



CITY OF RANCHO PALOS VERDES

MEMORANDUM

TO: HONORABLE MAYOR & CITY COUNCIL MEMBERS
FROM: JOEL ROJAS, AICP, COMMUNITY DEVELOPMENT DIRECTOR
DATE: AUGUST 2, 2011
SUBJECT: BORDER ISSUES STATUS REPORT
REVIEWED: CAROLYN LEHR, CITY MANAGER
Project Manager: Kit Fox, AICP, Associate Planner



RECOMMENDATION

Receive and file the current report on the status of Border Issues.

EXECUTIVE SUMMARY

This month's report includes:

- A report on the most-recent meeting of the San Pedro Facility Restoration Advisory Board (RAB) for the Navy's Defense Fuel Support Point (DFSP) in Los Angeles (San Pedro);
- An update on the proposed *Chandler Ranch*/Rolling Hills Country Club project in Rolling Hills Estates and Torrance;
- A final report on the proposal for stadium lights at Palos Verdes Peninsula High School in Rolling Hills Estates;
- A brief update on the Rancho LPG butane storage facility in Los Angeles (San Pedro); and,
- A brief update on Marymount College's master plan for its campus on Palos Verdes Drive North in Los Angeles (San Pedro).

MEMORANDUM: Border Issues Status Report

August 2, 2011

Page 2

BACKGROUND

The following is the regular bi-monthly report to the City Council on various "Border Issues" potentially affecting the residents of Rancho Palos Verdes. The complete text of the current status report is available for review on the City's website at:

http://palosverdes.com/rpv/planning/border_issues/2011/20110802_BorderIssues_StatusRpt.cfm

DISCUSSION

Current Border Issues

San Pedro Facility Restoration Advisory Board, US Navy/Los Angeles (San Pedro)

The San Pedro Facility Restoration Advisory Board (RAB) held its most recent meeting on June 29, 2011. The RAB now deals only with environmental remediation at the active Defense Fuel Support Point (DFSP) San Pedro. Discussion at the most recent meeting centered upon the status of the remediation plans for so-called "Site 32," which is located in the southeasterly portion of the facility near North Gaffey Street. Planning for the remediation of so-called "Site 31"—which is located in the northwesterly portion of the facility, closer to Western Avenue and the City's *Peninsula Verde* neighborhood and Green Hills Memorial Park—is expected to begin in 2012. Site 31 has been identified as having a "low" probable risk to human health, whereas Site 32 has been identified as a "medium" risk site. Staff will continue to monitor this project in future Border Issues reports.

Chandler Ranch/Rolling Hills Country Club Project, Rolling Hills Estates and Torrance

On June 14, 2011, the Rolling Hills Estates City Council continued its deliberations on the *Chandler Ranch/Rolling Hills Country Club* project. Issues discussed included supplemental traffic impact analysis, neighborhood compatibility and school district attendance boundary issues (see attached Staff report and *Daily Breeze* and *PV News* articles). Public testimony on the project was received, and the matter was continued to July 26, 2011. The Rolling Hills Estates City Council was expected to take action on the project entitlements, development agreement and Final EIR at that meeting. Staff will continue to monitor this project in future Border Issues reports.

Peninsula High School Stadium Lights Proposal, Palos Verdes Peninsula Unified School District/Rolling Hills Estates

An e-mail from nearby residents on June 17, 2011, suggested that the Board of Education might be taking some action on this proposal at its meeting on July 14, 2011. According to the published agenda for that meeting, the Board of Education was scheduled to receive a report on the status of the project (see attached Staff report).

MEMORANDUM: Border Issues Status Report

August 2, 2011

Page 3

At the meeting on July 14, 2011, Superintendent Walker Williams and the District's legal counsel presented an update on the status of the fundraising efforts for the proposed stadium lights. The District's legal counsel raised a number of issues of concern, including the steering committee's ability to raise all of the necessary funds for the project; environmental impacts that were not likely to be fully mitigated; the possible expiration of the EIR if project construction funding was delayed; the District's lack of experience with preparing EIRs for this type of community-funded project; and the likely exposure of the District to litigation. At the conclusion of the District counsel's comments, Superintendent Williams recommended that the Board withdraw its support for further fundraising for the project.

Prior to acting on this recommendation, the Board of Education received public testimony from twenty-eight (28) speakers. Project proponents, including members of the Peninsula Stadium Lights Steering Committee, noted that they had proceeded in "good faith" to raise the required funds to begin the EIR process, and urged the Board to allow this process and additional fundraising to continue. Project opponents, including residents from several Peninsula cities, reiterated the concerns that they had been raising since last summer about noise and light; traffic and parking; safety and security; diminished property values; and the wisdom of expending District resources on a non-academic project in the current economic and fiscal climate. Mayor Long also briefly addressed the Board, clarifying earlier comments made by both proponents and opponents, to state that the City of Rancho Palos Verdes had taken no position for or against the proposal.

At the conclusion of public testimony, the Board of Education deliberated briefly. The Board acknowledged the fundraising efforts of the steering committee over the past year, and noted that project proponents and opponents had each raised valid arguments. Board members expressed regret that a project that had been intended to unite the community had instead appeared to divide it. Basically, the Board found that the benefits of the project would not outweigh its costs, and they then voted unanimously to accept Superintendent Walker's recommendation to withdraw Board support for it. Staff will remove this project from future Border Issues reports.

Rancho LPG Butane Storage Facility, Los Angeles (San Pedro)

At the June 7, 2011, City Council meeting, the City Council discussed the previous request to send letters to U.S. Senators Dianne Feinstein and Barbara Boxer regarding the Rancho LPG facility. Staff subsequently prepared these letters for the Mayor's signature (see attachments), which were sent to Senator Feinstein and Senator Boxer on June 21, 2011. Staff will continue to monitor this project in future Border Issues reports.

Marymount College San Pedro Campus Master Plan, Los Angeles (San Pedro)

On June 19, 2011, and June 23, 2011, the *Daily Breeze* and *PV News*, respectively, reported on Marymount College's plans for its property on Palos Verdes Drive North in San

MEMORANDUM: Border Issues Status Report
August 2, 2011
Page 4

Pedro (see attachments). Staff will continue to monitor this project in future Border Issues reports.

New Border Issues

There are no new Border Issues on which to report at this time.

Attachments:

- San Pedro Facility RAB meeting cover letter and agenda (meeting date 6/29/11)
- RHE CC agenda and Staff report for the *Chandler Ranch/Rolling Hills Country Club* project (dated 6/14/11)
- *Daily Breeze* and *PV News* articles regarding the *Chandler Ranch/Rolling Hills Country Club* project (published 6/16/11)
- E-mail regarding PVPHS stadium lights proposal (received 6/17/11)
- *Daily Breeze* and *PV News* articles regarding regarding PVPHS stadium lights proposal (published 7/13/11, 7/14/11 & 7/16/11)
- PVPUSD Board of Education Staff report regarding PVPHS stadium lights proposal (dated 7/14/11)
- Letters to Senators Feinstein and Boxer regarding the Rancho LPG butane storage facility (dated 6/21/11)
- *Daily Breeze* and *PV News* articles regarding Marymount College's San Pedro Campus (published 6/19/11 & 6/23/11)

San Pedro Facility RAB meeting cover letter and agenda



DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND SOUTHWEST
1220 PACIFIC HIGHWAY
SAN DIEGO, CA 92132-5190

5090 RECEIVED
Ser JE30.GG/0352
June 15, 2011
JUN 22 2011

Restoration Advisory Board (RAB)
Community Members

COMMUNITY DEVELOPMENT
DEPARTMENT

SUBJECT: 2010 SAN PEDRO FACILITY RESTORATION ADVISORY BOARD
(RAB) MEETING

Ladies and Gentlemen:

The Defense Fuel Support Point (DFSP) San Pedro will be holding a RAB meeting on June 29, 2011 from 4:00 to 6:00 PM, at the DFSP San Pedro Facility, Building 100. The enclosed agenda lists the proposed topics to be discussed and the location/address of the RAB meeting.

Please note that the San Pedro Facility RAB meets to review ongoing environmental work on the non-BRAC San Pedro sites. The RAB concerning the BRAC portion of the San Pedro Facility has been adjourned.

If you have any questions, you may contact me at (619)532-2296 or at grady.gordon@navy.mil

Sincerely,

GRADY GORDON
Environmental Project Manager
By direction of the
Commanding Officer

Enclosure: 1. Pedro Facility RAB Meeting Agenda

Distribution List:
Restoration Advisory Board (RAB) Members
Community members

SAN PEDRO FACILITY
RESTORATION ADVISORY BOARD (RAB) MEETING
Defense Fuel Support Point San Pedro Facility
3171 North Gaffey Street, Building 100
San Pedro, California

Wednesday June 29, 2011
4:00pm to 6:00pm
AGENDA

- 4:00pm Welcome and Introductions
Navy Co-Chair: Grady Gordon
Community Co - Chair: Mr. Gilbert Alberio
- 4:10pm Installation Restoration (IR) Program Status
Mr. Grady Gordon, Naval Facilities Engineering Command Southwest
- 4:20pm IR Site 32 Remedial Investigation Environmental Project Update
Mrs. Kathy Monks, Tetra Tech Chadeux
- 5:00pm KCH Presentation
- 5:15pm DLA Environmental Project Update
- 5:30pm Open Forum for RAB Members and Members of the Audience
- 6:00pm – TBD Meeting Adjourned

RHE CC agenda and Staff report for the
Chandler Ranch/Rolling Hills Country Club project

C. DEMANDS AND WARRANTS – MAY AND JUNE

Recommendation: That the City Council approve Warrants 49230 through 49271 in the amount of \$446,835.92; Supplemental Warrants 050111 through 050211; 47761 (Void); 47797 (Void); 49081 through 49085; 49086 through 49130; 49131 through 49153; 49154 through 49203; 49204 through 49216; 49205 (Void) in the amount of \$591,844.15 for a grand total amount of \$1,038,680.07 with proper audit.

6. **CONSENT CALENDAR:** The following routine matters will be acted upon by one vote to approve with the majority consent of the City Council. There will be no separate discussion of these items unless good cause is shown by a member prior to the roll call vote. (Items removed will be considered under New Business.)

A. READING OF ORDINANCES AND RESOLUTIONS

Reading in full of all ordinances and resolutions presented for consideration to the City Council will be waived and all such ordinances and resolutions will be read by title only.

7. **AUDIENCE ITEMS NOT ON THE AGENDA/WRITTEN AND ORAL COMMUNICATIONS**

8. **PUBLIC HEARINGS/MEETINGS**

8:00 P.M.

A. PLANNING APPLICATION NO. 12-11; APPLICANT: MORGAN'S JEWELERS;
LOCATION: 50-C PENINSULA CENTER

Memorandum from Kelley Thom, Associate Planner, and David Wahba, Planning Director, dated June 14, 2011.

Recommendation: That the City Council: 1) Open the public hearing; 2) Take public testimony; 3) Discuss the issues; 4) Close the public hearing; and 5) Affirm Planning Commission Resolution No. PA-12-11 supporting the project's approval.

- B. PLANNING APPLICATION NO. 29-07; APPLICANT: MICHAEL COPE;
LOCATION: 26311 AND 27000 PALOS VERDES DRIVE EAST (CHANDLER
RANCH/ROLLING HILLS COUNTRY CLUB PROJECT)
Attachment 1
Attachment 2

Memorandum from Niki Cutler, AICP, Principal Planner, and David Wahba, Planning Director, dated June 14, 2011.

Recommendation: That the City Council: 1) Continue to take public testimony; 2) Discuss the issues; and 3) Continue the public hearing and direct staff to prepare the appropriate Resolutions and Ordinances approving the project, certifying the project's Final Environmental Impact Report, and adopting a Statement of Overriding Considerations for the next available City Council meeting.

