilized and additional low-growth trees would be planted to create an inviting shaded environment while minimizing view impacts from neighboring residences.



Below is a conceptual rendering of the Option 2:



**Option 2 Legend:**

-  Hydroseeding
-  Xeriscape/drought tolerant
-  Parking Lot
-  Native Plants/Landscape buffer
-  Trails
-  Rock Fill/Drainage Area
-  Fitness Stations
-  Open Air Resting Opportunities/Picnic Nodes

Cost Estimates: Option 1 and 2

Option 1 would be designed to keep the project within the allocated budget of \$500,000. Design fees are normally within 5% to 7% of the cost of this type of project so the construction budget would be somewhat less than the budgeted amount.

Similarly, Option 2 could be designed to stay within the \$1,000,000 estimate. Designing the park as one cohesive project would likely result in an economy of scale for a larger single project.

The following cost estimates are based on the conceptual designs. More precise costs of individual elements of Option 1 or 2 will likely change when the design is finalized.

Option 1 Conceptual Cost Estimate

Trail Improvements	\$67,000
Drainage	\$87,000
Xeriscape	\$94,000
Hydroseed	\$45,000
Native Plants	\$39,000
Parking Lot	\$93,000
Irrigation/Electrical	\$20,000
Contingency	\$25,000
Design	\$30,000
<b>Estimated total:</b>	<b>\$500,000</b>

Option 2 Conceptual Cost Estimate

Option 1 Estimated Costs	\$500,000
Xeriscape	\$125,000
Hydroseed	\$110,000
Native Plants	\$40,000
Parking Lot	\$45,000
Fitness Stations	\$100,000
Contingency	\$25,000
Design	\$55,000
<b>Estimated Total:</b>	<b>\$1,000,000</b>

**Annual Maintenance:** Establishing a sufficient maintenance budget is essential to the long-term viability of a project of this magnitude. The annual maintenance that would be needed for this site is estimated at \$30,000.

CEQA - Categorical Exemption

Pursuant to the Council direction on November 10, 2010, Staff prepared and circulated a Mitigated Negative Declaration (MND) consistent with the California Environmental Quality Act (CEQA) to address potentially significant environmental impacts that would be caused by the original Pacific Plan project. The Initial Study (IS) and MND circulated for public review between December 3, 2012 and January 31, 2013.

As a result of the circulation of the MND, the City received several comments letters, including the Pacific View HOA, expressing concerns with the scope of the project. The concerns primarily focused on park activities (including impacts caused by active recreational sports, i.e. basketball and tennis), bicycling, aesthetics, trails, views, trees,

biological resources, transportation, traffic, noise, and parking and other topics. These concerns are summarized in an attached matrix (see attachment).

In response to these concerns and Council-directed budget changes previously described, the project was significantly modified from the Pacific Plan assessed in the circulated MND. Based on the current scope of the proposed park improvements, pursuant to CEQA, a MND is no longer warranted. This is because the project no longer includes improvements that may result in potential impacts to the surrounding environment that would have to be mitigated to a less than significant level. Thus, the current (scaled-back) project now qualifies as a Categorical Exemption.

The Categorical Exemption determination is pursuant to Sections 15301 – Class 1 Existing Facilities, 15302 – Class 2 Replace or Reconstruction, and 15311 - Class 11 Accessory Structures from the provisions of the CEQA Guidelines because the project solely consists of improvements to existing park facilities, such as park furnishings (i.e. benches, picnic tables, and trash receptacles), trails, volleyball court, and landscaping. These improvements are minor in nature and are intended to enhance the existing condition of the park grounds and facilities. Moreover, the improvements to the parking lot, consisting of replacing the dirt surface with a permeable paved surface to accommodate approximately 25 cars will enhance circulation, reduce dust, and provide improved and controlled drainage. Lastly, the existing rock spine will be improved by adding rocks to support enhanced drainage flows from the park grounds to meet current public health and safety standards.

#### Parks Master Plan Update

The City Council approved the following motion at its June 30th discussion of the Park Master Plan: “Provided general direction acknowledging the concept of “less is more”; to approve modest improvements at Lower Hesse Park and Eastview Park and, to preserve the general character of the other parks; and, to maintain the character of the neighborhoods around the park facilities.” This directive on “less is more” and favoring modest, low-neighborhood impact elements was instrumental in creating both Options 1 and 2.

The Parks Master Plan was approved by City Council on October 6, 2015. While a number of recommendations were included for Upper Hesse Park, the only recommendation for Lower Hesse Park was to incorporate results of the Lower Hesse Park Improvement Project once completed.” The approved plan for Lower Hesse Park will be included in the Parks Master Plan with a recommendation that any future park improvements will not reduce an overall 90% passive ratio (trails, landscaping, picnic areas, etc...)

#### Public Outreach

A Lower Hesse Park Improvements webpage is on the City’s Recreation and Parks website and listserv messages and updates have been sent to Lower Hesse Park listserv subscribers. Community workshops on the early conceptual design process

were facilitated by consultant Mia Lehrer and Associates and City staff on May 15, 2010, July 17, 2010, and September 25, 2010.

Option 1 and 2 Public Outreach

Staff from Recreation and Parks, Community Development and Public Works presented the Option 1 and related cost estimates to representatives of the Pacific View HOA on August 19, 2015. The response was very positive. Questions were raised and addressed about the effectiveness of hydro-seeding, an unfinished traffic study, the Parks Master Plan and the City Council’s June 30<sup>th</sup> direction to pursue a “less is more” approach, security, and other issues. It was noted that the undeveloped sections of the Option 1 plan could be addressed with a larger plan or a phased-in approach in the future. Staff noted, and the PVHOA representatives agreed that future phases may or may not include active elements. A minimum percentage of 90% passive usage with a maximum of 10% maximum of active recreation elements was discussed. Senior Analyst Waters stated that just such a ratio limit would likely be included in the Parks Master Plan. (Minutes are attached)

A public meeting was held on September 14<sup>th</sup> at Hesse Park where both plans were presented and discussed. Flyers were mailed to Hesse Park adjacent residents and HOAs. Approximately 30 people participated. The general response to the two plans were positive. Several attendees were not in favor of a paved parking lot. Questions and concerns were also raised about the effectiveness of hydro seeding, safety and the possible need for security cameras, project timeline, maintenance concerns about fitness stations, shade, and drainage. Staff addressed these concerns at the meeting and also noted that comments would be included in the eventual staff report presented to Council (see attached minutes).

Below are a summary of comment card responses from attendees at the September 14, 2015 meeting.

**What is your favorite activity at Hesse Park?**

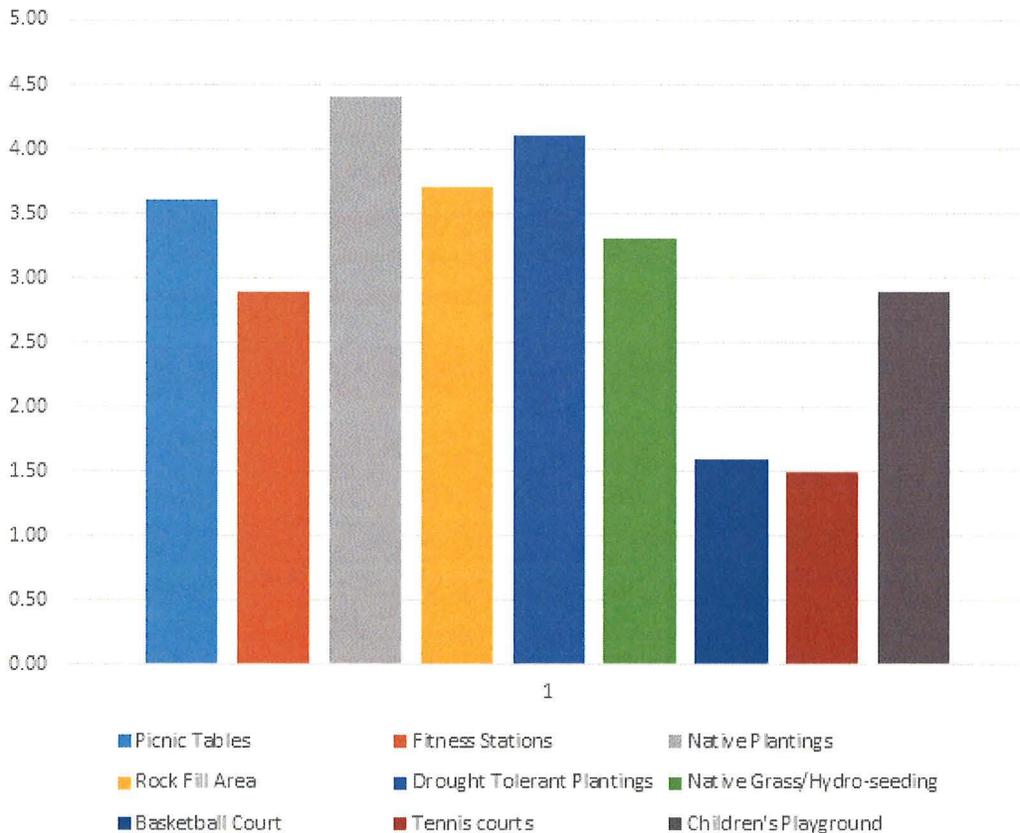
<b>Upper Hesse Park</b>	
Walking	20
Jogging	1
Sit and watch sunset/sports	2
Bring kids to play area/park	5
Visit community center	1
<b>Lower Hesse Park</b>	
Walking	16
Jogging	3
Sports	2

How often do you visit?		TOTALS
How often do you visit Upper Hesse Park?	Daily	14
	Weekly	8
	Monthly	1
	Rarely	0
	Never	0
How often do you visit Lower Hesse Park?	Daily	6
	Weekly	7
	Monthly	2
	Rarely	7
	Never	1

**Which do you prefer for Lower Hesse Park?**

	TOTALS
Option 2	9
Option 1	7
Other (none circled)	7

Below are average of responses to components by workshop attendees (1-5 scale, 5 is top score). Native plantings, rock fill area and drought tolerant plants received the highest scores; basketball and tennis courts received the lowest.



In the “Changes You Would Like to See” section, attendees noted picnic tables, trim trees, rest areas, better entrance, basketball, family activities, restrooms and drinking fountains, enhanced landscaping and keeping its natural state.

In the “Changes You Would **Not** Like to See” respondents mentioned no changes, no parking, no fitness stations, no tennis courts or basketball courts, no view impairments, no picnic or game equipment, and no skate park.

Recreation staff had a follow-up meeting with Pacific View HOA representative John Freeman on September 21<sup>st</sup> to discuss the September 14<sup>th</sup> public meeting and review any open action items (minutes attached).

### **ALTERNATIVES**

- 1) Approve Option 1 for Lower Hesse Park. \$500,000 is already budgeted.
- 2) Approve the additional elements of Option 2 as an additional Phase to be completed in the future when funds are available.

### **CONCLUSION**

Lower Hesse Park is a potential community jewel that would be greatly enhanced by either Option 1 or 2. Local residents are generally very supportive of the plans which emphasize improving the existing passive elements on site.

### **Attachments**

- A. Minutes from August 19, 2105 meeting with Pacific View HOA (page 16)
- B. Minutes from September 14, 2105 public meeting at Hesse Park (page 18)
- C. Lower Hesse Park Issues Matrix (page 24)
- D. October 12, 2015 Email from John Freeman with attachment from Les Chapin (page 29)
- E. September 22, 2015 email from Frank Shen (page 31)
- F. Minutes from September 21, 2015 meeting with Pacific View HOA with email from Jim Moore (page 33)
- G. September 15, 2015 email from Les Chapin (page 35)
- H. October 14, 2015 Technical Memo: Lower Hesse Park Rodway Speeds (page 38)

**Lower Hesse Park Planning Meeting Minutes**  
**August 19, 2015**  
**3pm**

**ATTENDANCE**

City Staff: Cory Linder – Director, Recreation and Parks Dept.  
Nicole Jules – Deputy Director, Public Works Dept.  
Ron Dragoo-Principal Civic Engineer, Public Works Dept.  
Matt Waters – Senior Administrative Analyst, Recreation and Parks Dept.  
Nancie Silver – Recreation Supervisor, Recreation and Parks Dept.

Pacific View HOA: John Freeman  
Jim Moore  
Noel Park  
Les Chapin

**Review of March 5, 2015 Minutes:** No comments

**Park Concept Plan**

Distribution of materials. Brief discussion of basketball usage survey at Ryan Park.

Brief Introduction by Matt Waters followed by run-through of Powerpoint of proposed conceptual design by Ron Dragoo.

- DG surface preferable to soil due to cost and maintenance factors.
- Questions addressed about native drought tolerant planting.
- Discussion of rock area as a potential for active play which is a fast-growing concept in recreation programming.
- Noel Park noted that Tony Baker was involved in original choice of native plants. Linder and Dragoo indicated that his advice would be welcome.
- Questions about most effective time to hydro-seed. Jim Moore stated that it was originally done at end of rainy season which was ineffective. Dragoo stated that the hydro-seeding would be done at the appropriate time.
- Dragoo noted that the current dirt parking lot is not in compliance. Proposed mixed asphalt lot would be. Director Linder noted that the project could include clearing up the existing parking lot.
- Dragoo reviewed cost estimates. Noel Park mentioned existing piping and an electrical box which might still be usable.
- Jim Moore requested that colors be adjusted on Powerpoint so that they matched up better.
- Jim Moore and Noel Park recommended putting money into flat area, not slopes.

**Additional Items:**

- Discussion of Matrix Item #33 traffic study. Following a brief discussion, Deputy Director Jules noted that the 2012 study would be redone with radar instead of tubes. This is an ongoing action item.
- John Freeman clarified that the Pacific View HOA would have an opportunity to provide feedback after the larger multiple HOA meeting (Note: scheduled for 9-14-15). City staff confirmed.
- Noel Park asked if City had mower that could be utilized around rock nodes.
- Discussion of future phases ensued. Analyst Waters went over the upcoming steps of the Parks Master Plan. John Freeman noted motions from the June 30, 2015 City Council Meeting which directed staff to pursue a “less is more” approach to park planning with an emphasis on better managing existing resources.
- Staff stated that the emphasis is on current plan. Additional phases would include expansion of the mainly natural elements shown in current plan.
- Director Linder stated without opposition that future phases may or may not include active elements. Director Linder stated that a ratio of 90% passive usage and a maximum of 10% active elements would be appropriate. Analyst Waters stated that just such a ratio limit would likely be included in the Parks Master Plan.
- There was a strong positive response to the conceptual plan as shown by the Pacific View HOA and an acknowledgement that future phases would be determined at an undetermined later date depending on funding opportunities and Council direction.

#### **Next Steps**

- John Freeman stated that concerns about parking lot security might come up at general meeting and raised the possibility of cameras.
- John Freeman mentioned that drought-resistant concerns should be included.
- Les Chapin asked if design funding was included in the estimate. Director Linder noted that that would be addressed as the process moved forward.
- Noel Park noted that over the years there had been concerns about active recreational uses and that a substantial portion of the LHP budget would be spend on those elements. He appreciated the new approach.
- Director Linder thanked everyone for their support and effort.
- Noel Park noted that the rocks could be effectively positioned to spread water out through the area.
- Group discussed meeting dates. General meeting set for 9-14-15 at 7pm at Hesse Park. Pacific View HOA follow-up meeting on 9-21-15 at 3:30 at City Hall.

#### **Meeting Adjourned**

## Lower Hesse Park Workshop Minutes

September 14, 2015

Meeting Location: McTaggart Hall, Hesse Park

Meeting Start Time: 7:05 pm

- A. Staff call to order
- B. Agenda overview
- C. Staff gave a history of Hesse Park
- D. Staff explained two plans
  1. Proposed plan
  2. Enhanced plan

During the meeting, Corey Linder explained that the City's current design focuses on the trails as the "spine" or "backbone" of the plan, with other elements arranged to support use of the trails. For purposes of flexibility, the Recreation & Parks Division currently proposes two possible plans:

- 1) **Basic Improvement Plan**
- 2) **Enhanced Funding Options Improvement Plan**, i.e., Basic Improvement Plan with additional elements and flexible enhancements. If approved, this Plan would require additional funding, above the \$500,000. This plan could be implemented in addition to the Basic Improvement Plan with Council approval, or by using a phased approach, with basic elements implemented first, and enhancements implemented subsequently.

The **Basic Improvement Plan** incorporates elements to provide:

- Safe outdoor exploration and activity space for children
- Stabilization and maintenance of trails and other areas prone to erosion
  - placement of borders
  - standard path widths
- Stabilization of sub-soils and drainage areas to prevent erosion, maintain federal water quality standards, prevent adverse environmental impacts
  - use of rock fill to slow down drainage
- Xeriscaping to improve the aesthetic appearance, achieve 36% water reduction goal, reduce weed invasion, reduce landscaping maintenance, reduce erosion
  - planting of native, drought-tolerant plants and flowers along roadway, hillsides
  - hydro-seeding (projected 50,000 square feet, at cost of approx. \$50,000)
- Establishment of resource conservation technology
  - Solar Power
  - Recycling/composting

- Filtering, reducing, and/or capturing stormwater runoff
- Emplacement of “MS4-Compliant” parking lot for safety, minimization of traffic impacts & dust
  - Open, graded, asphalt or concrete area
  - Provision for approximately 25 cars
  - Gated entry off Locklenna, at Windport

The **Enhanced Funding Option Plan** would incorporate the following optional elements:

- Hydroseeding in broader area (projected 100,000 square feet (see purple areas on attached colored maps)
- Increased planting of native plants
  - greater variation of plants; choices largely dependent on water needs
  - closer placement of plants to provide greater root stability
  - wider area planted
- MS4-Compliant Parking (See above for explanation) with improved drainage to decrease water runoff and prevent “rutting”
  - Construction of a “Bioswale” drainage system (linear, vegetated ditch that replaces the traditional concrete gutter with an earthen one) for area surrounding Lower Hesse parking lot
  - Vegetation (biological material) acts as a natural filtration system; reduces water velocity, allows for collection, conveyance, filtration, and percolation of stormwater
- Additional Fitness Equipment for Cardio and Strength Training
  - May include sit-up bench, abdominal body flexer, leg-lift station, chin and pull-up bar, etc.
- Cleanup of Volleyball Court
  - Established boundaries and perimeter
  - Imported sand
- Open Air Resting Opportunities
  - Locations and Types not yet specified; may include additional picnic tables or benches
- Additional Drainage Stabilization
  - Examples include Rock Fill, in aesthetically pleasing arrangements
  - Enhanced visual aspects; also enhanced invitation for children’s exploration

E. Open discussion, comments from public

1. \*\*The native plants and hydro seed may welcome a potential fire hazard, vermin and/or coyotes to come to Lower Hesse Park

- RESPONSE: Staff to increase level of maintenance  
 \*\*Suggestion to mow grass to prevent this
- RESPONSE: Staff suggests that they will choose species that don't require substantial mowing; however, if needed will definitely mow
2. \*\*Native plants and drought tolerant sound like a good idea  
 \*\*Parking doesn't seem "natural", against asphalt concrete parking.  
 \*\*A safety concern about kids running through the parking lot. Response: Safety is always a priority; parking lot would be well-designed  
 \*\*Fitness stations seem like a great idea; however, they may become rusted and an eyesore.  
 RESPONSE: Staff mentioned there is better technology now when compared to the old wooden ones
  3. \*\*Resident remembered enjoying the older wooden ones at Upper Hesse  
 RESPONSE: The warranties now for exercise equipment are great
  4. \*\*Add another trail leading from Upper Hesse to Lower Hesse  
 RESPONSE: possibility of adding another loop to join to other trails  
 \*\*Add trees to provide shade  
 RESPONSE: Staff suggested that we may come back as a group to decide on tree option  
 \*\*Suggested to add a bird and/or butterfly station
  5. \*\*Concerns raised about hydroseeding. The city has planted on the slope before and all of the plants died. When the plants on the slope were watered, the slope eroded  
 \*\*Suggested that the plants get the correct amount of water through a drip irrigation  
 \*\*lots of reservations about the use of hydro seed. Was tried twice and did not work  
 \*\*Suggested a "grow and kill" method to see if plants could be established  
 \*\*volunteered time and suggested that neighbors help
  6. \*\*Entrance to Lower Hesse may not be safe  
 RESPONSE: Staff suggested the following to help with safety: gate will be locked at night, cameras considered, traffic stop possible—safety concerns will be an implicit part of the design process. Additional sheriff patrols can be requested.
  7. \*\*Has noticed graffiti and partying at Lower Hesse  
 \*\*Agrees that signs and video cameras may help deter this behavior  
 RESPONSE: a well-designed park will cover this issue
  8. \*\*Is the City in the process of getting to more sheriffs?  
 RESPONSE: The City recently increased its contract with LA County

Sheriff. As well, the city has increased staff size and neighborhood watch involvement may help.

\*\*If native plants are removed they should be replaced on a 3:1 basis

9. \*\*What is your confidence the park will be constructed for that price?

RESPONSE: \$500,000 is not a lot of money, we are staying above ground. Also we are using the approach of a quantity estimate for bids which is predicted using the CCI, "California Construction Index"

\*\*What is your plan for presenting to City Council?

RESPONSE: What we are putting together fits and the estimated budget is flexible and appropriately costed out.

10. \*\*When does the park open?

RESPONSE: The current hours are from dawn to dusk

\*\*Why are we doing this project?

RESPONSE: The Park is not in the best condition, will be more fun and attractive

11. \*\*likes the idea of cleaning up the trails

\*\*likes walking on and over rocks, but paranoid about the drain at the end

\*\*likes exercise equipment

\*\*recommends touring Dills Park in Paramount for its spectacular views, native landscaping and fitness stations

\*\*likes to have park benches with shade

12. \*\*Open air resting is important, can enjoy it with appropriate shading, Upper Hesse would be an example

13. \*\*Not a fan of exercise equipment; however, suggested Dills Park in Paramount. Nicely blends in the active and the passive

14. \*\*People are not currently complaining about trees, so put more in for shade

15. \*\*Likes the idea of picnic tables and open areas

\*\*Suggested to put together a priority list for the Enhanced Plan

RESPONSE: Our priority is the middle section for the proposed plan and we are currently looking for feedback to shape priority

16. \*\*If we decide on an asphalt parking lot, would we need anything special for drainage and are there extra costs associated with it?

RESPONSE: A new parking lot would help set off costs of managing dust control, we would use open graded areas and engineered soil to help water infiltrate

17. \*\*Can we use decomposed granite?

RESPONSE: This would pose a constant maintenance issue much like with gravel

18. \*\*How many parking spaces can the current lot accommodate?

RESPONSE: At most 15 spots

\*\*How many spots with the new proposal?

RESPONSE: Closer to 25 spots

19. \*\*why not just close off the parking lot?

20. \*\*If we improve Lower Hesse more people will want to use it making the parking lot more attractive and useful. RESPONSE: Residents have complained about street parking and the loss of parking availability for residents.

21. \*\*Current lot appears to be DG and has held up well, knows this from parking there daily

\*\*Possibly we should lay it out better and expand it to where the picnic area is

RESPONSE: The whole idea of the parking lot is for safety--to take people off of the street

\*\*concerns were raised with the "Pacific Plan" that street parking was expected to be overrun

\*\*Attendee asked if their concerns were being taken into account.

RESPONSE: Staff assured attendees that all comments were being recorded by a minute taker and would be both considered by staff and included in the final staff report to City Council.

22. \*\*If you are going to cater a park to children you must have a safe parking area for kids to get out of the car, not on the street

23. \*\*Are you taking recommendations from all of the City and how heavy is the weight on local HOAs?

RESPONSE: All opinions are valued but there has been a strong showing of those who live close by and yes, that certainly carries weight. The goal still remains to fit into the City's goal of being safe and well managed for both local residents and the the community.

\*\*There is a concern that "hey, the hill needs more tennis courts, so let's just throw them here"

24. \*\*Where else has open asphalt concrete been used

RESPONSE: various locations, 2 in Northern California, more examples can be found online

25. \*\*5 or 6 years ago emails and surveys were sent out with 866 responses of what the city residents wanted. There was a 96% favor for open space

26. \*\*In July of 2010 there was an outreach study and most responses were for open space and walking trails. Most responses were also against additional active recreation. RESPONSE: Both the basic and enhanced plans would allow for flexibility for changes or active enhancements at a later date based on changed community desires or Council direction. Staff

acknowledges and understands that the community response from adjacent neighbors has been strongly low key, open-space enhancement.

27. \*\*Volunteered the use of Friends of Lower Hesse Park, Sweat Equity, and mentioned 80 people showed up for a volunteer day

\*\*Suggested fundraising from locals. The impact of a nice park on surrounding properties will increase home values

\*\*Volunteered \$1,000

28. \*\*Will you be presenting the Enhanced Plan on October 20<sup>th</sup>? When will this public group be getting feedback?

RESPONSE: City Council's direction is the next step. The public will have additional opportunities to provide feedback as the project moves forward.

RESPONSE: This project has been given funds for the fiscal year so it is expected to go out to bid this fiscal year

29. \*\*Has two sons that are both Boy Scouts and need to do a project for Eagle Scouts. Is there a way to involve them?

RESPONSE: The City has worked with Boy Scouts before and would welcome their involvement.

30. \*\*The gopher population will have to be dealt with and plants will have to be protected. Recommends the use of chicken wire

31. Pacific View HOA members John Freeman, Les Chapin, Jim Moore, and Noel Park were thanked by staff for their ongoing involvement with this project.

F. Meeting Adjourned

Meeting End Time: 8:30 pm

Updated 10-14-15

Discussion of HOA comments on MND

#	PG	TOPIC / CONCERN:	HOA COMMENTS:	RESPONSE/SOLUTION
1	p3	Park Activities / Bicycles	Bicycles on trails are not compatible with walkers.	Addressed: Bicycles will not be allowed on walking trails. A small area may be created within the family fun zone designed for small children to ride small bikes.
2	p4	Aesthetics / Trail, Views, Connectivity	Trails Switchbacks will have a negative impact on views.	Addressed: Trails will be routed so they are minimally viewed from homes.
3	p4	Aesthetics / Trail, Views	Pedestrian bridge will require removing two trees (tree removal causes negative aesthetic impact).	Addressed: the existing bridge will remain. The newly proposed bridge will not be built.
4	p4	Park Activities and Connectivity	Pedestrian bridge should not be built, because no one will use it, because it connects users to amenities that are too far from the parking area.	Addressed: the bridge will not be built.
5	p4	Aesthetics / Trail, Views	Replace post and cable fencing along the perimeter of the park with shrubs.	Addressed: post and cable will not be used around the perimeter of park.
6	p4	Aesthetics / Trail, Views	Existing trails are not now appealing.	Addressed: staff will begin improving maintenance to park immediately, and will improve the trails through the improvement process.
7	p5	Aesthetics / Views, Trees	The switchback trail improvements would be visible from residences. (PVHOA requests "photographic evidence taken from all potentially affected neighboring sites")	Addressed: the switchback trails (connecting lower and upper park areas) will be routed so they are minimally viewed from homes.  Staff reached out to homes that may have view impacts.
8	p5	Aesthetics / Views, Trees	Project has impacts to scenic vista? Request flag mock-ups and "additional mitigation measures."	Addressed: Staff presented pictures to HOA of new configuration with measuring rods showing lack of impacts to scenic vistas.
9	p5	Aesthetics / Views, Trees	Trees should all be dwarf species. Do not allow trees to damage park amenities or parking.	Addressed: the plant palette will take into consideration view impacts and damage to park amenities and parking.