9. NEW BUSINESS

- A. PLANNING COMMISSION MINUTES OF MAY 16, 2011
- B. PLANNING COMMISSION MINUTES OF JUNE 6, 2011
- C. PARK AND ACTIVITIES COMMISSION MINUTES OF MAY 17, 2011
- D. INITIAL PREPARATIONS FOR NOVEMBER GENERAL MUNICIPAL ELECTION

Memorandum from Douglas R. Prichard, City Manager, dated June 14, 2011.

Recommendation: That the City Council review and approve Resolution Nos. 2246, 2247, and 2248 pertaining to initial preparations for the upcoming November 8, 2011 General Municipal Election.

1. RESOLUTION NO. 2246 FOR ADOPTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROLLING HILLS ESTATES CALLING AND GIVING NOTICE OF THE HOLDING OF A GENERAL MUNICIPAL ELECTION TO BE HELD IN THE CITY ON TUESDAY, NOVEMBER 8, 2011 FOR THE ELECTION OF CERTAIN OFFICERS OF THE CITY AS REQUIRED BY THE PROVISIONS OF THE LAWS OF THE STATE OF CALIFORNIA RELATING TO GENERAL LAW CITIES.

2. RESOLUTION NO. 2247 FOR ADOPTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROLLING HILLS ESTATES REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES TO CONSOLIDATE A GENERAL MUNICIPAL ELECTION OF SAID CITY TO BE HELD ON NOVEMBER 8, 2011 WITH THE 2011 BIENNIAL SCHOOL AND SPECIAL DISTRICT ELECTIONS TO BE HELD ON SAID DATE PURSUANT TO SECTION 10400 ET. SEQ. OF THE ELECTIONS CODE.

3. RESOLUTION NO. 2248 FOR ADOPTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROLLING HILLS ESTATES ADOPTING REGULATIONS FOR CANDIDATES FOR ELECTIVE OFFICE, PERTAINING TO MATERIALS SUBMITTED TO THE ELECTORATE AND THE COSTS THEREOF FOR THE GENERAL MUNICIPAL ELECTION TO BE HELD IN SAID CITY ON TUESDAY, NOVEMBER 8, 2011.

10. OLD BUSINESS

11. CITY ATTORNEY ITEMS

12. CITY COUNCIL/REGIONAL COMMITTEE REPORTS: This item provides the opportunity for Members of the City Council to provide information and reports to other Members of the City Council and/or the public on any issues or activities of currently active Council Committees, ad hoc committees, regional or state-wide governmental associations, special districts and/or joint powers authorities and their various committees on which Members of the City Council might serve or have an interest, which are not otherwise agendized.

13. MAYOR AND COUNCIL ITEMS: This item provides the opportunity for Members of the City Council to request information on currently pending projects and/or issues of public concern, direct that an item be agendized for future consideration and/or make announcements of interest to the public.

A. MAYOR ZUCKERMAN

1. AUTHORIZATION TO ATTEND ANNUAL LEAGUE OF CALIFORNIA CITIES CONFERENCE – SEPTEMBER 21-23, 2011

B. MAYOR PRO TEM SEAMANS

1. LETTER FROM ANGEL CARRILLO, PRESIDENT, LOS ANGELES DIVISION LEAGUE OF CALIFORNIA CITIES, REGARDING NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMITS AND TOTAL DAILY MAXIMUM LOAD (TMDL) PROGRAM

(a) RESOLUTION NO. 2252 FOR ADOPTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROLLING HILLS ESTATES SUPPORTING REASONABLE PRACTICABLE AND ECONOMICALLY ACHIEVABLE STORMWATER NPDES PERMIT AND TMDL REQUIREMENTS, THROUGH THE USE OF PROGRESSIVE AND ADAPTIVE BEST MANAGEMENT PRACTICES.

14. CLOSED SESSION

A. DISCUSSION WITH RESPECT TO PERSONNEL MATTERS: EMPLOYEE ASSOCIATION NEGOTIATIONS - CONFERENCE WITH LABOR NEGOTIATOR
(Pursuant to Government Code Section 54957.6)

15. ADJOURNMENT IN MEMORY OF JOSEPH VALENTI, LONG-TIME MAESTRO OF THE PENINSULA SYMPHONY



Staff Report

City of Rolling Hills Estates

AGENDA

JUN 14 2011

FEM NO. 8B

DATE: JUNE 14, 2011

TO: MAYOR AND CITY COUNCIL

FROM: NIKI CUTLER, AICP, PRINCIPAL PLANNER
DAVID WAHBA, PLANNING DIRECTOR

SUBJECT: PLANNING APPLICATION NO. 29-07
APPLICANT: MICHAEL COPE;
LOCATION: 26311 AND 27000 PALOS VERDES DRIVE EAST

OVERVIEW

The subject request is for approval of a Vesting Tentative Tract Map, General Plan Amendments, Zone Changes, Zone Text Amendment, Grading Plan, Development Agreement, Conditional Use Permits, Neighborhood Compatibility Determination, an Annexation/Deannexation, and an Environmental Impact Report under the California Environmental Quality Act (CEQA) for the development of a 114 home single family subdivision, a reconfigured/relocated 18-hole golf course, and a new clubhouse complex on the site of the existing Chandler Sand and Gravel and Rolling Hills Country Club facilities.

BACKGROUND AND DISCUSSION

This item was last heard at the City Council meeting of May 10, 2011. Minutes of that meeting are included herein as Attachment 1. The project was presented by the developer and discussion ensued. The public hearing was left open and continued to tonight's meeting. As a reminder, all previous staff reports and the Final Environmental Impact Report including all related environmental materials have been provided to you previously and remain available on the City website.

A question was raised during the last meeting regarding comments sent by the City of Rancho Palos Verdes regarding contributory impacts at Palos Verdes Drive North/Palos Verdes Drive East as addressed in the Response to Comments of the project Draft Environmental Impact Report (DEIR). It was noted that there was a 2.5% change at the intersection in the 2025 PM peak hour on Page 9.0-33 of the DEIR. The City Traffic Engineer investigated this value and determined that it represents the percent of new trips added to the future baseline volume, not a percent change in Level of Service (LOS). By contrast, the calculated change in 2025 LOS for this intersection is 0.0% in the AM hour and 0.3% in the PM hour. Therefore, since the City's criteria is 1.0% change in LOS, there will be no significant impact at the intersection of Palos

Verdes Drive North/Palos Verdes Drive East, resulting in no requirement for any fair-share mitigation. The intersection will operate at LOS-F with or without the project in 2025.

As commented upon in the April 28, 2011 letter by Good Local Planning, the City Traffic Engineer also conducted additional traffic analysis related to the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* decision of December 2010 to ensure that the proper baseline was evaluated. As indicated in the Supplemental Traffic Analysis for the Chandler Ranch/Rolling Hills Country Club Traffic Impact Report (see Attachment 2), no additional mitigation measures beyond those described in the project DEIR are required pursuant to this additional analysis.

It was also discussed that the Public Services section of the DEIR inaccurately referenced that all children residing in the project will attend the Palos Verdes Peninsula Unified School District. School attendance will actually be split between the Torrance and Palos Verdes Peninsula Unified School Districts. Accordingly, an Errata Sheet (see Attachment 3) was prepared addressing this correction.

Mr. Michael Cope has submitted a letter addressing points discussed at the last meeting. The letter indicates that Rolling Hills Country Club agrees to study alternate architectural styles for the clubhouse to be reviewed concurrent with Neighborhood Compatibility review of the homes, and that a pedestrian/bike path will be constructed on the west side of Palos Verdes Drive East and along the east side as approved by the City. Further, an exhibit accompanying the letter shows the proposed location of three-rail fencing within and along the perimeter of the project site. The letter is included herein as Attachment 4.

Finally, one comment letter was received since the last City Council meeting and is included herein as Attachment 5.

RECOMMENDATION

Staff recommends the City Council:

1. Continue to Take Public Testimony;
2. Discuss the issues;
3. Continue the public hearing and direct staff to prepare the appropriate Resolutions and Ordinances approving the project, certifying the project Final Environmental Impact Report, and adopting a Statement of Overriding Considerations for the next available City Council meeting.

Exhibits

Attached

1. Minutes Excerpt – Planning Commission Meeting (May 10, 2011)
2. Supplemental Traffic Analysis
3. Errata to the Final Environmental Impact Report – Public Services Section
4. Letter From Michael Cope (June 7, 2011)
5. Comment Letters

CITY COUNCIL STAFF REPORT

ATTACHMENT 1

MINUTES EXCERPT

**PA-29-07
(CHANDLER RANCH SUBDIVISION/ROLLING HILLS COUNTRY CLUB)**

MAY 10, 2011

PLANNING APPLICATION NO. 29-07; APPLICANT: MICHAEL COPE; LOCATION: 26311 AND 27000 PALOS VERDES DRIVE EAST (CHANDLER RANCH/ROLLING HILLS COUNTRY CLUB PROJECT)

Recommendation: That the City Council: 1) Open the public hearing; 2) Take public testimony; 3) Discuss the issues; and 4) Continue the public hearing to the next available City Council and direct staff to prepare the appropriate Resolutions and Ordinances approving the project, certifying the project Final Environmental Impact Report, and adopting a Statement of Overriding Considerations for the next available City Council meeting.

MAYOR PRO TEM SEAMANS noted that she lives within the 500 foot radius of Chandler Ranch and is a social member of the Rolling Hills Country Club, and therefore, recused herself from discussion of this project.

Principal Planner Cutler provided a staff report (as per agenda material).

COUNCILWOMAN MITCHELL moved, seconded by COUNCILMAN ADDLEMAN

TO OPEN THE PUBLIC HEARING.

THERE BEING NO OBJECTION, MAYOR ZUCKERMAN SO ORDERED.

Dean Shear, EIR Consultant, Willdan, provided an extensive overview of the Rolling Hills Country Club Environmental Impact Report.

Bill Cullen, President, Rolling Hills Country Club, presented an extensive overview of their project. He noted the many benefits and fundraisers they have provided for the community.

Mike Cope, representing Chandler Ranch Properties, provided an extensive history and overview of the project.

Fred Graylee, Applicant's Engineer, provided an extensive presentation regarding the drainage, water quality and infiltration system that meets the Regional Water Quality Control Board's requirement for the Machado Lake TMDL.

Mr. Cope reviewed the architectural history behind this project and noted that he will come back with a more detailed design. He stated that the major responses he received in regards to the EIR were from equestrians who were concerned about the possible removal of the horse overlay zone and elimination of two miles of bridle trails. He then noted that the Rolling Hills Country Club has agreed to accept the EIR "mitigation trail" and construct and maintain approximately one mile of a new trail. He emphasized that no horse trails are being eliminated.

Mr. Cope pointed out that they will contribute \$1 million to the City with no restrictions other than to utilize this amount for equestrian purposes. He noted that in his discussions with the

equestrian community, requests were made to have those funds released within five days of approval of the project. He outlined the early release scenario, noting that they agreed to pay the balance of the \$1 million contribution prior to securing their first permit. He noted that he has met with many equestrian groups. Additionally, he went on to describe their plan for sidewalks (if the City so desires), bike paths, pedestrian trails, etc.

Mr. Cullen summarized the project and what benefits would be provided for the community. He commented that they would like to create a gateway to Rolling Hills Estates.

COUNCILMAN ZERUNYAN inquired as to how many of the 114 homes will be built in what is now Rolling Hills Estates. Mr. Cope noted that approximately half the developable area is within Rolling Hills Estates, with the other half being in Torrance. A boundary line adjustment is proposed as part of the project so that all homes will be in Rolling Hills Estates after completion of the project.

COUNCILMAN ZERUNYAN then asked Mr. Cope if there will be a dividing line between those two sections for the Palos Verdes Peninsula Unified School District and the Torrance Unified School District. Mr. Cope noted that this will be the case and that he had spoken with the PVPUSD Superintendent who said in 2007 that he could accept all students in the new development into their district.

MAYOR ZUCKERMAN noted his concern regarding traffic mitigation in the future.