10	p6	Environmental / Aesthetics	Locklenna Lane looking west; view impacts. Tennis courts will block some of these views. Also evaluate view impacts to Verde Ridge Road looking southwest.	Addressed through new placement of tennis courts.
11	p7	Aesthetics / Tennis Court Fencing	Requesting additional analysis regarding view impacts. 12 Trees in MLA Pacific Plan were omitted in MND view study.	Staff to include a condition to as part of project approval.  Draft: In order to minimize view impairing landscaping, landscaping shall be maintained at a height that does not significantly impair the views from the viewing areas of the residences along Locklenna Lane (between Driftwood Lane and Windport Drive) and from the viewing areas of the residences along the south side of Verde Ridge Road that abut Lower Hesse Park (between Whites Point Drive and Locklenna Lane). Heights no higher than 16 ft will be used per the City's view ordinance. If it is brought to the City's attention that landscaping is significantly impairing views, and after City Staff has confirmed that said landscaping is significantly impairing views from the viewing areas of the aforementioned properties, then appropriate measures will be taken by the City so that the landscaping no longer significantly impairs a view.
12	p7	Aesthetics / Tennis Court Fencing	MND neglected to evaluate the PVHOA proposed glass wall tennis court fencing.	Addressed: staff researched alternative fencing options. While solid walls are not an option, there are more attractive options.
13	p8	Aesthetics / Tennis Court Fencing	Courts should be North-South orientation. Move courts against steep slope.	Addressed through new placement of tennis courts.

				Also, Staff conducted site visits to several residences along Locklenna and Verde Ridge on June 11, 2014. With the aid of range poles placed at the new tennis court locations, it was evident that the 10-foot high fencing would not encroach into the views of the ocean from the viewing areas of the residences along these streets.
14	p9	Biological Resources	Blue Butterfly and Gnatcatcher nesting periods creating short construction time.	Addressed through mitigation measures identified in the MND.
15	p9	Biological Resources	Create a project to encourage the butterfly to return by planting host plants.	Addressed: plants will not be planted to attract protected species.
16	p10	Biological Resources	Gophers	Addressed: staff will immediately begin addressing the gopher problem, and will continue through the improvement project.
17	p11	Hazards and Hazardous Materials	Does it interfere with Evacuation Plans?	Addressed: it does not.
18	p12	Noise	Ambient noise levels (cars leaving parking lot and accelerating up Locklenna 10 ft from homes).	Addressed: determined to be insignificant.
19	p13	Transportation/Traffic	Parking Capacity: MND states 50 spaces are adequate and the MLA Plan calls for 32. (also PVHOA comments on pg. 15)	Addressed: 32 spaces determined to be adequate.
20	p13	Transportation/Traffic	Consider slanted parking rather than straight in parking.	Addressed: straight parking will accommodate more cars in a smaller area.
21	p13	Transportation/Traffic	Table 16-2 indicates that 75% of the park use will be for tennis courts. If the tennis courts are eliminated, why build the park for just 25% (29 people).	Addressed: The trip generation rates identified in Table 16-2 do not represent 100% of park use. Trip generation rates are industry-standard rates used to estimate the number of vehicular traffic generated by a proposed development. If the tennis courts were eliminated, the traffic associated with that proposed use would not be considered.

22	p13	Transportation/Traffic/Light Synchronization	Light synchronization will improve right turns but worsen left turns from Locklenna to Hawthorne	City controls signals. Synchronization will improve all turn conditions because gap opportunities will be created by the clustering of vehicles.
23	p14	Transportation/Traffic	Site Distance for on-street parking.	Sight distance is a pre-existing issue for Locklenna Lane at Faircove Drive. Staff has addressed a portion of this issue by trimming/removing overgrown vegetation that was contributing to line of sight issues at Faircove. On-street parking can be restricted near all intersections to preserve the line of sight for vehicles entering/exiting the parking lot.
24	p14	Transportation/Traffic/Blind Curve	Blind curves at Faircove, Baycrest, and pedestrian park exit weren't evaluated in MND.	Addressed through Iteris line of site study.
25	p14	Transportation/Traffic/Stopping Distance due to speed/grade	MND may not have taken grade into consideration when evaluating stopping distances on Locklenna and Verde Ridge.	Stopping Site distance was evaluated as part of the MND however, the stopping site distance calculations were not included. Copies of the calculation from the consultant were provided 3-5-15.
26	p15	On-site Parking	Safety merits of on-site parking with or without parking on Locklenna	It was determined that there are merits to onsite parking. Street parking impacts on neighborhood will continue to be monitored as improvement project goes forward.
27	p15	On-site Parking	Parking area too far from amenities. Amenities won't be used.	Experience at park sites shows park users willing to walk to attractive/desired amenities.
28	p16	Utilities/Service Systems	Would project have adequate access to existing utilities?	Addressed: yes.
29	p17	Additional Comments	Existing trails are not safe.	Addressed: staff will begin immediately improving trail maintenance
30	p17	Additional Comments	Wrought Iron fence on the north side of the park requires maintenance.	Staff and HOA will address both maintenance and encroachments at a future date.

31	p18	Noise	Existing noise measurements. Were they taken in the correct locations?	Addressed: yes.
32	p19	Transportation/Circulation	MND Appendix D lists Verde Ridge as main vehicular roadway access to Lower Hesse Park. This is incorrect. PVHOA recommends Locklenna/Hawthorne intersection be the emphasis of traffic studies. Redo study?	Addressed: The language in the study will be revised to reflect this.
33	p20	Transportation/Circulation	Placement of speed tubes. Additional study requested at bottom of steep slope	Staff will conduct refresher study with radar located closer to Faircove. Speeds will be checked by radar instead of pneumatic tubes on the sections of Locklenna that have steep grades. This has not been completed to date. Staff will have consultant conduct a new speed survey on the same days of the week and for similar times as the original study was conducted. Note: Completed October 2015

## **Matt Waters**

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**From:** John Freeman <jrfree@cox.net>  
**Sent:** Monday, October 12, 2015 4:23 PM  
**To:** CC  
**Cc:** Matt Waters; Carla Morreale; Les Chapin  
**Subject:** Comments for October 20, 2015 Council agenda: Lower Hesse Park Improvement Project  
**Attachments:** Les Chapin Hesse Park City Council comments for Oct 20 2015.pdf

Dear Mayor Knight and City Council members:

Please see the attached letter from Les Chapin, who is unable to attend the October 20, 2015 City Council meeting in person and asked me to email this to you.

Les is a former Pacific View HOA President, and he is part of a group of four current and past Pacific View HOA presidents that have been meeting with RPV staff to discuss the "phased scaled-down plan" for Lower Hesse Park. (HOA members are Les Chapin, Jim Moore, Noel Park, and myself).

Please include this email and attachment letter in the staff report, public comments for October 20<sup>th</sup>.

Thank you.

John Freeman, President  
Pacific View Homeowners Association  
[www.palosverdes.com/pacificview](http://www.palosverdes.com/pacificview)  
"Working Together for a Better Neighborhood"

**TO: Mayor Knight and City Council Members**

**RE: Lower Hesse Park Master Plan comments for October 20, 2015 Council Meeting**

My name is Les Chapin.

7 October 2015

I have lived at 6710 Verde Ridge Road for thirty seven years with our home's back yard and kitchen window facing the lower park with the park essentially being an extension of our back yard. We look straight from the north side of the park into the park at the level of the lower park entrance and volleyball court. I served as president of our Pacific View Homeowners Association in 2009 and 2010. In 2009 as president of the homeowners association I received a request from the then Rancho Palos Verdes city manager Carolyn Lehr to gather an audience of our homeowner's association current and prior board members to allow the city to present to the neighborhood future plans for the lower park. The meeting was held at my home in November of 2009. In attendance were members of the city staff and councilmen Wolowicz and Stern. That meeting with the city and the homeowners association was held six years ago and the park remains in its continued state of ill repair. The trails and lower park improvements were done in 1999 and this eighteen acre lower park has essentially been ignored for the last fifteen years. Four feet tall dried up wild mustard, fennel and Russian thistle weeds have had to be mowed annually to remove any potential fire hazards for the neighborhood.

It is such a shame that such a tremendous park facility was allowed to deteriorate to its present condition and is currently and continually being referred to by the neighborhood as "rodent infested squalor" caused by the appearance of the park and the fact that gophers have essentially taken over and continue to decimate this park.

I am hearing of a new concept for the city titled "Less is more", that is doing Less of adding new city amenities and doing More of maintaining what the city currently owns. If the city had maintained this 18-acre park over the last fifteen years we would not be discussing major expenditures to now finally repair and update this park. This park has walking trails with tremendous ocean views caused by its local topography which should be exploited by the city as a rare and exemplary facility within the city's park system.

I urge this council to take about thirty minutes of their very busy days and visit the lower park so you can form your own opinions as to the condition of the park. Check out the present trail conditions including the damage being done by the gophers, the landscaping, and the Russian thistle weeds that have currently taken over the park.

Remember that when the October 20<sup>th</sup> city council meeting is over you are going to get into your cars and drive home. For those of us who live here in Pacific View this is our home where this city park has needed and continues to need your support. **I request of this council to please strive to finally improve the appearance and functionality of this park located within the heart of our Pacific View neighborhood.**

This is a reminder that when this park is re-landscaped it will probably require at least two full time gardeners to keep these eighteen acres in premier condition.

I thank you for reading my comments!!

Les Chapin

## Matt Waters

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**From:** Cory Linder  
**Sent:** Wednesday, September 23, 2015 7:29 AM  
**To:** Cory Linder  
**Cc:** Matt Waters  
**Subject:** RE: Lower Hesse Park security

Mr. Shen:

We will incorporate security measures when we ultimately get into the design and construction phase. Unfortunately, after checking with DPW, speed humps are not allowed (or safe) on steep grades such as Locklenna. We will do everything we can in working with the community to design and build a park that is safe and maintained.

Thank you for your participation.

CORY

**From:** Cory Linder  
**Sent:** Tuesday, September 22, 2015 4:10 PM  
**To:** Cory Linder  
**Subject:** FW: Lower Hesse Park security

**From:** [frankshen1@aol.com](mailto:frankshen1@aol.com) [<mailto:frankshen1@aol.com>]  
**Sent:** Tuesday, September 22, 2015 4:00 PM  
**To:** Cory Linder  
**Subject:** Fwd: Lower Hesse Park security

Cory:

This is Frank Shen, we have met at the meeting on September 14, 2015.

I am not pleased that the Lower Hesse Park will be developed like planned. This will increase traffic, accident, litters, graffiti, crime, etc. And we are at the gate.

However, as we discussed that if the development will continue, please confirm that a multiple security cameras will be installed around the game, Winport, etc. as you agreed.

Please also install traffic bumps on Locklenna for the safety because it will be more cars speeding to the park.

Thanks,

Frank

**From:** John Freeman [<mailto:jrfree@cox.net> ]

**Sent:** Thursday, August 20, 2015 10:50 AM

**To:** Cory Linder ([CoryL@rpvca.gov](mailto:CoryL@rpvca.gov)) <[CoryL@rpvca.gov](mailto:CoryL@rpvca.gov)>; Nicole Jules ([nicolej@rpvca.gov](mailto:nicolej@rpvca.gov)) <[nicolej@rpvca.gov](mailto:nicolej@rpvca.gov)>; Ron Dragoo ([RonD@rpvca.gov](mailto:RonD@rpvca.gov)) <[RonD@rpvca.gov](mailto:RonD@rpvca.gov)>; Ara Mihranian ([AraM@rpvca.gov](mailto:AraM@rpvca.gov)) <[AraM@rpvca.gov](mailto:AraM@rpvca.gov)>; Nancie Silver ([nancies@rpvca.gov](mailto:nancies@rpvca.gov)) <[nancies@rpvca.gov](mailto:nancies@rpvca.gov)>; Matt Waters ([mattw@rpvca.gov](mailto:mattw@rpvca.gov)) <[mattw@rpvca.gov](mailto:mattw@rpvca.gov)>

**Cc:** Jim Moore ([jdmo88@gmail.com](mailto:jdmo88@gmail.com)) <[jdmo88@gmail.com](mailto:jdmo88@gmail.com)>; Noel Park ([noel@jdcorvette.com](mailto:noel@jdcorvette.com)) <[noel@jdcorvette.com](mailto:noel@jdcorvette.com)>; Les Chapin ([les.alice@cox.net](mailto:les.alice@cox.net)) <[les.alice@cox.net](mailto:les.alice@cox.net)>

**Subject:** Lower Hesse Park security

At our meeting yesterday, I mentioned the concern about security and the possibility of video cameras at the parking entrance and nearby for Lower Hesse Park.

Attached is an email I received from a resident, Mr. Chen, who lives directly across from that parking entrance and the short dead-end street, Windport Dr., expressing his concerns. Please keep that in mind as part of the committee consideration and proposal for Lower Hesse Park. I'm sure it will be brought up at the community outreach meeting now scheduled for Monday, September 14<sup>th</sup>.

Thank you,

John Freeman

Minutes  
Lower Hesse Park Improvements Meeting  
September 21, 2015  
R&P Conference Room

1. Review of August 19<sup>th</sup> Minutes and September 14<sup>th</sup> Minutes  
General discussion of minutes from both meetings. No changes suggested.  
September 14<sup>th</sup> minutes will be sent out for comments.
2. Review of September 14 Public Workshop
  - Reaction to Proposed Plan:
  - Reaction of Enhanced Plan: General public reaction to both plans was overall positive.
  - General Comments: Concerns were raised about safety, parking, hydro-seeding, loop trail connections, gophers, trees, and use of volunteers that will be followed up on by staff.