Erik Zandvliet, Traffic Engineer, stated that while the report presented meets industry standards, additional information will be provided.

MAYOR ZUCKERMAN asked several questions regarding how traffic will impact various intersections. Mr. Zandvliet noted he will do further research.

Don Davis, Assistant City Attorney, referred to a case involving the City of Sunnyvale indicating that the City's study on this project will conform to existing statutory and case law.

MAYOR ZUCKERMAN inquired if the Applicant would be open to changing the clubhouse's architectural features to resemble more of a Rolling Hills Estates look, specifically the three-rail white fence.

Mr. Cope concurred that the residential units and clubhouse need to blend in, and he will discuss this further with the Country Club.

Both MAYOR ZUCKERMAN and COUNCILMAN ZERUNYAN expressed their concern with how the Country Club is considered separately from neighborhood compatibility and believed that they should be taken up together. Mr. Cope noted that they will be prepared to respond to this at the next meeting.

COUNCILWOMAN MITCHELL moved, seconded by COUNCILMAN ADDLEMAN

TO CONTINUE THE PUBLIC HEARING TO THE CITY COUNCIL MEETING OF JUNE 14, 2011.

THERE BEING NO OBJECTION, MAYOR ZUCKERMAN SO ORDERED.

CITY COUNCIL STAFF REPORT

ATTACHMENT 2



Memorandum

TO: Niki Cutler, Principal Planner
City of Rolling Hills Estates

FROM: Ruth Smith, TE, PTP, Traffic Engineering Consultant

DATE: June 7, 2011

SUBJECT: Supplemental Traffic Analysis to the April 2009 *Chandler Ranch/Rolling Hills Country Club Project Traffic Impact Report*

Willdan Engineering has prepared a supplemental traffic impact analysis in response to comments submitted by Good Local Planning, Inc. on April 28, 2011. A supplemental analysis of the Existing Plus Project Conditions scenario was conducted using the traffic impact report's existing conditions as the baseline physical conditions to address the December 2010 court ruling, to which Good Local Planning, Inc.'s comments refer. The findings of the analysis of Existing Plus Project Conditions are summarized below. Traffic study assumptions, explanations of methodologies, and the previous analyses and findings can be referenced in Willdan Engineering's April 2009 traffic impact report.

Traffic Volumes and Intersection Geometry

For the Existing Plus Project scenario, the net project trips were added to the existing peak hour and daily traffic volumes. No ambient growth factors or related traffic volumes were added. The Existing Plus Project AM and PM peak hour traffic volumes are illustrated on **Figure 1** and the Existing Plus Project daily traffic volumes are shown on **Figure 2**. The analysis is based on the existing intersection and roadway geometrics in place at the time the original analysis was prepared, as indicated on **Figure 3**.

Level of Service Analyses

Table A is a summary of the intersection level of service analyses for Existing Conditions and for Existing Plus Project Conditions, and indicates if the project would have a significant traffic impact on the study intersections, requiring mitigation. **Table A** also notes the significant traffic impact criteria used in the analyses. As shown on **Table A**, the proposed project would have a significant traffic impact, under Existing Plus Project Conditions, on five study intersections as listed below. The project would not have a significant traffic impact on any of the Congestion Management Plan (CMP) intersections. The supporting intersection analysis worksheets can be referenced in **Attachment 1**.

- Pacific Coast Highway/Narbonne Avenue
- Palos Verdes Drive East/Club View Lane
- Palos Verdes Drive North/Crenshaw Boulevard
- Palos Verdes Drive North/Rolling Hills Road
- Palos Verdes Drive North/Dapplegray School Road

Memo to Niki Cutler
Chandler Ranch Supplemental Traffic Analysis
June 7, 2011

Traffic Signal Warrant Analysis

A traffic signal warrant analysis was conducted for the unsignalized study intersections under Existing Plus Project Conditions. As noted in the April 2009 traffic impact report, the intersection of Palos Verdes Drive North/Silver Spur Road currently meets signal warrants for Existing conditions. This improvement was not included in the analysis, however, since it is City policy not to signalize the intersection. The intersections of Palos Verdes Drive East/"A" Street (project entrance) and Palos Verdes Drive East/Club View Lane do not meet the California Manual on Uniform Traffic Control Devices (CA MUTCD) traffic signal warrants for Existing Plus Project Conditions. The estimated side street traffic volumes are less than the minimum required. The signal warrant analysis is based on the Existing Plus Project daily traffic volumes shown on **Figure 2**. The traffic signal warrant worksheets can be referenced in **Attachment 2**.

Mitigation Measures

The analysis of Existing Plus Project Conditions in **Table A** showed that the addition of project traffic to existing traffic would create a traffic impact requiring mitigation at five of the 12 study intersections. The recommended improvements illustrated on **Figure 4** will mitigate the project's impact on the five intersections, as shown in **Table A**. It should be noted that the mitigation measures proposed for these intersections are the same as those proposed in the April 2009 traffic impact report for 2013 Baseline Plus Project Conditions. The supporting intersection analysis worksheets can be referenced in **Attachment 1**.

Summary

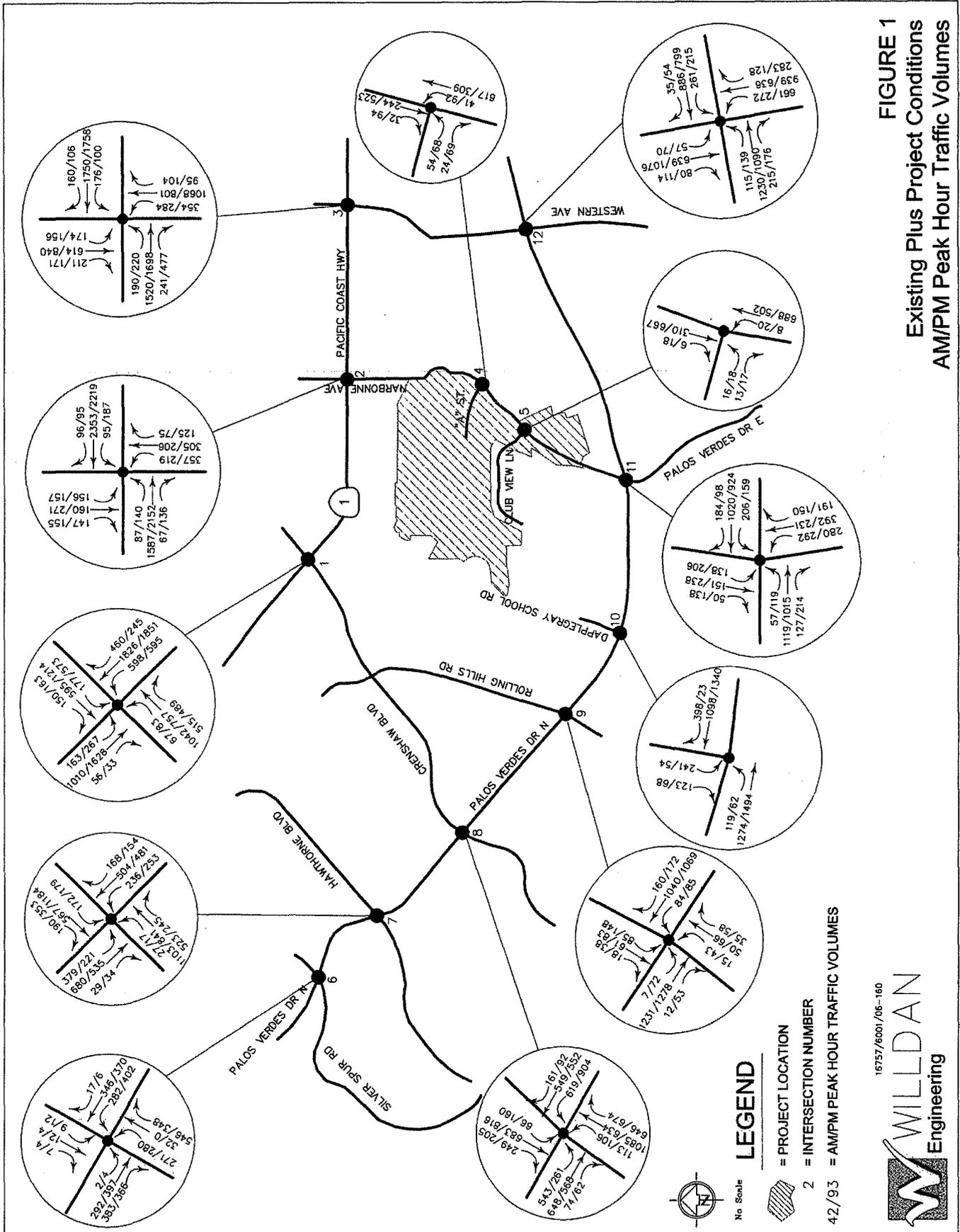
A supplemental traffic analysis to the April 2009 traffic impact report was prepared for the Existing Plus Project Conditions scenario using the baseline physical conditions. The Level of Service intersection analysis showed that five of the 12 study intersections would be subject to significant traffic impacts with the addition of project traffic. The traffic signal warrant analysis indicated that traffic signals should not be recommended for the unsignalized study intersections. The previously recommended mitigation measures would reduce the project's impact on the study intersections to less than significant for Existing Plus Project Conditions. Therefore, no additional mitigation measures, beyond those identified in the project's Draft EIR, are necessary.

We appreciate this opportunity to be of continuing service to the City of Rolling Hills Estates. Please contact me at (714) 978-8225 if you have any questions.

Ruth M. Smith 6/7/2011



FIGURE 1
Existing Plus Project Conditions
AM/PM Peak Hour Traffic Volumes



16757/6001/06-160



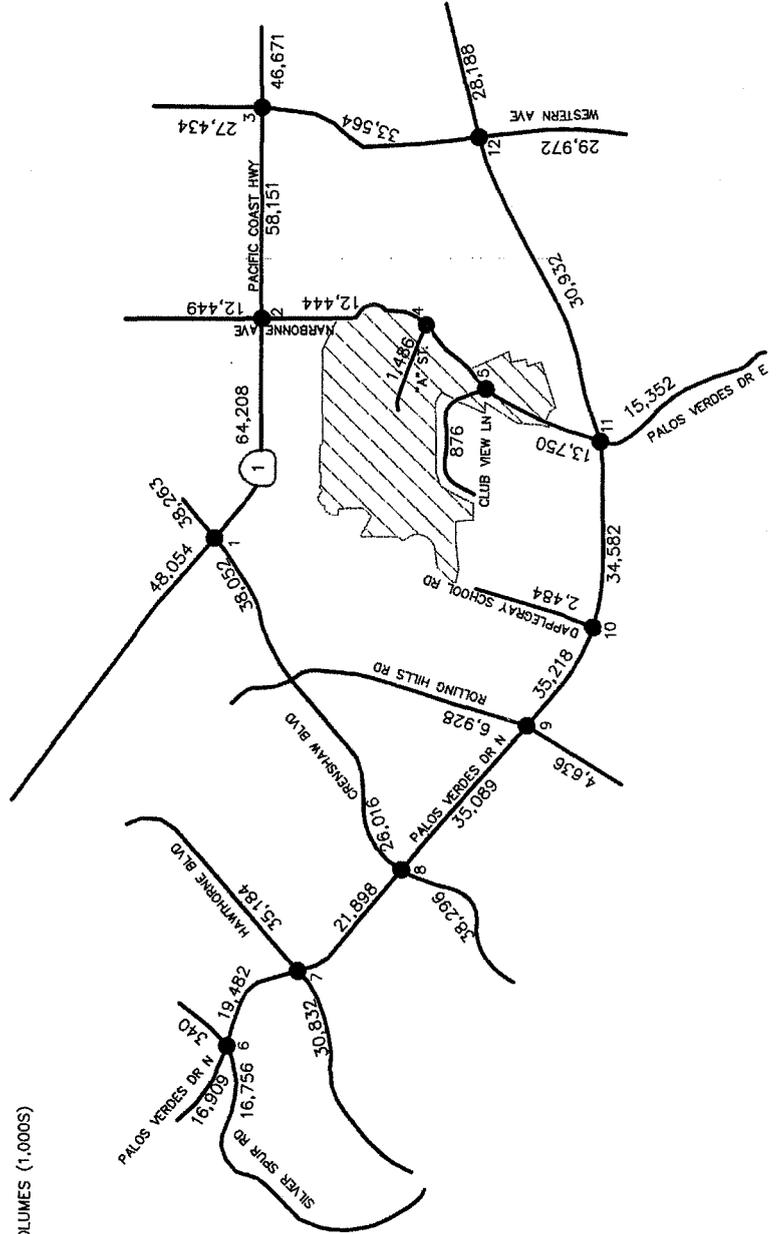
FIGURE 2
Existing Plus Project Conditions
Daily Traffic Volumes