John Freeman submitted the following concerns:

- Open action items from MND: #33 Speed study measurement at lower Locklenna Lane not completed.(R&P will follow-up with Nicole Jules)  
#33 – Radar units have not been placed on lower portion of Locklenna Lane to measure auto speed. Hence, the Iteris statement “the default speed limit of 25mph is assumed” is invalid.
  - Action item for Nicole Jules: (1) conduct speed study on Lower Locklenna Lane points, and (2) redo Iteris study based on actual measured speeds. Note: “the default speed limit of 25 mph is assumed” on page 1. (R&P will follow-up with Nicole Jules)
  - Iteris study: page 3 #1 (1) “Trim the bushes along the bottom of hill side ... “  
This helped but need verification by Nicole Jules that you can see the pedestrian exit (at average speed). I believe it has to be trimmed more. (Staff will follow-up with Public Works)
  - Need staff to identify annual maintenance costs for basic plan and for the enhanced plan for city council before Oct 20. (Staff will follow-up with Public Works)
  - Need staff to identify one-time startup costs associated with basic plan and enhanced plan. (Staff will follow-up with Public Works)
  - Ron Dragoo: verify the MND and project plan is in compliance with Cal Water and state water restrictions. (Staff will follow-up)
  - Will traffic study, and therefore MND, be complete and ready for council approval by October 20? (Staff will follow-up with Nicole and Ara to confirm )
  - Overall plan will be presented to Council on October 20.
  - Suggestion: Prepare an overall project “timeline plan” showing dates over next year or two identifying milestones for Council approval, MND approval. Issuing of RFP, Capital budget, Selection of vendor etc. (Staff will follow-up with PW)
  - View restoration of tree view issues at Upper HP and Lower HP: Have person or persons from PVHA contact John Alvarez to discuss/resolve.
3. Next Steps
    - Update Conceptual Plan Based on Feedback. Staff will update the conceptual plan and include concerns raised by the public into the accompanying staff report.

Email from Jim Moore Attached (Jim was not able to attend 9-21-15 but submitted the following)

### Hesse Park Trails Upgrading Plan 2015

The City has prepared a plan, limited for now at \$500,000. I applaud this concept. My one exception is the \$142,xxx for stabilizing the central runoff drainage path. This path has been in place since our homes were built, 47 years ago. It has worked in every rain we have had without a problem and I believe it is stabilized as is. The City does regularly clean out the entrance to the 4 foot drainage pipe, under Locklenna Lane, to the valley below.

Instead of \$142,xxx for drainage stabilization, use \$5,000 to move all rocks on the fields to each side of the drainage path, just to clear the fields for mowing and maintenance. Also, trim all trees that impact views to the 20 foot height limit. This would leave \$135,000 for new features.

My concept for the modification of Lower Hesse Park is not to change anything that is working as desired. Most all bushes and trees that are green and growing in the fields were NOT planted. In particular all the trees along the drainage path have been there for 47 years. Why take them out now, just because they are not in the position desired by a proposed drawing. Lets take an inventory of the trees and bushes, maintain the growing items, remove the dead ones and proceed to improve the Fields.

Jim Moore

## Matt Waters

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**From:** Noel Park <noelparkone@gmail.com>  
**Sent:** Tuesday, September 15, 2015 4:22 PM  
**To:** LeslieChapin  
**Cc:** John Freeman; John Alvarez; Ron Dragoo; Ara Mihranian; Nancie Silver; Matt Waters; Polly Briggs; Jim Moore; Cory Linder; Nicole Jules  
**Subject:** Re: Park Landscaping With Native Plants

I agree with Les on the tree issue. I have cited Dills Park because of its brilliant use of Coastal Sage Scrub landscaping. The large trees would clearly be inappropriate at Lower Hesse.

Even the tall Sycamores around the existing parking lot block views and should be severely trimmed or replaced with site appropriate trees.

On Sep 15, 2015 2:38 PM, "LeslieChapin" <[les.alice@cox.net](mailto:les.alice@cox.net)> wrote:  
Hello to all,

The Ralph C. Dills park is certainly a fine example of what Lower Hesse Park could become. An observation I have is that in this Dills park, as shown in the photos, there are multiple usages of trees. The Lower Hesse Park final designers have to be very careful with the planting of any trees in the lower park. The natural topography of the park causes any planting of trees to potentially cause ocean view obstructions to neighbors at higher elevations. The city has not addressed the tree levels at and surrounding the community center in Upper Hesse Park. Our neighbors on upper Verde Ridge Road have lost their ocean views due to very large trees in the upper park. As we understand the city requirements there should be no trees taller than sixteen feet nor higher than the community building roof lines? The trees in the small curbed areas in the upper park parking lot have certainly outgrown their original aesthetics. The huge trees on the south side of the upper park that are pushing up the asphalt on Locklenna Lane will become more troublesome if they are not soon recognized as a potential issue for the city.

And I did want to document my concern relative to the community of gophers currently living in the lower park. The planting of drought tolerant/resistant and other native plantings will be subject to total plant loss as the slow growing tender roots are consumed by the gophers. Hydro seeding will cause seeds to germinate during the rainy season and allow the gophers to feast on more tender root material as the plants try to survive. It seems impossible to attempt to protect the root structure of hundreds of each individual plants. The best approach seems to be to attempt to rid the park of the gophers prior to attempting any plantings.

Les Chapin

**From:** [John Freeman](#)  
**Sent:** Monday, September 14, 2015 9:23 PM  
**To:** [Cory Linder](#) ; [Matt Waters](#) ; [Nancie Silver](#) ; [Ron Dragoo](#) ; [Ara Mihranian](#) ; [Nicole Jules](#)  
**Cc:** [Les Chapin](#) ; [Noel Park](#) ; [Jim Moore](#)  
**Subject:** Park Landscaping With Native Plants

Thanks everyone for the presentation and community workshop meeting regarding Lower Hesse Park. I think the discussion was constructive with some good suggestions and observations. At the meeting Noel Park mentioned the Ralph C. Dills park in Paramount, CA. See below for email and the attached pictures of the park which Karen and I took when we visited there in 2011. I encourage you to take a field trip there and see it firsthand yourself.

Ralph C. Dills Park

6500 San Juan St

Paramount, CA 90723

<https://www.google.com/maps/place/Ralph+C.+Dills+Park/@33.899027,-118.1969929,14.5z/data=!4m2!3m1!1s0x80c2cc9539e2d6af:0x70c1cb3ec1409f76>

John Freeman

**From:** John Freeman [<mailto:jrfree@cox.net>]

**Sent:** Tuesday, January 21, 2014 3:56 PM

**To:** Cory Linder ([CoryL@rpv.com](mailto:CoryL@rpv.com)) <[CoryL@rpv.com](mailto:CoryL@rpv.com)>;Carolynn Petru ([carolynn@rpv.com](mailto:carolynn@rpv.com)) <[carolynn@rpv.com](mailto:carolynn@rpv.com)>; Eduardo Schonborn ([EduardoS@rpv.com](mailto:EduardoS@rpv.com)) <[EduardoS@rpv.com](mailto:EduardoS@rpv.com)>; Nancie Silver ([nancies@rpv.com](mailto:nancies@rpv.com)) <[nancies@rpv.com](mailto:nancies@rpv.com)>; Nicole Jules ([nicolej@rpv.com](mailto:nicolej@rpv.com)) <[nicolej@rpv.com](mailto:nicolej@rpv.com)>; Jim Moore ([jdmo88@gmail.com](mailto:jdmo88@gmail.com)) <[jdmo88@gmail.com](mailto:jdmo88@gmail.com)>; Noel Park ([noel@jdcorvette.com](mailto:noel@jdcorvette.com)) <[noel@jdcorvette.com](mailto:noel@jdcorvette.com)>; Les Chapin ([les.alice@cox.net](mailto:les.alice@cox.net)) <[les.alice@cox.net](mailto:les.alice@cox.net)>; Katie Lozano ([KatieL@rpv.com](mailto:KatieL@rpv.com)) <[KatieL@rpv.com](mailto:KatieL@rpv.com)>

**Subject:** Park Landscaping With Native Plants

Greetings everyone,

In August 2011, Noel Park, then President of the Pacific View HOA, sent an email (see below) to the RPV City Council and the RPV City Staff urging them to visit the Ralph C. Dills Park in Paramount. He encouraged them to witness firsthand what beauty and harmony can be designed at a park by combining drought resistant plantings into a semi-passive, natural environment. It is a real testament of how a park can be made community and family-friendly without sacrificing the active vs. passive debate. And it holds up to the park protections required by the RPV General Plan, Natural Environment Elements: "Future development shall recognize the sensitivity of the natural environment and be accomplished in such a manner as to maximize the protection of it."

After Noel's encouragement, my wife Karen and I visited the Ralph C. Dills Park on August 30, 2011. I took a series of pictures of the park as we strolled through it, and I have organized them as a

virtual tour in the attached document. Take a look. Our experience confirms Noel's. I hope that we can and will learn from the lessons of Dills Park, of what can be accomplished in Lower Hesse Park Trails.

Please visit the [Ralph C. Dills Park](#) and please keep this example in mind as we further refine our committee recommendations.

John Freeman

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**From:** NOEL PARK [<mailto:noel@jdcorvette.com>]  
**Sent:** Thursday, August 18, 2011 9:19 AM  
**To:** '[cc@rpv.com](mailto:cc@rpv.com)'; 'Carolyn Lehr'; '[tomo@rpv.com](mailto:tomo@rpv.com)'; 'Katie Howe'; '[nancys@rpv.com](mailto:nancys@rpv.com)'  
**Subject:** Park Landscaping With Native Plants

Noel Park, President

Pacific View Homeowners Association

6715 El Rodeo Road

I recently had the uplifting experience of walking through Ralph C. Dills Park in the city of Paramount. It is located along the east bank of the Los Angeles River between Rosecrans Ave. and Somerset Blvd. The park was extensively redone in 2009, making amazing use of California native drought resistant plants. It is an absolute jewel, and a welcome oasis adjacent to a quite dense residential neighborhood. It does combine considerable "active" recreation opportunities within its surroundings of beautiful landscaping.

I would modestly suggest that this tour de force of landscape architecture reflects many of the ideas which our HOA members have suggested during the community outreach process for Hesse and Grandview Parks. I have often personally expressed great confidence in the talents of Mia Lehrer and her staff. I have no doubt that, given the freedom to do so, they could achieve equally spectacular results for us. Even more so given the spectacular settings of Hesse and Grandview as opposed to the actually very constricted, flat, and obviously viewless Dills Park property.

That said, a visit to Dills Park only convinced me more than ever that renderings and drawings can never have the same impact on the eye as seeing the real thing. I would STRONGLY urge all of you to visit this outstanding park to help you to see what can actually be possible at Lower Hesse and Grandview Parks.

**T E C H N I C A L M E M O R A N D U M**

**TO:** Nicole Jules, City of Rancho Palos Verdes Public Works

**FROM:** Dennis M. Pascua  
Principal Transportation Planner

**DATE:** October 14, 2015

**SUBJECT:** **UPDATED – Existing Roadway Speeds on Locklenna Lane and Verde Ridge Road, City of Rancho Palos Verdes**

The following Technical Memorandum is an update to the original Technical Memorandum dated August 15, 2012.

**Roadway Speeds**

As part of the existing conditions data collection, the City requested that radar speed surveys be collected on Locklenna Lane and Verde Ridge Road. The radar speed surveys were collected on both roadways during a typical weekday on Thursday, October 8, 2015, from 7:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 5:00 p.m. The radar equipment was stationed at 6658 Locklenna Lane and 6633 Verde Ridge Road.

The radar speed surveys were collected using standard engineering practice. The 50<sup>th</sup> percentile and 85<sup>th</sup> percentile speeds were calculated and are shown in Table A. The raw data for the radar speed surveys is attached to this memorandum.

**Table A – Existing Speed Survey Results**

<b>Segment</b>	<b>Hours</b>	<b># of Samples</b>	<b>50<sup>th</sup> Percentile</b>	<b>85<sup>th</sup> Percentile</b>
Locklenna Ln – eastbound	7-9 AM	43	28 MPH	31 MPH
	3-5 PM	45	26 MPH	31 MPH
Locklenna Ln – westbound	7-9 AM	36	26 MPH	32 MPH
	3-5 PM	38	28 MPH	34 MPH
Verde Ridge Road – eastbound	7-9 AM	55	30 MPH	34 MPH
	3-5 PM	47	28 MPH	34 MPH
Verde Ridge Road – westbound	7-9 AM	39	30 MPH	36 MPH
	3-5 PM	58	28 MPH	33 MPH

**Prima Facie Speed Limits**

Since there are no posted speed limits on Locklenna Lane and Verde Ridge Road, the prima facie speed, per California Vehicle Code – Section 22352, is the established speed limit as discussed below:

**California Vehicle Code Section 22352**

*“...22352. (a) The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:*

*...(2) **Twenty-five miles per hour:***

*(A) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.*

*(B) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.*

*(C) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority is not required to erect any sign pursuant to this paragraph until donations from private sources covering those costs are received and the local agency makes a determination that the proposed signing should be implemented. A local authority may, however, utilize any other funds available to it to pay for the erection of those signs...”*

Both, Locklenna Lane and Verde Ridge Road are within a “residence district”, so per the California Vehicle Code, the speed limit on both roadways is 25 MPH. As shown in Table H, the 50<sup>th</sup> and 85<sup>th</sup> percentile speeds (between 26 MPH and 36 MPH) on both streets currently exceed the prima facie speed limit of 25 MPH. Average speed on Locklenna Lane is 28 miles per hour (MPH) and 26 MPH eastbound in the a.m. and p.m. peak periods, respectively, with an 85<sup>th</sup> percentile speed of 31 MPH for both peak periods. For the westbound direction, average speed is 26 MPH and 28 MPH in the a.m. and p.m. peak periods, respectively, with an 85<sup>th</sup> percentile speed of 32 MPH and 34 MPH in the a.m. and p.m. peak periods, respectively.