No Scale

LEGEND

- = STUDY INTERSECTION
- ▨ = PROJECT SITE
- 18,279 = DAILY VOLUMES (1,000S)



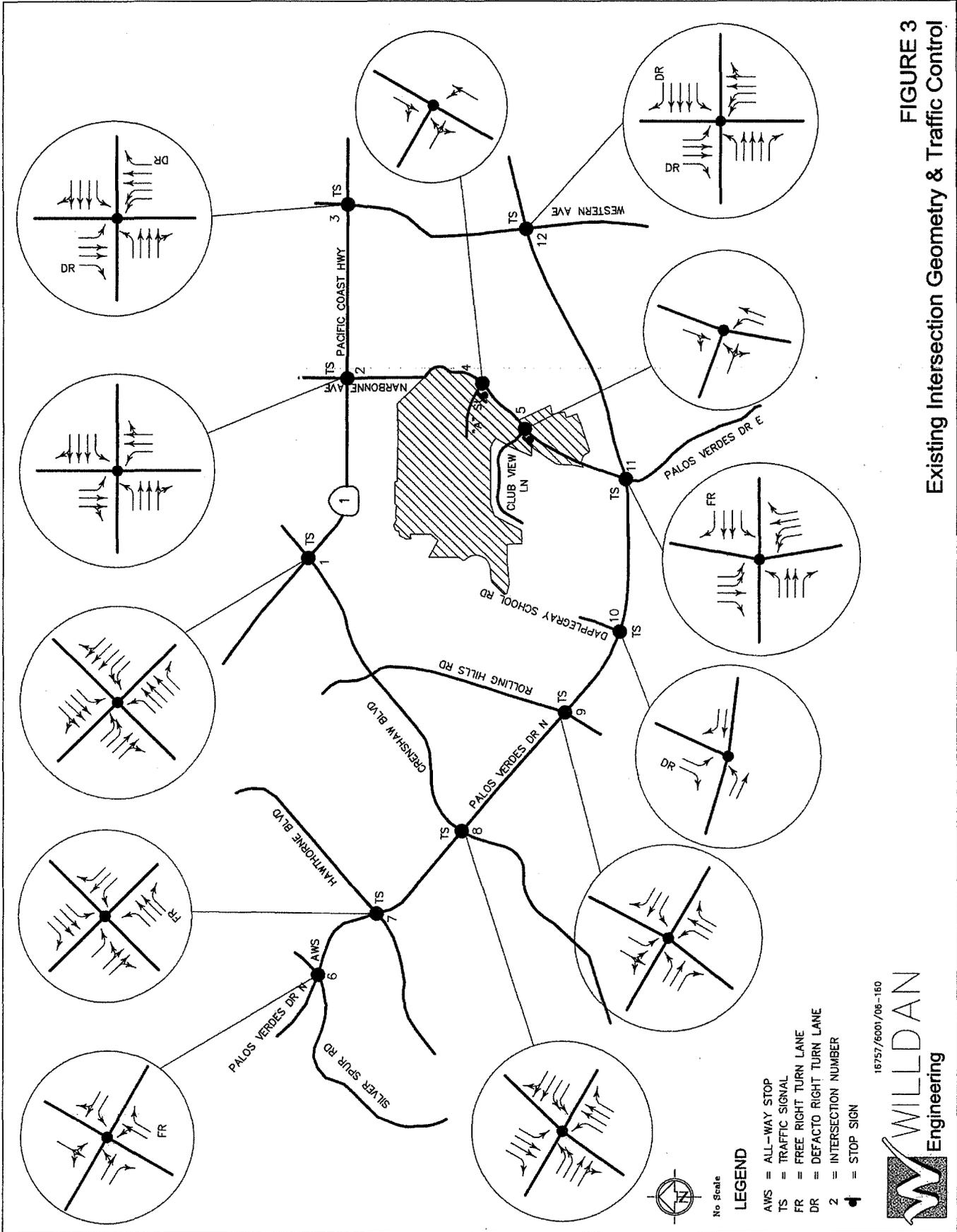


FIGURE 3
 Existing Intersection Geometry & Traffic Control

TABLE A
INTERSECTION ANALYSIS SUMMARY - EXISTING CONDITIONS / EXISTING PLUS PROJECT CONDITIONS

INTERSECTION	EXISTING			EXISTING + PROJECT			CHANGE IN			WITH IMPROVEMENTS ²		
	AM Peak Hour	PM Peak Hour	ICU/ Delay	AM Peak Hour	PM Peak Hour	ICU/ Delay	AM	PM	ICU/ Delay	AM Peak Hour	PM Peak Hour	ICU/ Delay
	LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS
1 Pacific Coast Highway/Crenshaw Bl. (CMP)	1.070	F	1.470	F	1.073	F	1.489	F	0.003	0.019		
2 Pacific Coast Highway/Narbonne Ave.	0.972	E	0.929	E	0.984	E	0.964	E	0.012	0.035	D	0.903
3 Pacific Coast Highway/Western Ave. (CMP)	1.054	F	0.977	E	1.059	F	0.987	E	0.005	0.010		
4 Palos Verdes Dr. E/A Street (project entrance)	13.4 sec	B	16.7 sec	C	18.2 sec	C	24.3 sec	C	B to C	C to C		
5 Palos Verdes Dr. E/Club View Ln.	18.6 sec	B	21.4 sec	C	19.5 sec	C	25.0 sec	D	B to C	C to D		
6 Palos Verdes Dr. N/Silver Spur Rd.	20.9 sec	C	26.0 sec	D	20.9 sec	C	27.2 sec	D	C to C	D to D		
7 Palos Verdes Dr. N/hawthorne Bl.	1.094	F	0.911	E	1.094	F	0.919	E	0.000	0.008		
8 Palos Verdes Dr. N/Crenshaw Bl.	0.989	E	1.111	F	0.993	E	1.132	F	0.004	0.021	E	0.983
9 Palos Verdes Dr. N/Rolling Hills Rd.	1.000	F	1.046	F	1.004	F	1.077	F	0.004	0.031	D	0.938
10 Palos Verdes Dr. N/Dapplegray School Rd.	1.043	F	1.043	F	1.047	F	1.076	F	0.004	0.033	F	1.019
11 Palos Verdes Dr. E/Palos Verdes Dr. N	0.872	D	0.762	C	0.871	D	0.767	C	-0.001	0.005		
12 Palos Verdes Dr. N/Western Ave. (CMP)	0.949	E	0.890	D	0.949	E	0.892	D	0.000	0.002		

ICU = Intersection Capacity Utilization; LOS = Level of Services; CMP = Congestion Management Plan, and denotes an intersection included in Los Angeles County's CMP.

¹ The project has a traffic impact on an signalized intersection, which must be mitigated, under the following conditions:

- There is a change in Level of Service (LOS) from C to D or from D to E
- Within LOS C or D, an increase in ICU value greater than 0.02
- Within LOS E or F, an increase in ICU value greater than 0.01

The project has a traffic impact on an unsignalized intersection, which must be mitigated, under the following conditions:

- The addition of project traffic increases the LOS to an unacceptable level (worse than LOS C)

For a CMP intersection, the project has a traffic impact on a signalized intersection, which must be mitigated, under the following conditions:

- There is a change in the V/C \geq 0.02, resulting in LOS F (V/C > 1.00)
- If already operating at LOS F, there is a change in the V/C \geq 0.02

For the City of Lomita, any development that causes the degradation of traffic operations shall mitigate the impacts caused by the development to the greatest extent possible. Therefore, any increase in the ICU for the intersection of Pacific Coast Highway/Narbonne has been considered to be a direct impact requiring mitigation.

² The ICU values for the proposed improvements for the intersection of Palos Verdes Drive East/Club View Lane are not shown since the ICU methodology has no provisions for the types of improvements being proposed, i.e. the ICU values are the same.

ATTACHMENT 1

Existing Plus Project Conditions Intersection Analysis Worksheets

Chandler Ranch & Rolling Hills Country Club EIR (jnl16757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Crenshaw Blvd (NS) / Pacific Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 1.073
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Crenshaw Blvd						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	3	0	1	1	0	2	1	0	2	1

Volume Module:

Base Vol:	67	1042	515	172	595	150	163	1008	56	598	1818	449
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1042	515	172	595	150	163	1008	56	598	1818	449
Added Vol:	0	0	0	5	0	0	0	4	0	0	10	13
Subt Quarry:	0	0	0	0	0	0	0	-2	0	0	-2	-2
Initial Fut:	67	1042	515	177	595	150	163	1010	56	598	1826	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1042	515	177	595	150	163	1010	56	598	1826	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1042	515	177	595	150	163	1010	56	598	1826	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	1042	515	177	595	150	163	1010	56	598	1826	460

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.40	0.60	2.00	1.89	0.11	2.00	2.40	0.60
Final Sat.:	1600	4800	1600	1600	3834	966	2880	3032	168	2880	3834	966

Capacity Analysis Module:

Vol/Sat:	0.04	0.22	0.32	0.11	0.16	0.16	0.06	0.33	0.33	0.21	0.48	0.48
Crit Moves:			****	****			****			****		

Chandler Ranch & Rolling Hills Country Club EIR (jnl16757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Crenshaw Blvd (NS) / Pacific Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.489
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Crenshaw Blvd and Pacific Coast Highway with various approach and movement details.

Volume Module:

Table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Adj Vo, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. values.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves values.

Chandler Ranch & Rolling Hills Country Club EIR (jn16757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Narbonne Ave (NS) / Pacific Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for Narbonne Ave and Pacific Coast Highway.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat, Crit Moves, and other metrics.

Chandler Ranch & Rolling Hills Country Club EIR (jnl16757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Narbonne Ave (NS) / Pacific Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Narbonne Ave and Pacific Coast Highway with various movement details.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Vol Ad, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat and Crit Moves.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Western Ave (NS) / Pacific Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 1.059
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Western Ave and Pacific Coast Highway with various approach and movement details.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat and Crit Moves.

 Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Western Ave (NS) / Pacific Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Street Name:	Western Ave			Pacific Coast Highway								
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2	0	2	0	2	1	1	0	2	1	0	2

Volume Module:	Western Ave			Pacific Coast Highway								
Base Vol:	284	801	104	156	840	159	213	1682	492	100	1732	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	801	104	156	840	159	213	1682	492	100	1732	106
Added Vol:	0	0	0	0	0	12	7	18	0	0	30	0
Proj Vol Ad:	0	0	0	0	0	0	0	-2	-15	0	-4	0
Initial Fut:	284	801	104	156	840	171	220	1698	477	100	1758	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	801	104	156	840	171	220	1698	477	100	1758	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	801	104	156	840	171	220	1698	477	100	1758	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	801	104	156	840	171	220	1698	477	100	1758	106

Saturation Flow Module:	Western Ave			Pacific Coast Highway								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.34	0.66	1.00	2.83	0.17
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	3747	1053	1600	4527	273

Capacity Analysis Module:	Western Ave			Pacific Coast Highway								
Vol/Sat:	0.10	0.25	0.07	0.10	0.26	0.11	0.14	0.45	0.45	0.06	0.39	0.39
Crit Moves:	****			****			****			****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Palos Verdes Drive East (NS) / A St (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C [18.2]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Palo Verdes Dr E and 'A' St. Movement details for North, South, East, and West Bound.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows show traffic volume data for each approach.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim. Rows show critical gap and follow-up time for each approach.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows show capacity and volume-to-capacity ratios for each approach.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows show level of service and delay metrics.