Average speed on Verde Ridge Road is 30 MPH and 28 MPH eastbound in the a.m. and p.m. peak periods, respectively, with an 85<sup>th</sup> percentile speed of 34 MPH for both peak periods. For the westbound direction, average speed is 30 MPH and 28 MPH in the a.m. and p.m. peak periods, respectively, with an 85<sup>th</sup> percentile speed of 36 MPH and 33 MPH in the a.m. and p.m. peak periods, respectively.

The proposed project would add 129 daily trips to Locklenna Lane, which is approximately 15 percent of the roadway's daily traffic. On Verde Ridge Road, the proposed project would add 42 daily trips, which is approximately two percent of the roadway's daily traffic. With exception to the segment of Locklenna Lane between the proposed driveway and Hawthorne Boulevard, a majority of the traffic destined to the park would be from the surrounding, adjacent residences.

The City does not have any specific significance criteria for roadway speed, however, since the current (i.e., without project) 50<sup>th</sup> and 85<sup>th</sup> percentile speeds on both roadways are above 25 MPH, the City may consider the installation of the following traffic calming measures, as developed by the Institute of Transportation Engineers (ITE) and the Federal Highway Administration (FHWA).

## TRAFFIC CALMING MEASURES

The following traffic calming measures are some of the measures recommended the publication titled *Traffic Calming: State of the Practice* by the ITE and FHWA, August 1999:

- **Speed humps** (also known as – a.k.a., speed bumps, road humps, undulations).
  - Advantages
    - Effective on mid-block speeds (shown to reduce speeds by five to 10 MPH).
    - Low cost.
  - Disadvantages
    - Unattractive.
    - Increase in noise.
    - Increased liability.
- **Raised Crosswalks/Intersections** (a.k.a., speed tables, speed platforms).
  - Advantages
    - Effective on mid-block streets.
    - Allows for aesthetic treatments (stamped/textured designs).
    - More gentle than speed humps.
  - Disadvantages
    - Not as effective as speed humps.
    - More expensive than speed humps.
    - Increase in noise.
    - Increased liability.
- **Neighborhood Traffic Circles** (a.k.a., intersection islands).
  - Advantages
    - Aesthetically pleasing.
    - Calms traffic on both intersecting streets.
    - Less right-of-way (ROW) required when compared to roundabouts.
  - Disadvantages
    - Difficult for larger vehicles to maneuver.
    - Not effective on mid-block speeds.
    - Pedestrian and bicycle safety.
    - Driver confusion due to minimal channelization.
- **Roundabouts** (a.k.a., rotaries).
  - Advantages
    - Effective on higher volume streets.
    - Aesthetically pleasing.
    - Channelizes vehicles into travel paths.
    - Calms traffic down on both intersecting streets.
    - Pedestrians and bicyclists protected by "splitter islands".
  - Disadvantages
    - High cost due to maintenance and construction.
    - Requires additional ROW not found on residential streets.

- Not effective on mid-block speed.
- Driver confusion when compared to standard intersections.
- **Chicanes** (a.k.a., deviations, serpentine, twists).
  - Advantages
    - Effective mid-block speed control device.
  - Disadvantages
    - If poorly designed, cars will cut path through centerline.
    - High cost due to curb realignment and landscaping.
    - Loss of on-street parking.
- **Neckdowns** (a.k.a., bulb-outs, intersections narrowings, safe crossings).
  - Advantages
    - Shortens pedestrian travel at crossing.
    - Increases pedestrian comfort at intersection.
    - Effective mid-block or intersection speed control device.
    - Tighter curb radii slows down turning traffic.
  - Disadvantages
    - High cost due to curb realignment.
    - Loss of on-street parking.
- **Center Island Narrowings** (a.k.a., midblock medians, median chokers).
  - Advantages
    - Aesthetically pleasing.
    - Increased pedestrian comfort (provides for refuge in middle of street).
    - Effective mid-block speed control device.
    - Less cost than neckdowns and narrowings because there is no need for curb realignment.
  - Disadvantages
    - May be difficult for larger vehicles to maneuver.
    - Loss of on-street parking.
- **Chokers** (a.k.a., midblock narrowings, pinch points).
  - Advantages
    - Shortens mid-block pedestrian crossing.
    - Increases pedestrian comfort along the roadway.
    - Increases pedestrian frontage.
    - Effective mid-block speed control.
    - Narrow travel way slows down mid-block traffic.
  - Disadvantages
    - High cost due to curb realignment.
    - Loss of on-street parking.
- **One-way Street/Loop**
  - Advantages
    - No opposing traffic.
    - Reduces “cut-through” traffic.

- Disadvantages
  - Inconvenient for existing residents.
  - Not a speed-reducing device.
  - Wider travel lanes allow for higher speeds.
- **Radar Enforcement**
  - Radar enforcement coupled with police officer presence would be a highly effective speed control measure, but extremely expensive since an officer would be dedicating a majority of his time monitoring traffic in one specific neighborhood. The placement of radar enforcement would work while the equipment is on the street, however high vehicle speeds may return once the equipment is removed.

Should the City pursue the installation of traffic calming measures, it is recommended that, at the least, the residents along Locklenna Lane and Verde Ridge Road be notified of the City's decision to pursue the installation of these devices and that a series of public meetings and/or design charrettes take place so that a consensus is made between the City and the residents on which specific measures may be implemented, if any.

Also, it should be noted that stop signs are not a form of speed control; they are meant to assign vehicular right-of-way at an intersection. The Manual of Uniform Traffic Control Devices (MUTCD) provides guidelines to the installation of stop signs and all-way stop controlled intersections:

- Entering volumes from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and
- The combined vehicular, pedestrian, and bicycle movement entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours.

Unwarranted stop control measures can lead to unsafe driver behavior such as running of the stop sign because of low traffic volumes. For reasons like that, agencies are reluctant to use stop signs as speed control measures. In addition, the vehicular, pedestrian, and bicycle volumes along the residential side streets that intersect with Locklenna Lane and Verde Ridge Road would not warrant stop sign installation.

Attachment: Raw speed survey data

# Spot Speed Study

Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015

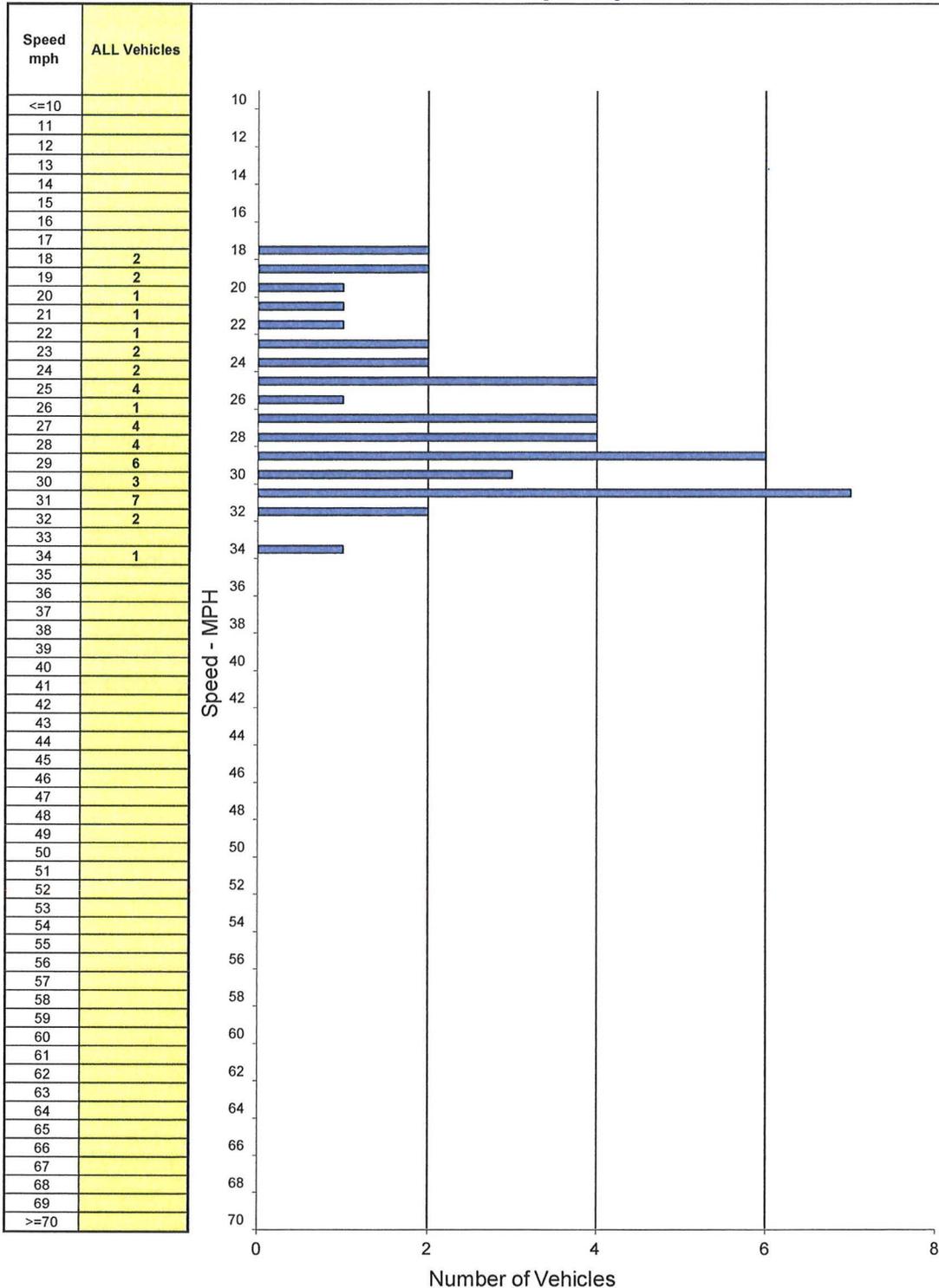
Location: 6658 Locklenna Ln

DAY: Thursday

Posted Speed: 25 MPH

Project#: 15-5673-001

### Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	43	18 - 34	28 mph	31 mph	23 - 32	35	81%	16% / 7	3% / 1

# Spot Speed Study

Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015

Location: 6658 Locklenna Ln

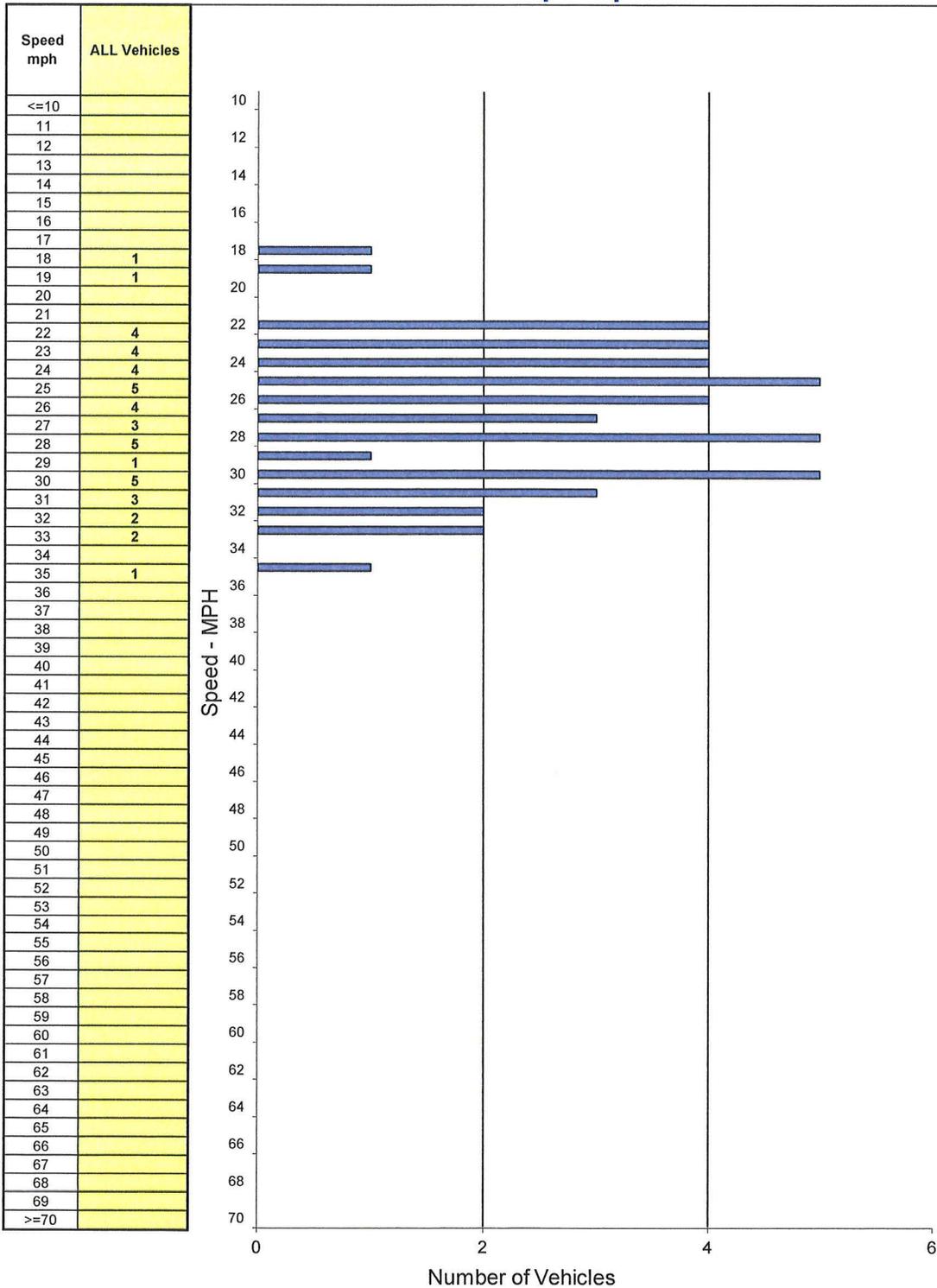
DAY: Thursday

Posted Speed:

25 MPH

Project#: 15-5673-001

### Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	45	18 - 35	26 mph	31 mph	22 - 31	38	84%	4% / 2	12% / 5

# Spot Speed Study

Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015

Location: 6658 Locklenna Ln

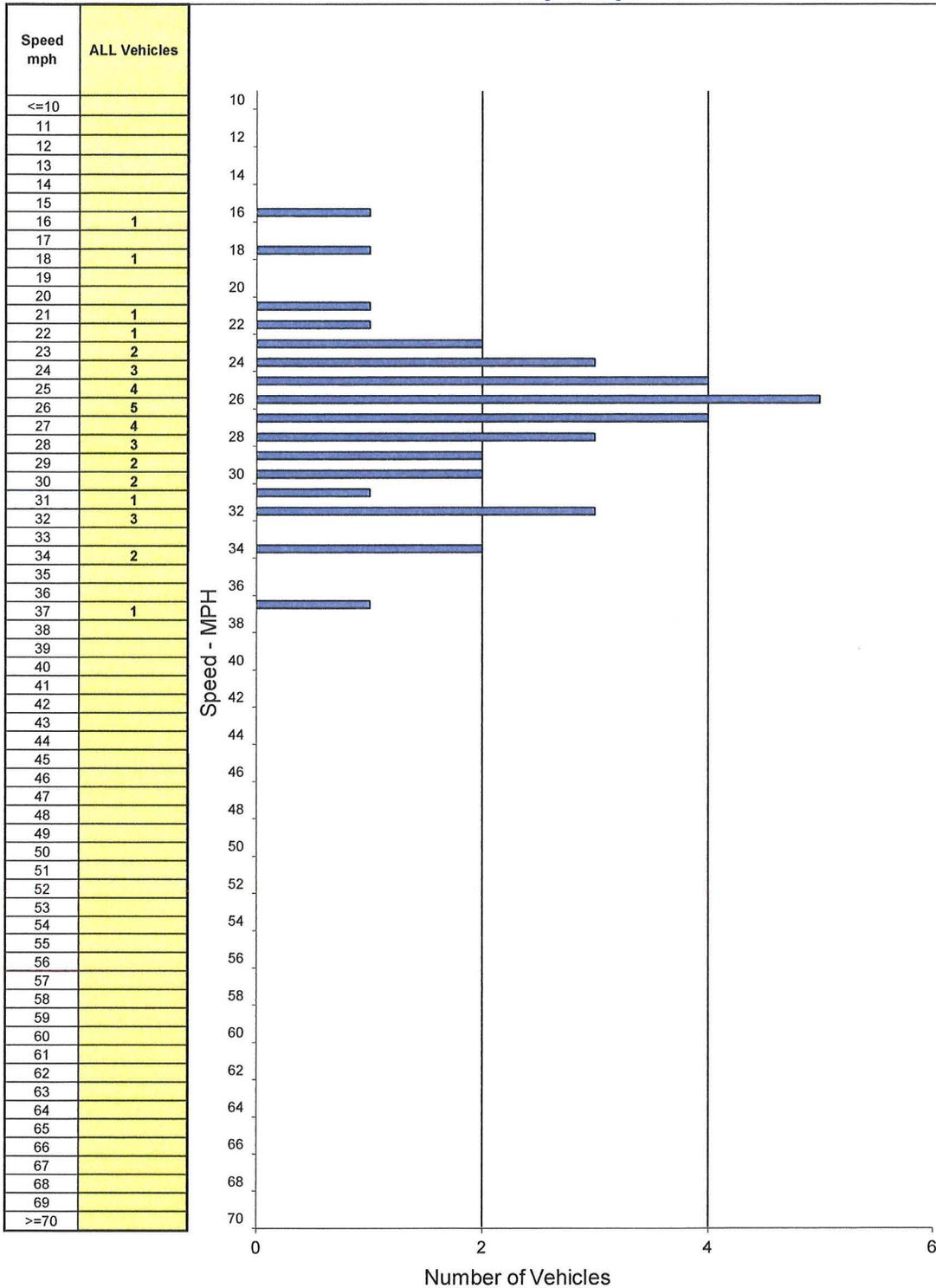
DAY: Thursday

Posted Speed:

25 MPH

Project#: 15-5673-001

### Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	36	16 - 37	26 mph	32 mph	23 - 32	29	81%	11% / 4	9% / 3

# Spot Speed Study

Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015

Location: 6658 Locklenna Ln

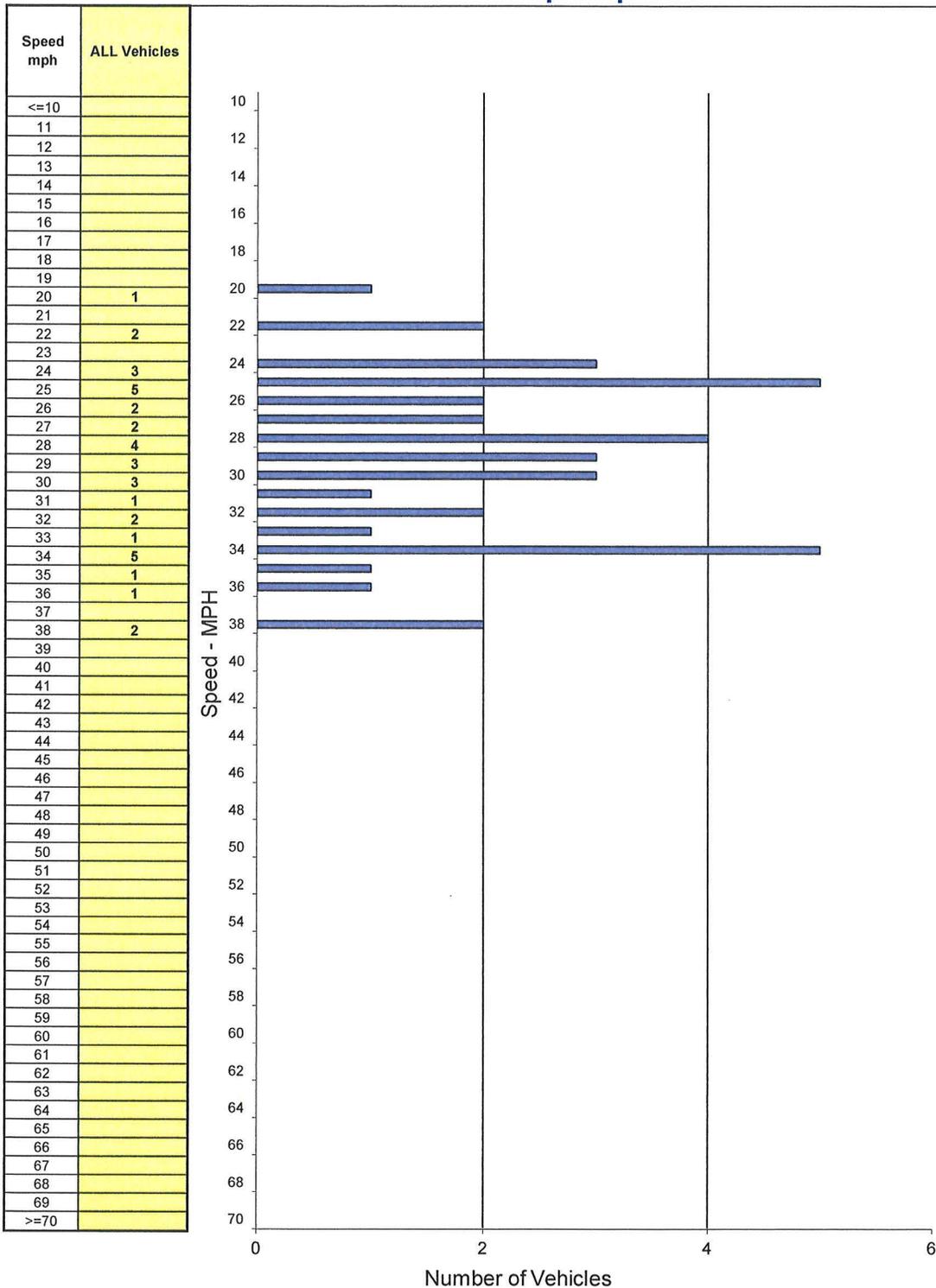
DAY: Thursday

Posted Speed:

25 MPH

Project#: 15-5673-001

### Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	38	20 - 38	28 mph	34 mph	25 - 34	28	74%	15% / 6	11% / 4

# Spot Speed Study

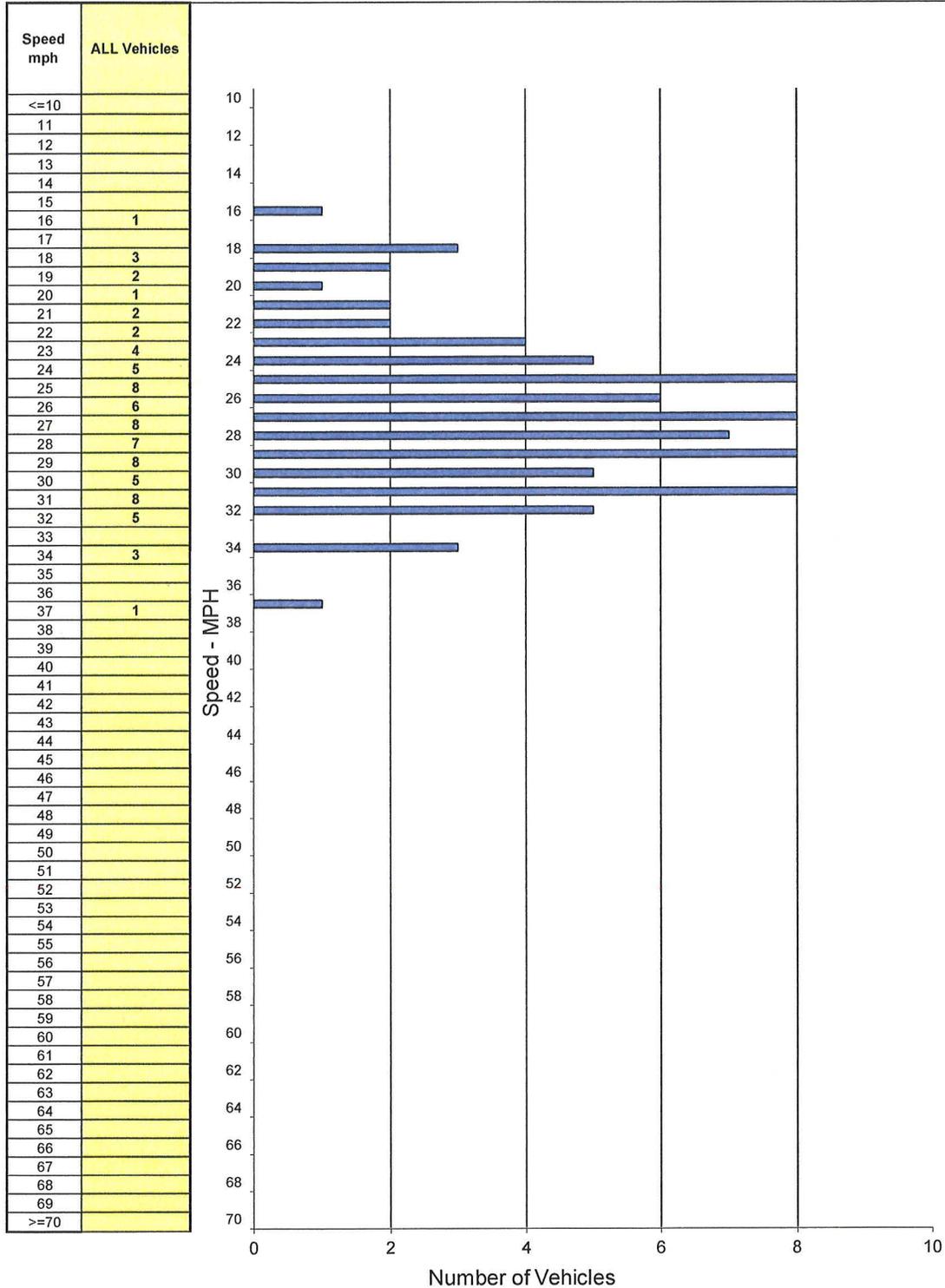
Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015  
DAY: Thursday

Location: 6658 Locklenna Ln  
Posted Speed: 25 MPH Project#: 15-5673-001

### Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	79	16 - 37	27 mph	31 mph	23 - 32	64	81%	13% / 11	6% / 4

# Spot Speed Study

Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015

Location: 6658 Locklenna Ln

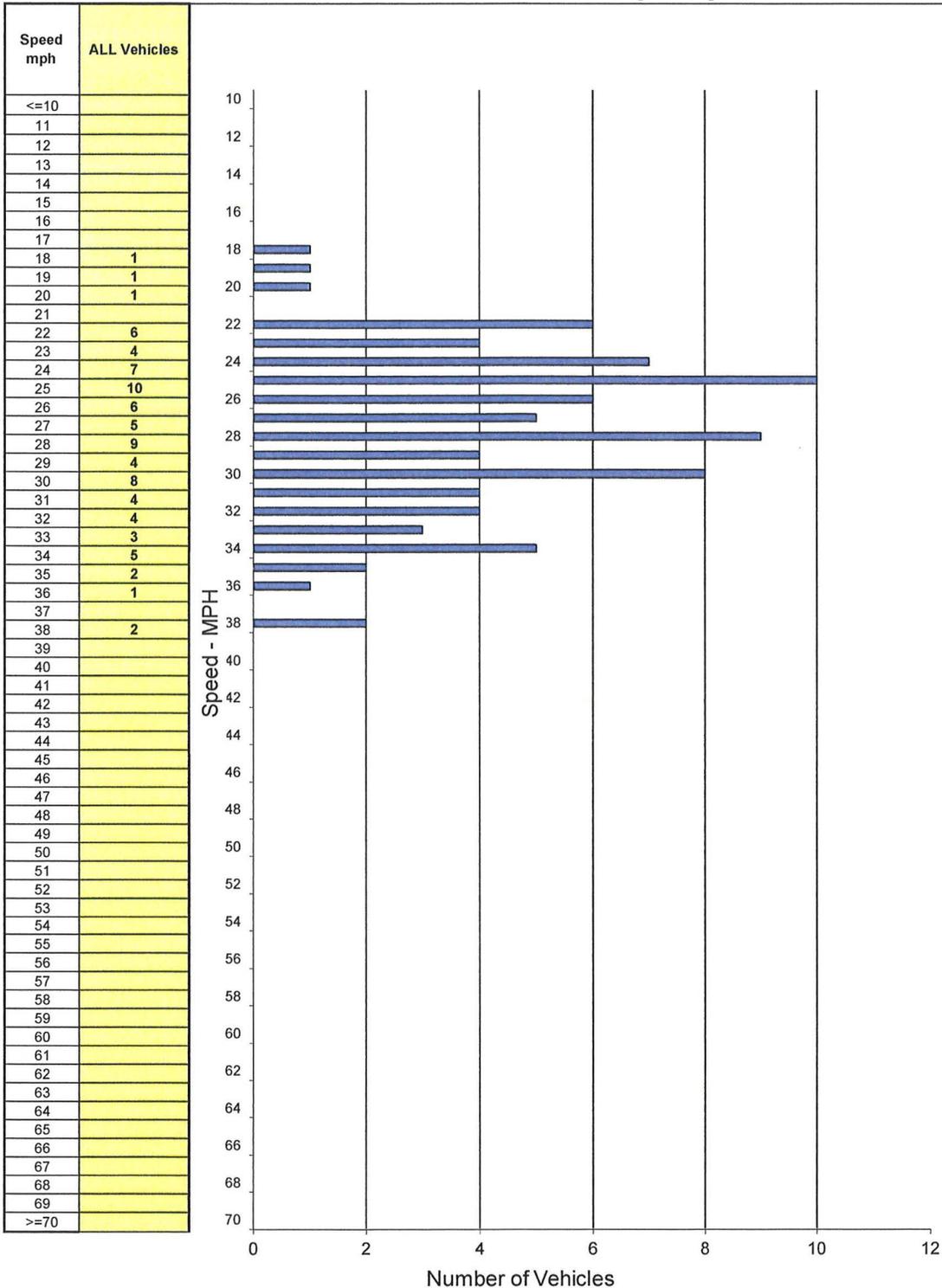
DAY: Thursday

Posted Speed:

25 MPH

Project#: 15-5673-001

### Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	83	18 - 38	28 mph	33 mph	22 - 31	63	76%	3% / 3	21% / 17

# Spot Speed Study

Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015

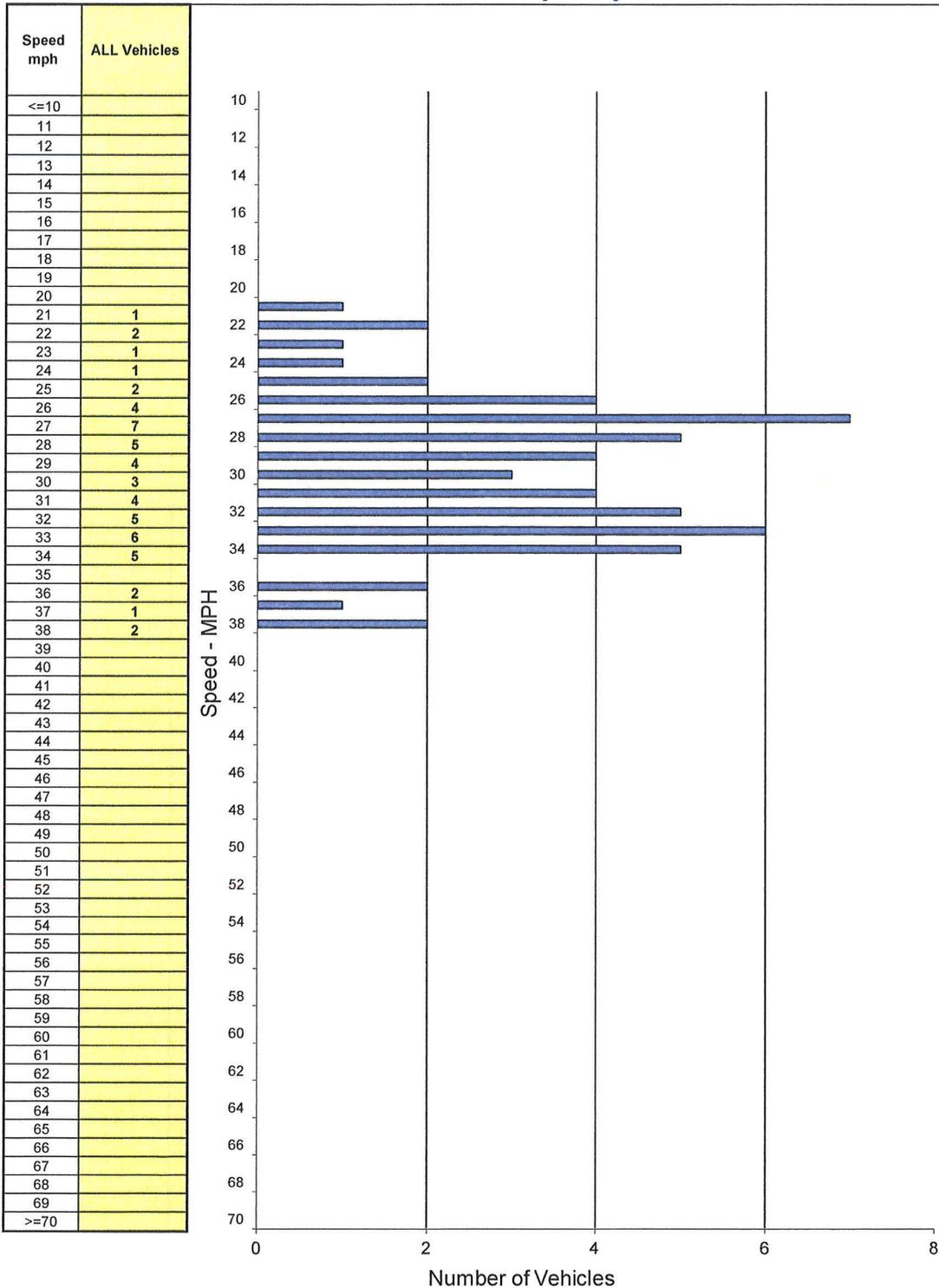
Location: 6633 Verde Ridge Rd

DAY: Thursday

Posted Speed: 25 MPH

Project#: 15-5673-002

### Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	55	21 - 38	30 mph	34 mph	25 - 34	45	82%	9% / 5	10% / 5

# Spot Speed Study

Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015

Location: 6620 Verde Ridge Rd

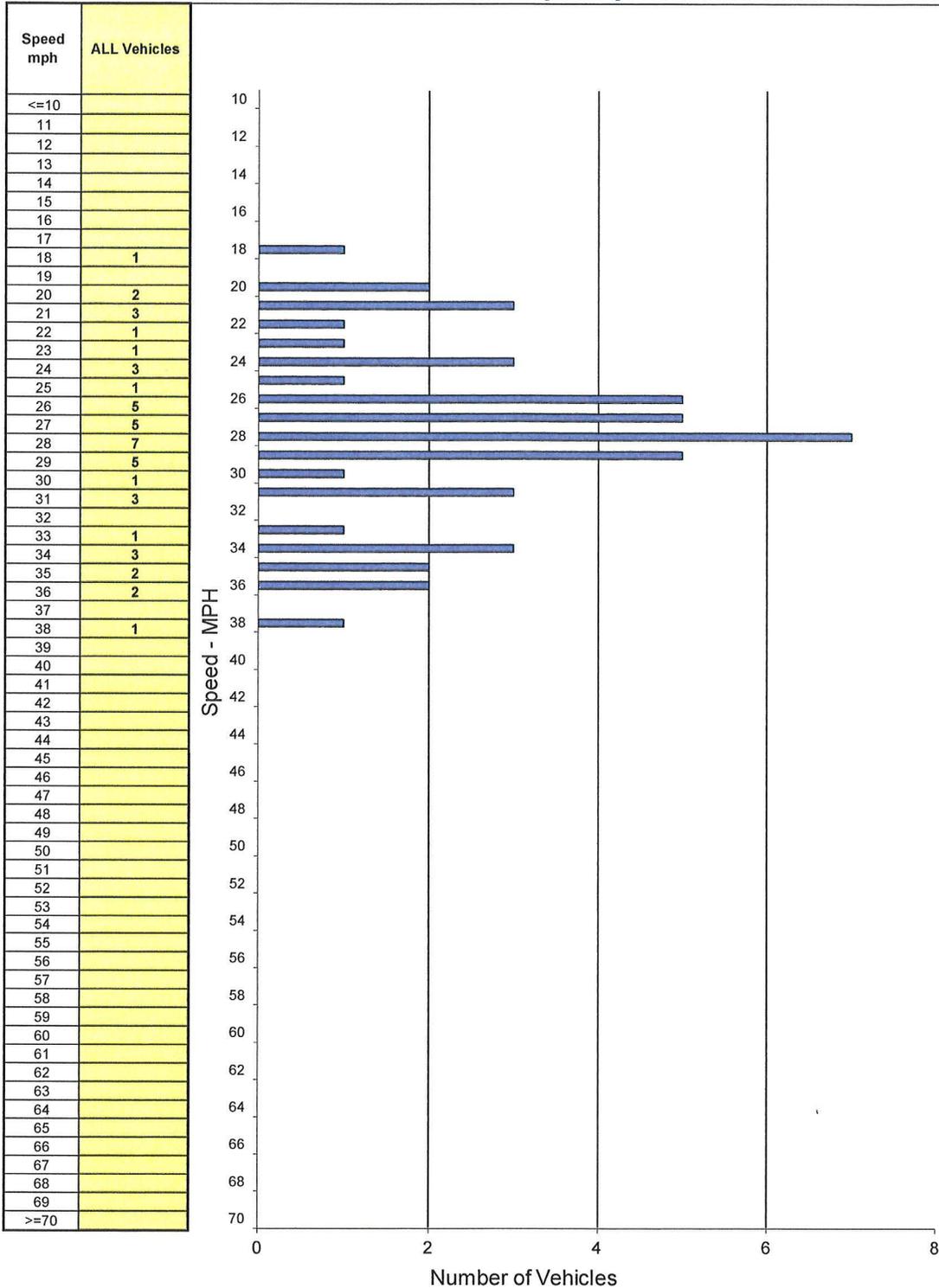
DAY: Thursday

Posted Speed:

25 MPH

Project#: 15-5673-002

### Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	47	18 - 38	28 mph	34 mph	20 - 29	33	70%	2% / 1	28% / 13

# Spot Speed Study

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## City of Rancho Palos Verdes

DATE: 10/8/2015

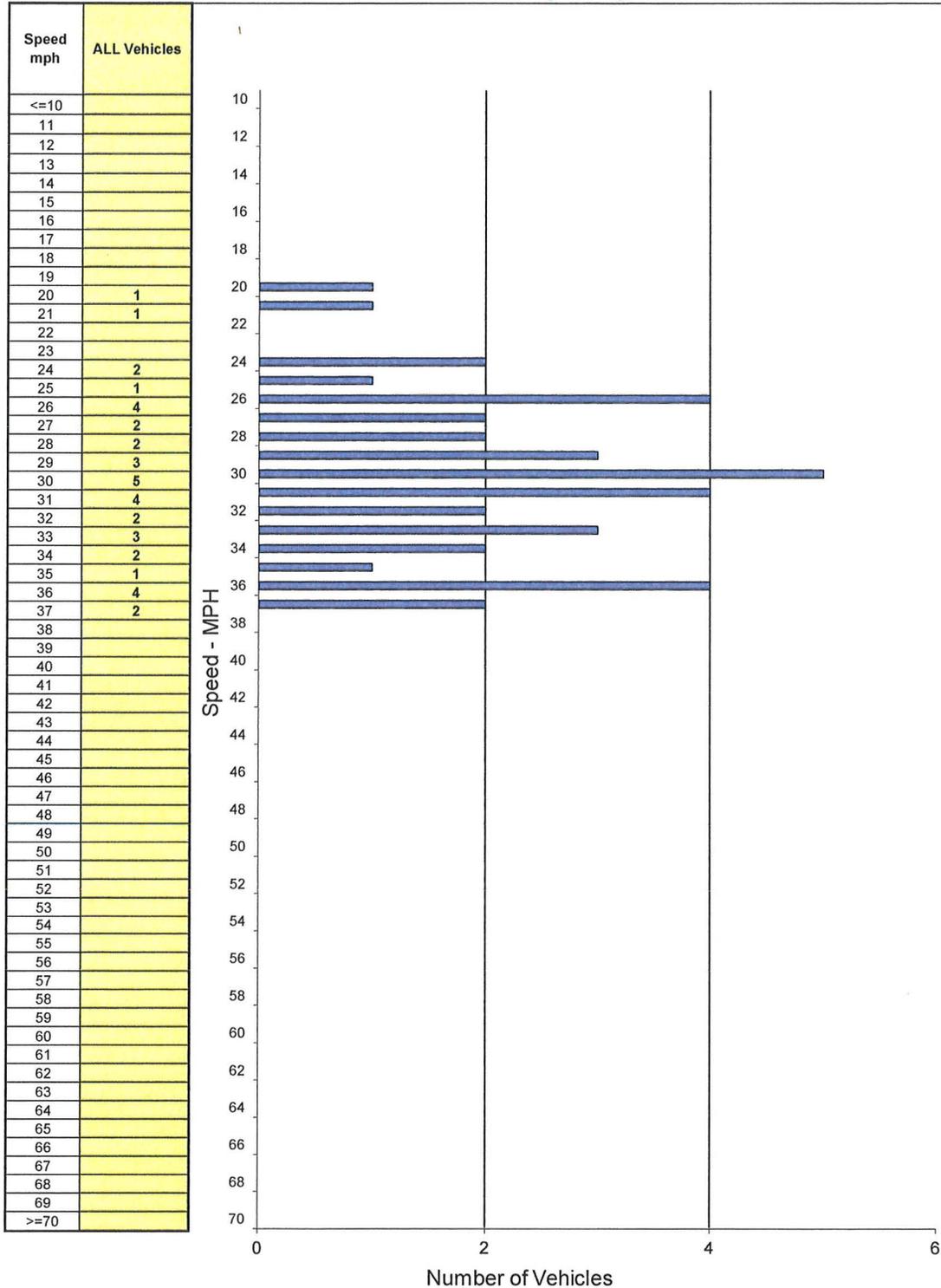
Location: 6633 Verde Ridge Rd

DAY: Thursday

Posted Speed: 25 MPH

Project#: 15-5673-002

### Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	39	20 - 37	30 mph	36 mph	24 - 33	28	72%	5% / 2	24% / 9