Note: Queue reported is the number of cars per lane.

Chandler Ranch & Rolling Hills Country Club EIR (jni6757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Palos Verdes Drive East (NS) / A St (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[24.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Palso Verdes Dr E and 'A' St. Movement details for North, South, East, and West Bound.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Adj Vo, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table showing Critical Gap and FollowUpTim values for different approaches.

Capacity Module: Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table showing Level of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Palos Verdes Drive East (NS) / Club View Ln (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C [15.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes for Palos Verdes Dr E and Club View Ln.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table showing Critical Gap and FollowUpTim values.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Palos Verdes Drive East (NS) / Club View Ln (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[19.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include Palos Verdes Dr E and Club View Ln with various approach and movement details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Vol Ad, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows include various volume and adjustment factors.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim. Rows include gap and follow-up time values.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include capacity and volume/capacity values.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows include level of service and delay values.

Note: Queue reported is the number of cars per lane.

Chandler Ranch & Rolling Hills Country Club EIR (jn16757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Silver Spur Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 0 Average Delay (sec/veh): 20.9
Optimal Cycle: 0 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Silver Spur Rd and Palos Verdes Dr N with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across multiple lanes.

Saturation Flow Module table showing Adjustment, Lanes, and Final Sat. values for different lane configurations.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ values.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, Foothill Ranch

Chandler Ranch & Rolling Hills Country Club EIR (jn16757)
Existing Plus Project Conditions
AM Peak Hour

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Silver Spur Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 0 Average Delay (sec/veh): 27.2
Optimal Cycle: 0 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Silver Spur Rd and Palos Verdes Dr N.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Vol Ad, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jn16757)
Existing Plus Project Conditions
PM Peak Hour

Note: Queue reported is the number of cars per lane.

Trafix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #7 Hawthorne Blvd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.094
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Hawthorne Blvd and Palos Verdes Dr N with various traffic movement details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLE Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #7 Hawthorne Blvd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Hawthorne Blvd and Palos Verdes Dr N with various traffic parameters.

Volume Module:

Table with 13 columns and 15 rows showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Adj Vo, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns and 4 rows showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns and 3 rows showing capacity analysis data including Vol/Sat, Crit Moves, and a row of asterisks.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Crenshaw Blvd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Crenshaw Blvd and Palos Verdes Dr N with various traffic parameters.

Volume Module:

Table with columns for traffic volume parameters: Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns for saturation flow parameters: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns for capacity analysis parameters: Vol/Sat, Crit Moves.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Crenshaw Blvd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 1.132
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name: Crenshaw Blvd Palos Verdes Dr N
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0

Volume Module:

Base Vol: 106 634 662 160 816 205 261 535 62 896 532 92
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 634 662 160 816 205 261 535 62 896 532 92
Added Vol: 0 0 12 0 0 0 0 33 0 8 21 0
Proj Vol Ad: 0 0 0 0 0 0 0 0 0 0 -1 0
Initial Fut: 106 634 674 160 816 205 261 568 62 904 552 92
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 106 634 674 160 816 205 261 568 62 904 552 92
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 634 674 160 816 205 261 568 62 904 552 92
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 106 634 674 160 816 205 261 568 62 904 552 92

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 0.90 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.80 0.20 2.00 1.71 0.29
Final Sat.: 1600 3200 1600 1600 3200 1600 2880 2885 315 2880 2743 457

Capacity Analysis Module:

Vol/Sat: 0.07 0.20 0.42 0.10 0.26 0.13 0.09 0.20 0.20 0.31 0.20 0.20
Crit Moves: **** **

Trafix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, Foothill Ranch

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Rolling Hills Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name: Rolling Hills Rd. Palos Verdes Dr N
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 0 1 1 0 1 0 0 1 1 0 1 0 1

Volume Module:
Base Vol: 15 50 34 84 61 18 7 1225 12 84 1034 160
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 50 34 84 61 18 7 1225 12 84 1034 160
Added Vol: 0 0 1 1 0 0 0 7 0 0 10 0
Subt Quarry: 0 0 0 0 0 0 0 -1 0 0 -4 0
Initial Fut: 15 50 35 85 61 18 7 1231 12 84 1040 160
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 50 35 85 61 18 7 1231 12 84 1040 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 50 35 85 61 18 7 1231 12 84 1040 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 50 35 85 61 18 7 1231 12 84 1040 160

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.04 0.74 0.22 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1600 1600 1600 1659 1190 351 1600 1600 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.03 0.02 0.05 0.05 0.05 0.00 0.77 0.01 0.05 0.65 0.10
Crit Moves: **** **** **** ****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Rolling Hills Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Rolling Hills Rd and Palos Verdes Dr N with various traffic parameters.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Vol Ad, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include various traffic volume and adjustment factors.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. Rows include saturation flow and lane-related data.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves. Rows include capacity analysis metrics.

 Chandler Ranch & Rolling Hills Country Club EIR (jn16757)
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Dapplegray School Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 1.047
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Dapplegray School Rd						Palos Verdes Dr N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	241	0	123	119	1267	0	0	1091	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	0	123	119	1267	0	0	1091	398
Added Vol:	0	0	0	0	0	0	0	8	0	0	11	0
Subt Quarry:	0	0	0	0	0	0	0	-1	0	0	-4	0
Initial Fut:	0	0	0	241	0	123	119	1274	0	0	1098	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	0	123	119	1274	0	0	1098	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	123	119	1274	0	0	1098	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	123	119	1274	0	0	1098	398

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.08	0.07	0.80	0.00	0.00	0.69	0.25
Crit Moves:				****			****			****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jn16757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Dapplegray School Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.076
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different traffic scenarios and rows for various volume adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and rows for Vol/Sat and Crit Moves.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Palos Verdes Drive East (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 87 Level Of Service: D

Street Name: Palos Verdes Dr E Palos Verdes Dr N

Approach: North Bound South Bound East Bound West Bound

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

Table with 4 columns for movements (L-T-R) and 4 rows for Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns for volume metrics and 12 rows for various volume calculations.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

Chandler Ranch & Rolling Hills Country Club EIR (jn16757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #11 Palos Verdes Drive East (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Palos Verdes Dr E and Palos Verdes Dr N with North and South Bound movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Vol Ad, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various lanes.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat and Crit Moves values.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #12 Western Ave (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name: Western Ave Palos Verdes Dr N
Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 1 1 0 1 0 2 0 1 1 0 3 0 1

Volume Module:

Base Vol: 659 939 283 57 639 80 115 1235 215 261 889 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 659 939 283 57 639 80 115 1235 215 261 889 35
Added Vol: 2 0 0 0 0 0 0 0 0 3 0 0 0
Subt Quarry: 0 0 0 0 0 0 0 0 -5 -3 0 -3 0
Initial Fut: 661 939 283 57 639 80 115 1230 215 261 886 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 661 939 283 57 639 80 115 1230 215 261 886 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 661 939 283 57 639 80 115 1230 215 261 886 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 661 939 283 57 639 80 115 1230 215 261 886 35

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.54 0.46 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 2880 2459 741 1600 3200 1600 1600 4800 1600 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.23 0.38 0.38 0.04 0.20 0.05 0.07 0.26 0.13 0.16 0.18 0.02
Crit Moves: **** **** **** ****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #12 Western Ave (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Western Ave and Palos Verdes Dr N with North and South Bound movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Vol Ad, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across various lanes.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat and Crit Moves values.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Existing Plus Project Conditions With Mitigation Intersection Analysis Worksheets

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
 Existing Plus Project Conditions With Improvements
 AM Peak Hour

Level Of Service Computation Report

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

 Intersection #2 Narbonne Ave (NS) / Pacific Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 98 Level Of Service: D

Street Name:	Narbonne Ave						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	338	305	107	156	160	147	87	1587	58	88	2353	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	305	107	156	160	147	87	1587	58	88	2353	96
Added Vol:	23	0	26	0	0	0	0	0	10	10	0	0
Subt Quarry:	-4	0	-8	0	0	0	0	0	-1	-3	0	0
Initial Fut:	357	305	125	156	160	147	87	1587	67	95	2353	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	357	305	125	156	160	147	87	1587	67	95	2353	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	305	125	156	160	147	87	1587	67	95	2353	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	357	305	125	156	160	147	87	1587	67	95	2353	96

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.42	0.58	1.00	1.04	0.96	1.00	2.88	0.12	1.00	2.88	0.12
Final Sat.:	2880	2270	930	1600	1668	1532	1600	4606	194	1600	4612	188

Capacity Analysis Module:

Vol/Sat:	0.12	0.13	0.13	0.10	0.10	0.10	0.05	0.34	0.34	0.06	0.51	0.51
Crit Moves:	****			****			****			****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions With Improvements
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 Narbonne Ave (NS) / Pacific Coast Highway (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.903
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name: Narbonne Ave Pacific Coast Highway
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 202 206 67 157 271 155 140 2152 95 149 2219 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 202 206 67 157 271 155 140 2152 95 149 2219 95
Added Vol: 26 0 25 0 0 0 0 0 0 43 42 0 0
Proj Vol Ad: -9 0 -17 0 0 0 0 0 0 -2 -4 0 0
Initial Fut: 219 206 75 157 271 155 140 2152 136 187 2219 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 219 206 75 157 271 155 140 2152 136 187 2219 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 206 75 157 271 155 140 2152 136 187 2219 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 219 206 75 157 271 155 140 2152 136 187 2219 95

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.47 0.53 1.00 1.27 0.73 1.00 2.82 0.18 1.00 2.88 0.12
Final Sat.: 2880 2346 854 1600 2036 1164 1600 4515 285 1600 4603 197

Capacity Analysis Module:

Vol/Sat: 0.08 0.09 0.09 0.10 0.13 0.13 0.09 0.48 0.48 0.12 0.48 0.48
Crit Moves: **** **** **** ****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions With Improvements
AM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Crenshaw Blvd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Crenshaw Blvd and Palos Verdes Dr N with various approach and movement details.

Volume Module:

Table with 12 columns showing volume data for Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns showing saturation flow data for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns showing capacity analysis data for Vol/Sat and Crit Moves.

Chandler Ranch & Rolling Hills Country Club EIR (jnl16757)
Existing Plus Project Conditions With Improvements
PM Peak Hour

Level Of Service Computation Report

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

Intersection #8 Crenshaw Blvd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Table with columns for Street Name (Crenshaw Blvd, Palos Verdes Dr N), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), and various timing parameters like Min. Green, Y+R, and Lanes.

Volume Module: Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, Proj Vol Ad, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different movements.

Saturation Flow Module: Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module: Table showing capacity analysis data including Vol/Sat and Crit Moves values.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions With Improvements
AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Rolling Hills Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Rolling Hills Rd and Palos Verdes Dr N with various approach and movement details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, Subt Quarry, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across multiple lanes.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for various approaches.