# Spot Speed Study

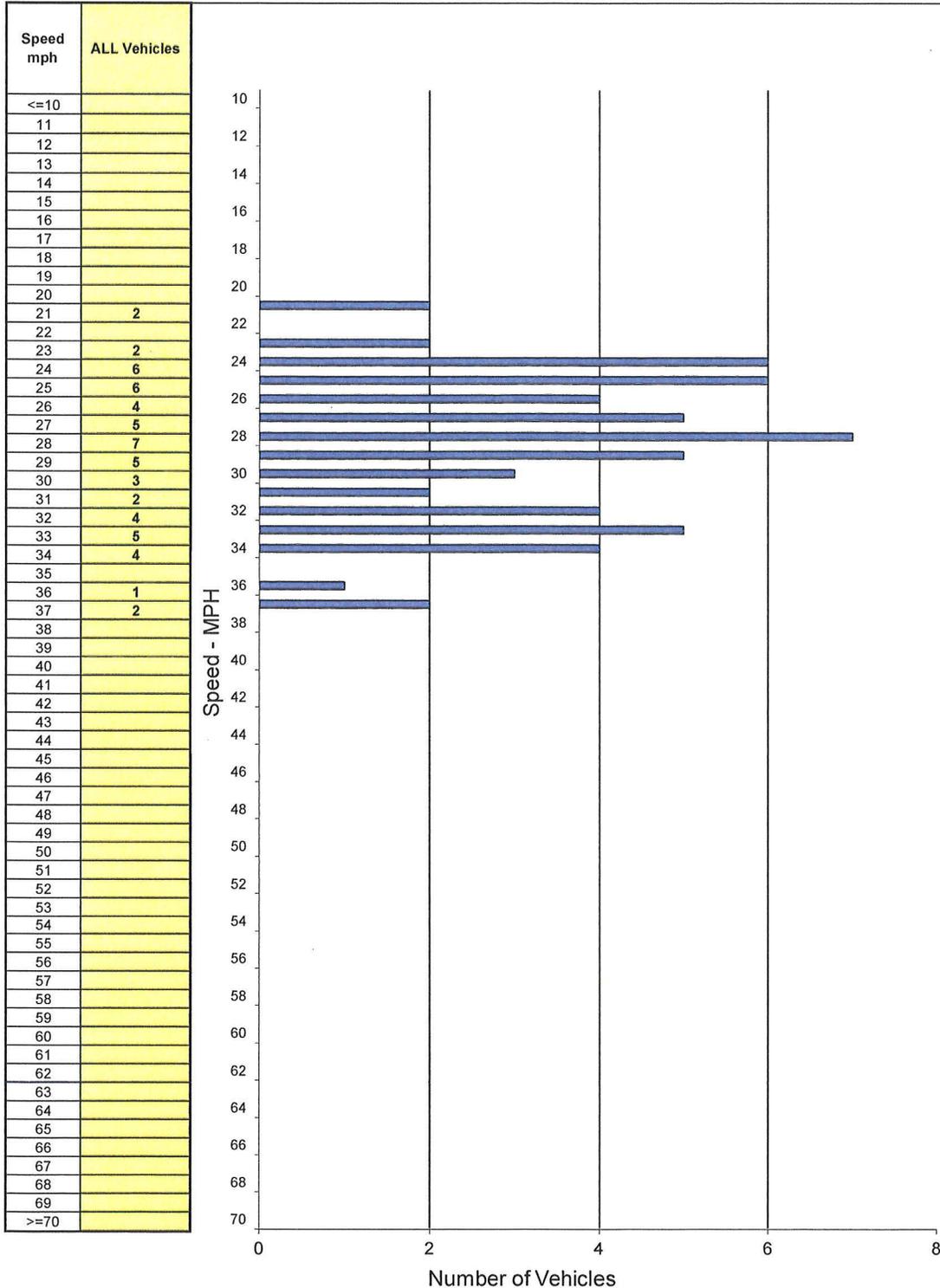
Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015  
DAY: Thursday

Location: 6620 Verde Ridge Rd  
Posted Speed: 25 MPH Project#: 15-5673-002

### Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	58	21 - 37	28 mph	33 mph	24 - 33	47	81%	6% / 4	13% / 7

# Spot Speed Study

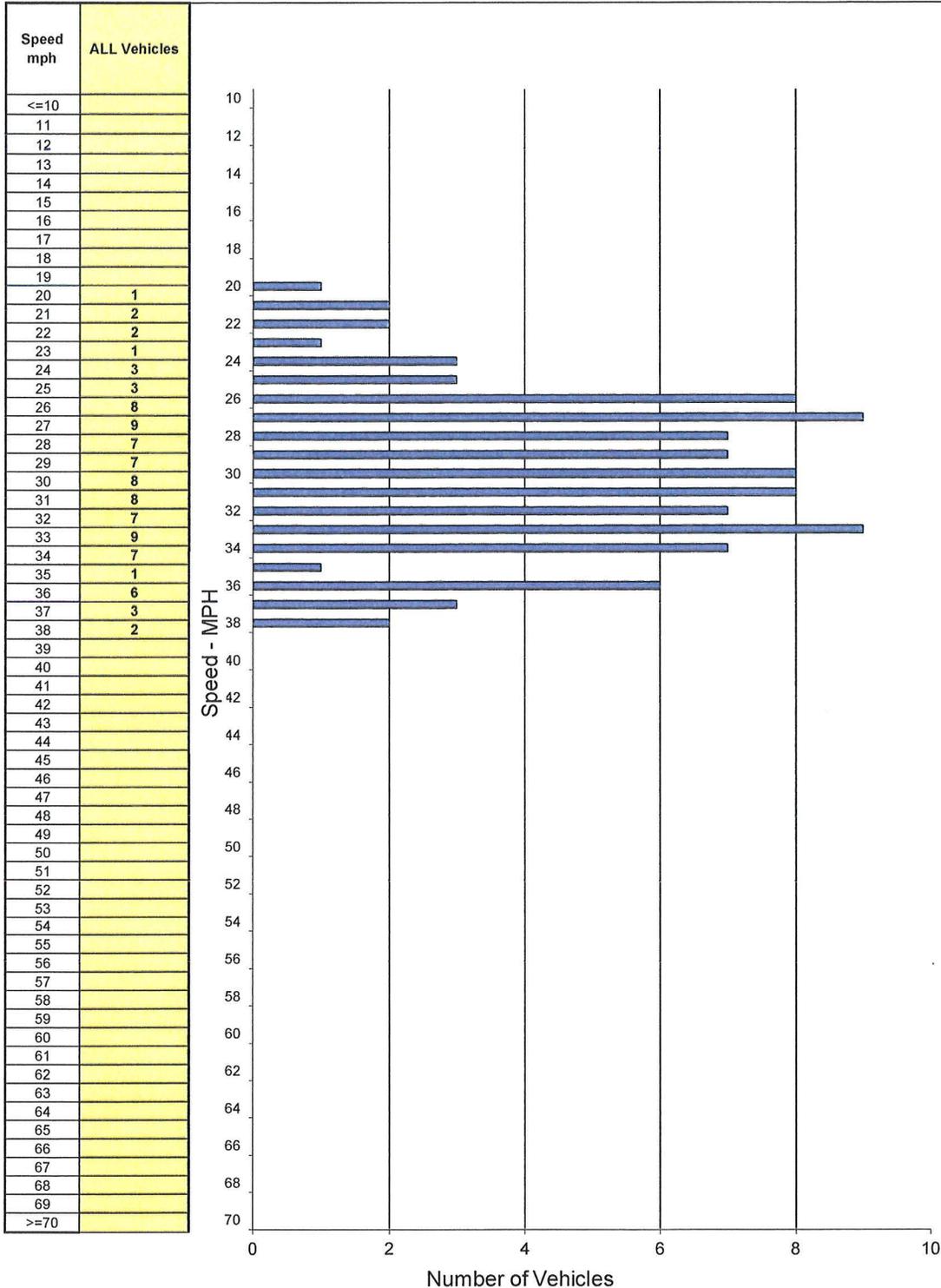
Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015  
DAY: Thursday

Location: 6633 Verde Ridge Rd  
Posted Speed: 25 MPH Project#: 15-5673-002

### Eastbound & Westbound Spot Speeds



# Spot Speed Study

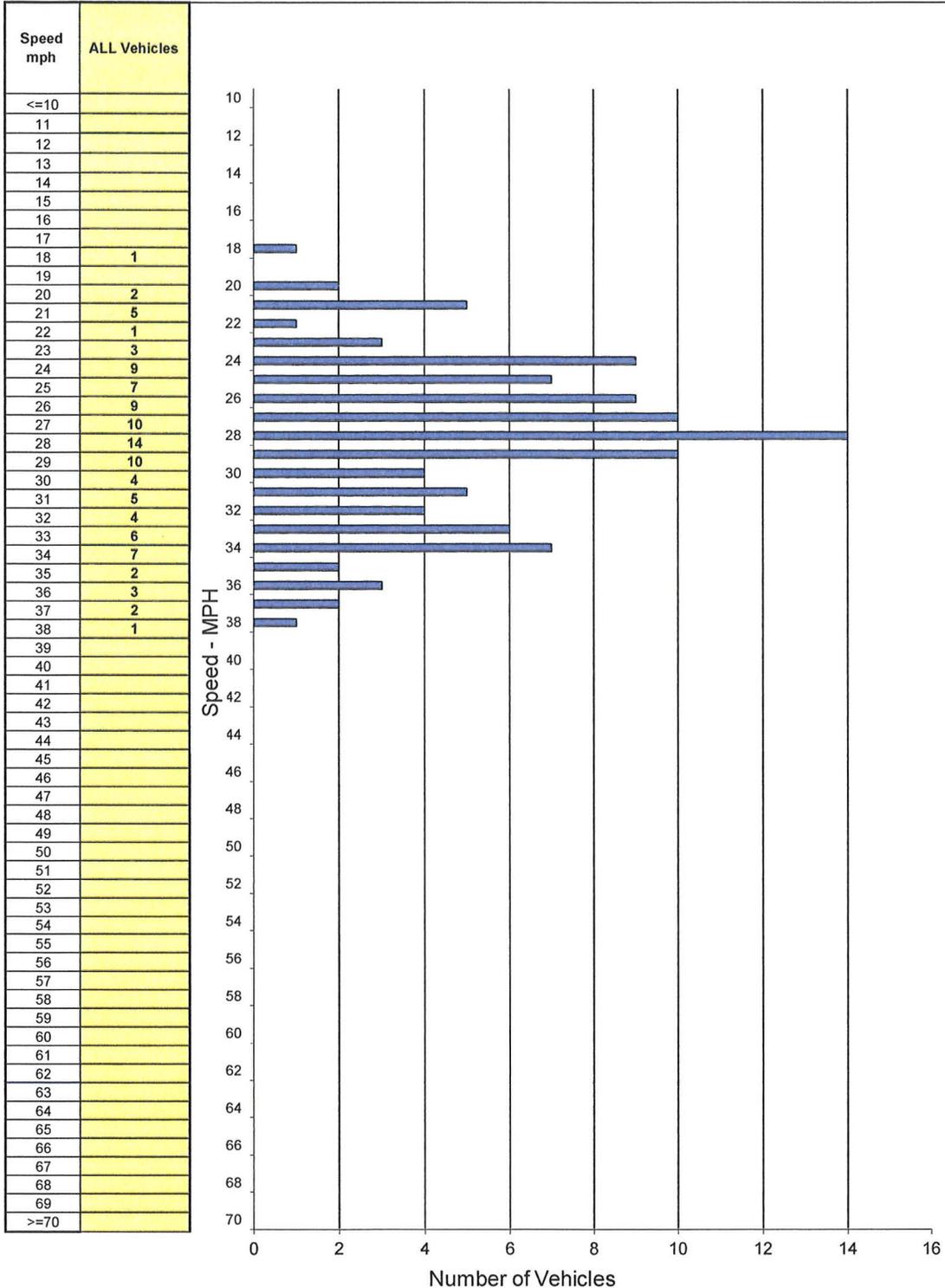
Prepared by: National Data & Surveying Services

## City of Rancho Palos Verdes

DATE: 10/8/2015  
DAY: Thursday

Location: 6620 Verde Ridge Rd  
Posted Speed: 25 MPH Project#: 15-5673-002

### Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	105	18 - 38	28 mph	33 mph	24 - 33	78	74%	11% / 12	15% / 15