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
 Existing Plus Project Conditions With Improvements
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Rolling Hills Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Street Name: Rolling Hills Rd. Palos Verdes Dr N
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	43	66	54	144	83	38	72	1233	53	82	1041	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	66	54	144	83	38	72	1233	53	82	1041	169
Added Vol:	0	0	4	4	0	0	0	45	0	3	29	3
Proj Vol Ad:	0	0	0	0	0	0	0	0	0	0	-1	0
Initial Fut:	43	66	58	148	83	38	72	1278	53	85	1069	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	66	58	148	83	38	72	1278	53	85	1069	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	66	58	148	83	38	72	1278	53	85	1069	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	66	58	148	83	38	72	1278	53	85	1069	172

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.10	0.62	0.28	1.00	1.92	0.08	1.00	1.00	1.00
Final Sat.:	1600	1600	1600	1761	987	452	1600	3073	127	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.04	0.08	0.08	0.08	0.05	0.42	0.42	0.05	0.67	0.11
Crit Moves:	****			****			****			****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions With Improvements
AM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Dapplegray School Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name: Dapplegray School Rd Palos Verdes Dr N
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 241 0 123 119 1267 0 0 1091 398
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 241 0 123 119 1267 0 0 1091 398
Added Vol: 0 0 0 0 0 0 0 8 0 0 11 0
Subt Quarry: 0 0 0 0 0 0 0 -1 0 0 -4 0
Initial Fut: 0 0 0 241 0 123 119 1274 0 0 1098 398
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 241 0 123 119 1274 0 0 1098 398
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 241 0 123 119 1274 0 0 1098 398
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 241 0 123 119 1274 0 0 1098 398

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.08 0.07 0.40 0.00 0.00 0.69 0.25
Crit Moves: **** **** ****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

Chandler Ranch & Rolling Hills Country Club EIR (jnl6757)
Existing Plus Project Conditions With Improvements
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Dapplegray School Rd (NS) / Palos Verdes Drive North (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 1.019
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name: Dapplegray School Rd Palos Verdes Dr N
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 0 1

Volume Module:

Base Vol: 0 0 0 54 0 68 62 1441 0 0 1306 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 54 0 68 62 1441 0 0 1306 23
Added Vol: 0 0 0 0 0 0 0 53 0 0 35 0
Pro Vol Adj: 0 0 0 0 0 0 0 0 0 0 -1 0
Initial Fut: 0 0 0 54 0 68 62 1494 0 0 1340 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 54 0 68 62 1494 0 0 1340 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 54 0 68 62 1494 0 0 1340 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 54 0 68 62 1494 0 0 1340 23

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.04 0.04 0.47 0.00 0.00 0.84 0.01
Crit Moves: **** **

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to WILLDAN, FOOTHILL RANCH

ATTACHMENT 2

Traffic Signal Warrants Worksheets

**Figure 4C-103 (CA). Traffic Signal Warrants Worksheets
 (Average Traffic Estimate Form)
 Existing Plus Project Conditions**

Dist	CO	RTE	PM	COUNT DATE	10/11/2008
Major St:	Palos Verdes Drive East			CALC RMS	DATE 6/3/2011
Minor St:	"A" Street			CHK	DATE
				Critical Approach Speed	40 mph
				Critical Approach Speed	N/A mph

Speed limit or critical speed on major street traffic > 64km/h (40mph)..... Rural (R)
 or
 In built up area of isolated community of < 10,000 population..... Urban (U)
 Urban (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN <input checked="" type="checkbox"/> RURAL <input type="checkbox"/>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day On Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied <input type="checkbox"/> Not Satisfied <input checked="" type="checkbox"/>				
Number of lanes for moving traffic on each approach	Urban	Rural	Urban	Rural
Major Street				
1 <input checked="" type="checkbox"/> 2 or more <input type="checkbox"/>	8,000	5,600	2,400	1,680
1 <input type="checkbox"/> 2 or more <input type="checkbox"/>	9,600	6,720	2,400	1,680
1 <input type="checkbox"/> 2 or more <input type="checkbox"/>	9,600	6,720	3,200	2,240
1 <input type="checkbox"/> 2 or more <input type="checkbox"/>	8,000	5,600	3,200	2,240
	11,697		400	
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day On Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied <input type="checkbox"/> Not Satisfied <input checked="" type="checkbox"/>				
Number of lanes for moving traffic on each approach	Urban	Rural	Urban	Rural
Major Street				
1 <input checked="" type="checkbox"/> 2 or more <input type="checkbox"/>	12,000	8,400	1,200	850
1 <input type="checkbox"/> 2 or more <input type="checkbox"/>	14,400	10,080	1,200	850
1 <input type="checkbox"/> 2 or more <input type="checkbox"/>	14,400	10,080	1,600	1,120
1 <input type="checkbox"/> 2 or more <input type="checkbox"/>	12,000	8,400	1,600	1,120
	11,697		400	
Combination of CONDITIONS A+B	2 CONDITIONS 80%		2 CONDITIONS 80%	
Satisfied <input type="checkbox"/> Not Satisfied <input checked="" type="checkbox"/>				
<u>No one condition satisfied</u> , but following conditions fulfilled 80% or more A <input type="checkbox"/> B <input type="checkbox"/>				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-103 (CA). Traffic Signal Warrants Worksheets
 (Average Traffic Estimate Form)
 Existing Plus Project Conditions**

Dist	CO	RTE	PM	COUNT DATE <u>10/11/2008</u>	
				CALC <u>RMS</u> DATE <u>6/3/2011</u>	
				CHK _____ DATE _____	
Major St:	<u>Palos Verdes Drive East</u>			Critical Approach Speed	<u>40</u> mph
Minor St:	<u>Clubview Lane</u>			Critical Approach Speed	<u>N/A</u> mph
				Speed limit or critical speed on major street traffic > 64km/h (40mph).....	<input type="checkbox"/> Rural (R)
				In built up area of isolated community of < 10,000 population.....	<input type="checkbox"/> or <input type="checkbox"/> Urban (U)
					<input checked="" type="checkbox"/> Urban (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN <u>x</u> RURAL _____	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day On Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied _____ Not Satisfied <u>X</u>				
Number of lanes for moving traffic on each approach	Urban	Rural	Urban	Rural
Major Street				
1 <u>x</u>	8,000	5,600	2,400	1,680
2 or more _____	9,600	6,720	2,400	1,680
2 or more _____	9,600	6,720	3,200	2,240
1 _____	8,000	5,600	3,200	2,240
	13,994		438	
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day On Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied _____ Not Satisfied <u>X</u>				
Number of lanes for moving traffic on each approach	Urban	Rural	Urban	Rural
Major Street				
1 <u>x</u>	12,000	8,400	1,200	850
2 or more _____	14,400	10,080	1,200	850
2 or more _____	14,400	10,080	1,600	1,120
1 _____	12,000	8,400	1,600	1,120
	13,994		438	
Combination of CONDITIONS A+B	2 CONDITIONS 80%		2 CONDITIONS 80%	
Satisfied _____ Not Satisfied <u>X</u>				
<u>No one condition satisfied</u> , but following conditions fulfilled 80% or more A _____ B _____				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

CITY COUNCIL STAFF REPORT

ATTACHMENT 3

**CHANDLER RANCH/ROLLING HILLS COUNTRY CLUB
FINAL ENVIRONMENTAL IMPACT REPORT
(STATE CLEARINGHOUSE NO. 2008011027)
- ERRATA SHEET -**

INTRODUCTION

This Errata Sheet identifies revisions to the Final Environmental Impact Report (EIR) for the Chandler Ranch/Rolling Hills Country Club Project (State Clearinghouse Number 2008011027), which have been initiated by the Lead Agency (City of Rolling Hills Estates) to clarify certain portions of the EIR. This Errata Sheet is intended to accompany the Final EIR, when the Final EIR is considered for certification by the Lead Agency.

The revisions identified in this Errata Sheet are shown below in excerpts from the Final EIR with underlined text for additions and ~~strike through~~ text for deletions and/or as a narrative description of the revision. The revisions identified below are shown in the order they appear in the EIR and under their corresponding Chapter heading and page number from the Final EIR.

ERRATA TO THE FINAL EIR

3.12 PUBLIC SERVICES

The following revisions clarify the discussion of Impact PS-3 (Schools) on pages 3.12-5 and 3.12-6:

Impact PS-3: The proposed project would be expected to generate students at the Palos Verdes Peninsula Unified School District and the Torrance Unified School District. ~~Though the school district is not operating above capacity,~~ The generation of additional students would increase the use of the schools in the districts. This is considered a significant but mitigable impact.

The proposed project would add 63 414 new single-family residential units within the Palos Verdes Peninsula Unified School District (PVPUSD) and 51 new single-family residential units within the Torrance Unified School District (TUSD)¹. Based on the respective Districts' District's student generation rates² ~~of 0.3318 students per household~~, the project

¹ This analysis assumes that the school district boundary lines would continue to follow the existing City boundary line after the proposed project is approved and constructed. Based on the proposed Tentative Tract Map, 57 of the proposed residential parcels are within the existing limits of the City of Rolling Hills Estates, 45 are within the existing limits of the City of Torrance, and 12 span across the existing City boundary line. This analysis assumes that 6 (i.e., 50%) of the 12 proposed residential parcels that span across the existing City boundary line would be dedicated to the PVPUSD, with the remaining 6 parcels dedicated to the TUSD.

² Published student generation rates for the PVPUSD and TUSD are as follows: PVPUSD = 0.3318 total students per household; TUSD = 0.1950 elementary schools students per household, 0.1181 middle schools students per household, and 0.1773 high schools students per household.

would generate a total of 46 ~~38~~ students, of which 21 would be within the PVPUSD and 26 would be within the TUSD.

Both the PVPUSD and the TUSD ~~The Palos Verdes Peninsula Unified School District~~ can accommodate the additional students anticipated to be generated by the proposed residential development with existing facilities. In the local school district, capacity of a school is based upon grade level. If a child cannot be accommodated at their home school (a school located the closest to their residence), the child will be placed in an available school in the district and may be transferred into the home school when the child can be accommodated in the appropriate grade level at that school.

The City is strictly limited in the mitigation measures it may impose against developers of residential projects to address school crowding issues. The presumption of State law is that the developer's payment of school impact fees to the local school district, in an amount established by the school district, would address school capacity impacts. Mitigation Measure PS-18 requires that the developer pay the full development fees that may be charged to a developer by the school district to mitigate the effects of the increased enrollment as a result of the project. With implementation of this mitigation measure, impacts to schools are considered less than significant under CEQA.

3.12 PUBLIC SERVICES

3.12.1 INTRODUCTION

This section describes the existing public services available to the project, and the potential project demands placed on those public services. Public services include fire protection, law enforcement, and schools. The data presented in this section was collected from the City of Rolling Hills Estates General Plan, service provider websites, and correspondence with service providers. Written correspondence from service providers is contained in Appendix I of this EIR.

3.12.2 ENVIRONMENTAL SETTING

FIRE SERVICES

The Los Angeles County Fire Department provides fire protection and emergency medical response service within the City of Rolling Hills Estates. Battalion 14 of the Consolidated County Fire Protection District operates fire stations in the project area. Fire Station 106, located at 27413 Indian Peak Road in the City of Rolling Hills Estates, and Fire Station 56, located at 12 Crest Road West in the City of Rolling Hills, are the two closest fire stations to the project site. While these stations are the closest stations to the project area, the Los Angeles County Fire Department as a whole serves the project area. Under normal circumstances, the Fire Department is able to respond to an emergency or fire anywhere in the City of Rolling Hills Estates in an average response time of less than five minutes.

It should be noted that the Cities adjacent to the City of Rolling Hills Estates, including Lomita, Rancho Palos Verdes and Rolling Hills, also contract with the Los Angeles County Fire Department for emergency services. These Cities also have the following fire stations that serve the area: Station #2, located at 340 Palos Verdes Drive North; Station #6, located at 25517 Narbonne Avenue; Station #53, located at 6124 Palos Verdes Drive South; Station #56, located at 12 Crest Road West; and Station # 106 (Headquarters) is located at 413 Indian Peak Road. As with all other Los Angeles County Fire Services, these stations would assist in an emergency situation where assistance was needed. These stations are within five miles of the project site.¹

POLICE SERVICES

Police protection is provided in the project area by the Los Angeles County Sheriff's Department. The Sheriff's station that serves the City of Rolling Hills Estates is located in Lomita at 26123 Narbonne Ave, which is located within three miles of the project area. The Lomita Station presently services a population of approximately 75,000 and covers a geographic area of 23 square miles, which includes the Cities of Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates, and Lomita and two small unincorporated areas of Los Angeles County. There are currently 83 total (all shifts)

¹ Information collected from website: www.lacofd.org, November 30, 2008.

sworn officers at the Lomita Sheriff Station. The Police Department staffing ratio of officers to residents for the City of Rolling Hills Estates is 1 officer for each 1,000 residents).²

The Los Angeles County Sheriff's Department is a full service law enforcement agency that is contracted with the City of Rolling Hills Estates to provide police services to the residents of Rolling Hills Estates in the form of enforcement of the municipal and penal code. Services include crime prevention and control, traffic enforcement and collision investigation, parking enforcement, preliminary and follow-up criminal investigations, response to calls for service, proactive patrol, and community oriented policing.

SCHOOLS

The Palos Verdes Peninsula Unified School District provides educational services within the project area. The student capacity of the Palos Verdes Peninsula Unified School District is currently 11,900 students. The district is comprised of one early childhood center, ten elementary schools, three 6-8 intermediate schools, two comprehensive high schools and one continuation school. The project site is within the service area of the Palos Verdes Peninsula High School, the Dapplegray Elementary School and the Ridgecrest Intermediate School. Table 3.12.1 identifies the recent enrollment figures for these schools.

Operating revenue provided to school districts is funded by local property tax revenue accrued at the state level and then allocated to each school district based on the average daily student attendance. Because state funding for capital improvements has lagged behind enrollment, physical improvements to accommodate new students come primarily from assessed fees on development projects. In 1990, school facilities legislation (California Government Code § 65995) was enacted to generate revenue for school districts for capital acquisitions and improvements. Current legislation allows a maximum one-time fee of \$1.93 per square foot of residential floor area and \$0.31 per square foot of commercial and industrial space for development projects. This fee is subsequently divided between the primary and secondary schools for future facility improvements.

However, the November 1998 passage of Proposition 1A, and funding made available through its passage, enacted new legislation (California Government Code § 65995.5) that permitted school districts to levy developer fees based upon anticipated development that would add new students to an existing overburdened district. In accordance to the new legislation, the district must demonstrate that it does not have the facility capacity to house these students and/or the students would have to be housed in existing facilities that are not educationally adequate (i.e., antiquated facilities). Additionally, it must be shown that the amount of developer fees to be collected will not exceed the district's cost for housing students generated by new development. As a result, school districts must demonstrate to the state their long-term facilities needs within a study identifying the projected enrollment growth from the development of new residential units over the next five years. Recently, the Palos Verdes Peninsula Unified School District amended the fee placed on developers to \$2.97 per square foot of new residential building area.

² Phone conversation with Sergeant LaTonya Clark, Los Angeles County Sheriff's Office, Lomita Station, December 2, 2008.

School	Enrollment			
	December 2005	June 2006	September 2007	November 2008
Dapplegray Elementary School	725	716	707	694
Miraleste Intermediate	988	980	932	929
Palos Verdes Peninsula High	2,493	2,044	2,353	2,449

Source: Representative of Superintendents office of the Palos Verdes Peninsula High School Unified School District

LIBRARIES

The Palos Verdes Library District (PVLD) provides library services for all four cities on the Palos Verdes Peninsula, including the City of Rolling Hills Estates, as well as a small portion of unincorporated territory in Los Angeles County. In total, the PVLD currently serves a population of 69,800 residents and is expected to serve a population of 73,800 residents by the year 2030.³

The PVLD maintains three libraries – Peninsula Center Library, Miraleste Library, and Malaga Cove Library. These location and size of these libraries are identified in Table 3.12.2.

Facility	Location	Size (ft ²)
Peninsula Center Library	701 Silver Spur Road Rolling Hills Estates	91,679
Miraleste Library	29089 Palos Verdes Drive East Rancho Palos Verdes	8,635
Malaga Cove Library	2400 Via Campesina Palos Verdes Estates	12,014

Source: City of Rolling Hills Estates, Public Facilities Impact Fee Report, June 13, 2008.

3.12.3 THRESHOLDS OF SIGNIFICANCE

The project would have a significant impact if it will:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection;
2. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order

³ City of Rolling Hills Estates, Public Facilities Impact Fee Report, June 13, 2008.

to maintain acceptable service ratios, response times or other performance objectives for police protection;

3. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools; or
4. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.

3.12.4 IMPACT DISCUSSION

TOPICS FOR WHICH THE PROJECT WOULD HAVE NO IMPACT

None.

TOPICS FOR WHICH THE PROJECT WOULD HAVE POTENTIAL IMPACTS

FIRE PROTECTION (THRESHOLD 1)

Impact PS-1: The proposed project would incrementally increase demands on the Los Angeles County Fire Department and would create new access roads/drives that would be traversed by Fire Department vehicles. The increase in onsite activity would not require new Fire Department personnel or equipment. However, improper design of project access points and roadways could adversely affect the Fire Department's ability to serve the proposed development. This is a potentially significant impact that can be mitigated to a less than significant level by complying with Fire Department standards and conditions.

The proposed residential development and expansion of the private country club would increase the demand for local fire protection services, but is not expected to increase the need for Fire Department personnel, equipment, or stations. Although the proposed project would increase activity on the project site, station response times are not expected to be affected.

The Los Angeles County Fire Department was sent three separate requests for comments by the City of Rolling Hills Estates. The Los Angeles County Fire Department Subdivision, Fire Water and Access Division responded to the City's requests with conditions of approval for the project. The Fire Department's requested conditions of approval include project-specific design requirements/modifications as well as typical Fire Code design standards for street width, fire hydrant location, water flow, and other access standards. All of the Los Angeles County Fire Department's conditions of approval are included as mitigation measures in this EIR.

The Fire Department's response did not indicate that any additional personnel, equipment, or fire stations would be necessary to serve the project. Furthermore, there are no unique circumstances as part of this project that would warrant new fire facilities or personnel. The project would comply with Fire Code and Los Angeles County Fire Department requirements regarding the type and design of roadways, access, the location of fire hydrants, and the maximum allowable grade. With the incorporation of mitigation measures to ensure that all Fire Code standards and Fire Department conditions are met, impacts to fire protection service would be considered less than significant.

POLICE PROTECTION (THRESHOLD 2)

Impact PS-2: The proposed project would incrementally increase demand upon the Los Angeles County Sheriff's Department. This impact is considered less than significant.

The proposed project would increase the number of people utilizing the project area by adding 114 residential units, as well as expanding the private country club. The presence of such a development in the area would be expected to incrementally increase the number of calls to the Department. Calls to the site would likely be due to traffic accidents or for such offenses as theft. Despite the slight increase in calls for service, it is expected that existing staff and equipment resources within the Department are adequate to serve the project.

Per the Sheriff's Department, the project vicinity is serviced by 1-2 patrol cars, depending on the time of day. The Department estimates that the proposed project would generate 3-5 additional calls for law enforcement services per month and would cause a moderate increase in traffic in-and-around the proposed development. The Department concludes that the project in itself should not require an increase in police protection and traffic service.⁴ Therefore, the project's impact on police protection service is less than significant.

It should be further noted that the proposed project would eliminate the Chandler's facility, which is a large unlit space that includes an inert landfill, building materials storage yard, and concrete batch plant. Replacing the Chandler's facility with a residential development oriented around a golf course could improve the defensibility of the project site.

SCHOOLS (THRESHOLD 3)

Impact PS-3: The proposed project would be expected to generate students at the Palos Verdes Peninsula Unified School District and the Torrance Unified School District. ~~Though the school district is not operating above capacity, the~~ The generation of additional students would increase the use of the schools in the districts. This is considered a significant but mitigable impact.

⁴ Memorandum, Subject: Development Project Impact, from Ronene M. Anda, Captain, Los Angeles County Sheriff's Department, Lomita Station, dated February 23, 2009.

The proposed project would add 63 114 new single-family residential units within the Palos Verdes Peninsula Unified School District (PVPUSD) and 51 new single-family residential units within the Torrance Unified School District (TUSD)⁵. Based on the respective Districts' District's student generation rates⁶ of 0.3318 students per household, the project would generate a total of 46 38 students, of which 21 would be within the PVPUSD and 26 would be within the TUSD.

Both the PVPUSD and the TUSD ~~The Palos Verdes Peninsula Unified School District~~ can accommodate the additional students anticipated to be generated by the proposed residential development with existing facilities. In the local school district, capacity of a school is based upon grade level. If a child cannot be accommodated at their home school (a school located the closest to their residence), the child will be placed in an available school in the district and may be transferred into the home school when the child can be accommodated in the appropriate grade level at that school.

The City is strictly limited in the mitigation measures it may impose against developers of residential projects to address school crowding issues. The presumption of State law is that the developer's payment of school impact fees to the local school district, in an amount established by the school district, would address school capacity impacts. Mitigation Measure PS-18 requires that the developer pay the full development fees that may be charged to a developer by the school district to mitigate the effects of the increased enrollment as a result of the project. With implementation of this mitigation measure, impacts to schools are considered less than significant under CEQA.

OTHER PUBLIC FACILITIES (THRESHOLD 4)

Impact PS-4: The proposed project would be expected to generate additional patrons of the Palos Verdes Library District. This is considered a significant but mitigable impact.

The proposed project is estimated to add 316 residents to the City of Rolling Hills Estates⁷, all of which would be served by the PVLVD. The City of Rolling Hills Estates' Public Facilities Impact Fee Report (City of Rolling Hills Estates, 2008) identifies a library facilities impact fee of \$2,752 per new single-family residential unit to ensure new development projects fund their fair share of costs to improve the library system. With the payment of these fees, as required by Mitigation Measure PS-19, the proposed project's impact on library facilities would be less than significant.

⁵ This analysis assumes that the school district boundary lines would continue to follow the existing City boundary line after the proposed project is approved and constructed. Based on the proposed Tentative Tract Map, 57 of the proposed residential parcels are within the existing limits of the City of Rolling Hills Estates, 45 are within the existing limits of the City of Torrance, and 12 span across the existing City boundary line. This analysis assumes that 6 (i.e., 50%) of the 12 proposed residential parcels that span across the existing City boundary line would be dedicated to the PVPUSD, with the remaining 6 parcels dedicated to the TUSD.

⁶ Published student generation rates for the PVPUSD and TUSD are as follows: PVPUSD = 0.3318 total students per household; TUSD = 0.1950 elementary schools students per household, 0.1181 middle schools students per household, and 0.1773 high schools students per household.

⁷ 114 proposed dwelling units times the City's current household size of 2.83 persons per household = 322.

3.12.5 CUMULATIVE IMPACTS

FIRE SERVICES

Cumulative development projects in the City of Rolling Hills Estates area, in combination with the proposed project, would add residential and non-residential development to the City. Such development will continue to increase the City's population and could potentially place development within fire severity zones. Compliance with the Fire Department and emergency design standards will maintain cumulative impacts at a less than significant level.

POLICE SERVICES

Cumulative buildout from developments within the City of Rolling Hills Estates will increase demands on police protection services by adding residents and non-residential development. Upon culmination of additional development in the area, the Sheriff's Department will conduct a review to determine if an increase in police protection and traffic service is necessary.⁸ It is anticipated that, despite the incremental increase in demand for police services, increased public revenues generated from property and sales taxes from these new developments would increase the City's General Fund to fulfill its resource needs in the future. Therefore, significant cumulative impacts to police protection service are not anticipated.

SCHOOLS

Cumulative development within the Palos Verdes Peninsula Unified School District will continue to increase enrollment in local public schools. Since local schools are near capacity, cumulative impacts to schools are considered potentially significant. Payment of statutory school impact fees, as required by ~~MM PS-1~~ MM PS-18, would mitigate the proposed project's contribution to cumulative impacts on schools to a level that is less than considerable.

LIBRARIES

Cumulative development on the Palos Verdes Peninsula will continue to increase the population served by the PVLDD. The fair-share library fees established in the City of Rolling Hills Estates' Public Facilities Impact Fee Report (City of Rolling Hills Estates, 2008) are based on future growth projections in the PVLDD's service area. These projections account for cumulative growth. As such, payment of library fees, as required by ~~MM PS-2~~ MM PS-19, would mitigate the proposed project's contribution to cumulative impacts on libraries to a level that is less than considerable.

3.12.6 MITIGATION MEASURES

MM PS-1: The City of Rolling Hills Estates shall not approve the project's Final Tract Map before the Los Angeles County Fire Department recommends approval of the project.

⁸ Memorandum, Subject: Development Project Impact, from Ronene M. Anda, Captain, Los Angeles County Sheriff's Department, Lomita Station, dated February 23, 2009.

- MM PS-2:** Access shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
- MM PS-3:** Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.
- MM PS-4:** Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed, and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- MM PS-5:** Private driveways shall be indicated on the final map as "Private Driveway and Fire lane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested, and accepted prior to construction.
- MM PS-6:** Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested, and accepted prior to construction.
- MM PS-7:** Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- MM PS-8:** The project shall comply with all the water system requirements identified by the Los Angeles County Fire Department. The City shall not issue a certificate of occupancy for the proposed clubhouse or any residential units until such compliance is verified.
- MM PS-9:** Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an approved all weather surface of not less than the prescribed width, unobstructed, clear to sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. The applicant shall provide the City and the Fire Department with an exhibit of the clubhouse and surrounding structures that clearly shows the required access and dimensions.
- MM PS-10:** Bridge—When a bridge is required to be used as part of a fire access road it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds. All water crossing designs are required to be certified by a licensed civil engineer to meet or exceed the current standards. See 2007 California Fire Code (CFC) 503.2.6 for additional information. The cross section for the proposed bridge shows 18 feet width for each direction of travel. The bridge shall provide 20 feet minimum travel width in each direction of travel. The cross section shall be corrected to show 20 feet of travel width for each direction of travel and shall

be submitted to the City and the Fire Department prior to approval of the Final Tract Map.

- MM PS-11:** Turning radii shall not be less than 32 feet for all turns associated with Fire Department access. This measurement shall be determined at the centerline of the road. The Final Tract Map shall clearly depict the required 32-foot on centerline turning radius for all turns associated with Fire Department access. This includes all the proposed cul-de-sac designs.
- MM PS-12:** Prior to approval of the Final Tract Map and to the satisfaction of the City and the Fire Department, the applicant shall clarify the raised median design feature east of the proposed bridge.
- MM PS-13:** Streets or driveways within the development shall be provided with the following:
- Provide 36 feet in width on all streets where parking is allowed on both sides.
 - Provide 34 feet in width on cul-de-sacs up to 700 feet in length. This allows parking on both sides of the street.
 - Provide 36 feet in width on cul-de-sacs from 701-1,000 feet in length. This allows parking on both sides of the street.
 - For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING FIRE LANE" in three inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
 - Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road.
- MM PS-14:** Traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review and approval, prior to approval of the Final Tract Map.
- MM PS-15:** Street "C" is of a cul-de-sac design and is approximately 950 feet in length. Street "C" shall provide 36 feet in width.
- MM PS-16:** Prior to approval of the Final Tract Map, the applicant shall provide a cross section for each proposed "motor court" and cul-de-sac" design with a raised median to the City and the Fire Department for review and approval.
- MM PS-17:** Prior to approval of the Final Tract Map, the applicant shall submit the site plan (four copies) and architectural elevations (one set) for the proposed clubhouse and all associated structures to the Fire Department for review and approval. Said plans shall show the type of construction, occupancy classification, square

footage of proposed structure per floor, and number of floors. Fire Department vehicular access shall be cross-hatched or shaded.

MM PS-18: Prior to issuance of a building permit, the applicant shall pay the established school fee rate for new residential construction.

MM PS-19: Prior to issuance of a building permit, the applicant shall pay the library facilities fee rate for new residential construction established in the City of Rolling Hills Estates' Public Facilities Impact Fee Report (City of Rolling Hills Estates, 2008) and any corresponding City ordinance.

3.12.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

After mitigation, the proposed project would not significantly impact public services. The following table presents a summary of the thresholds of significance, mitigation measures, and the project's corresponding level of impact.

Table 3.12.3 Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Public Service Impacts		
Threshold of Significance	Applicable Mitigation Measures	Level of Significance
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	MM PS-1 through MM PS-17 (see Section 3.12.6, above)	Less than significant after mitigation
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.	None needed	Less than significant
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios,	MM PS-18 (see Section 3.12.6, above)	Less than significant after mitigation

Table 3.12.3 Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Public Service Impacts		
Threshold of Significance	Applicable Mitigation Measures	Level of Significance
response times or other performance objectives for schools.		
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.	MM PS-19: (see Section 3.12.6, above)	Less than significant after mitigation

This page intentionally blank

CITY COUNCIL STAFF REPORT

ATTACHMENT 4

Chandler Ranch Properties, LLC
26311 Palos Verdes Drive East
Rolling Hills Estates, California 90274
310-784-2900 (Office)

Via Hand Delivery

June 7, 2011

Niki Cutler
Senior Planner
City of Rolling Hills Estates
Rolling Hills Estates, California 90274

Re: Rolling Hills Country Club/Chandler Master Plan.

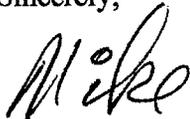
Dear Niki,

We have reviewed your letter of May 11, 2011 and our responses are as follows:

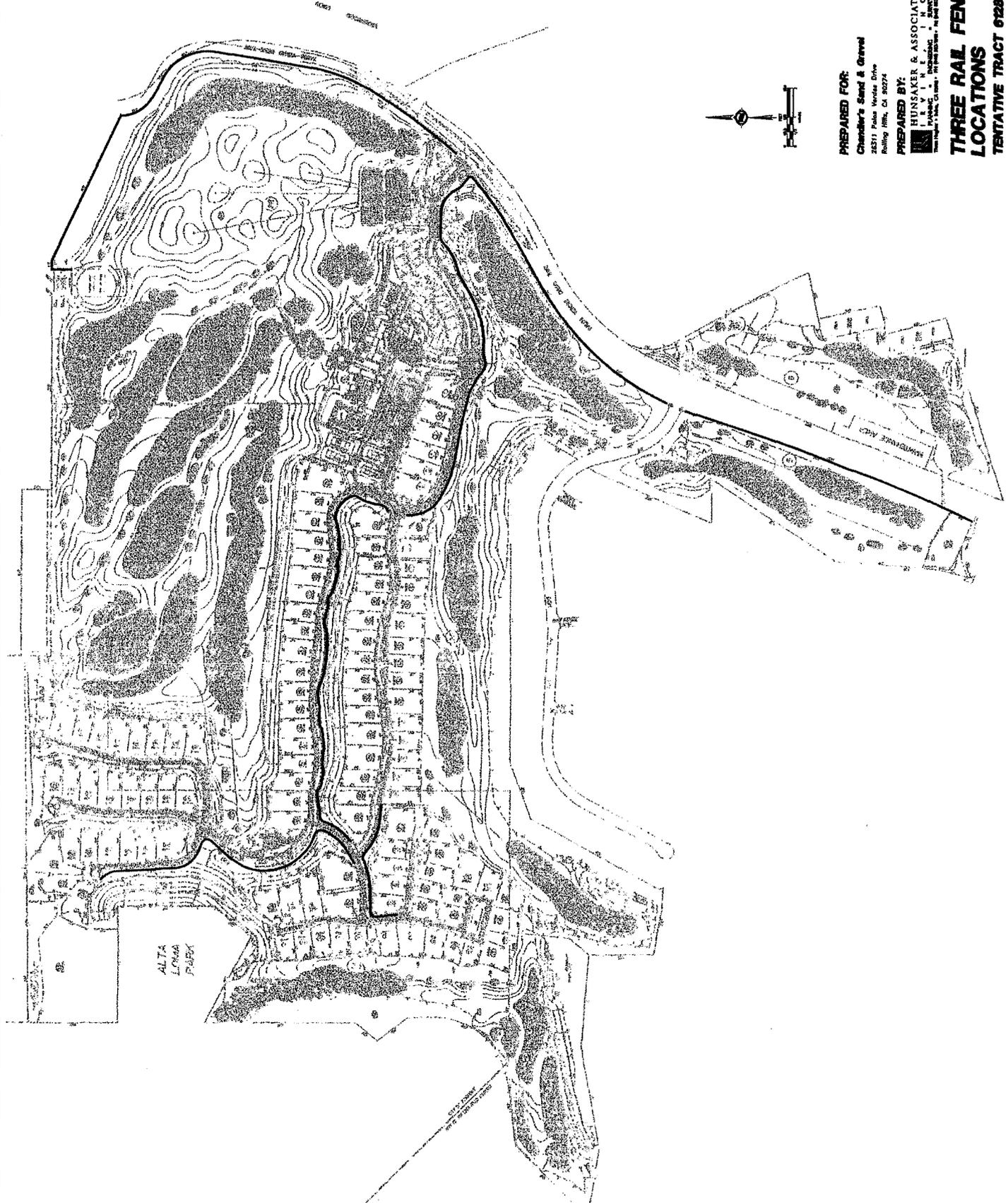
1. Rolling Hills Country Club (RHCC) has agreed to further study alternate architectural styles for the clubhouse. Furthermore, RHCC will as a condition of approval for the Project, coordinate with the residential homebuilder on the architecture for the new homes so as to have the overall Project reflect a compatible and complimentary architectural style. The clubhouse will be brought back to the Planning Commission concurrently with the residential Neighborhood Compatibility review for the homes.
2. The attached exhibit demonstrates the location of the three rail fences. The entire perimeter of the Project along Palos Verdes Drive East will have the three rail fencing. In addition the northerly boundary of the Project up to the westerly end of the new equestrian trail will have three rail fencing. The interior of the Project will contain fencing as shown on the exhibit. The Project will have a total 10,590 lineal feet of new fencing or approximately 2.01 miles.
3. The Project will construct a pedestrian/bike path on the west side of PVDE from PVDN to the northerly city limits. As approved by the city, a pedestrian/bike path will also be constructed on the east side of PVDE.

Please call with any questions or if you need anything further.

Sincerely,



J. Michael Cope
Director of Real Estate



ALTA LOMA PARK

PREPARED FOR:
 Chandler's Sand & Gravel
 26311 Palms Verde Drive
 Rolling Hills, CA 90274

PREPARED BY:

HINSAKER & ASSOCIATES
 CIVIL ENGINEERS
 10000 Wilshire Blvd., Suite 1000
 Beverly Hills, CA 90210
THREE RAIL FENCE LOCATIONS
TENTATIVE TRACT 61287



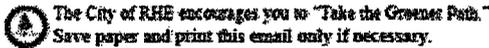
CITY COUNCIL STAFF REPORT

ATTACHMENT 5

Niki Cutler

From: Hope Nolan
Sent: Wednesday, May 11, 2011 10:11 AM
To: Niki Cutler
Subject: FW: Chandler Development

Hope Nolan
Deputy City Clerk
City of Rolling Hills Estates
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274
(310) 377-1577 Ext. 102
HopeN@ci.Rolling-Hills-Estates.ca.us



From: Kathy Gliksman [mailto:kathleen1387@cox.net]
Sent: Tuesday, May 10, 2011 6:50 PM
To: Steve Zuckerman; Susan Seamans; Frank Zerunyan; Judy Mitchell; John Addleman
Subject: Chandler Development

Dear Mayor and City Council Members,

I am unable to attend the public hearing this evening but would have spoken had I been there.

Not too long ago, you rejected an expansion proposal for Rolling Hills Covenant Church. Your reasoning for the rejection included the fact that the project was too large for our City, that the traffic problems associated with the project could not be adequately mitigated and that the project was designed to draw non-residents to it rather than provide benefits for residents. I feel that all of your reasons fit the Chandler Development to a tee (so to speak).

I urge you to apply the same criteria to the Chandler Development as proposed.

Sincerely,
Kathleen Gliksman

Daily Breeze and *PV News* articles regarding the
Chandler Ranch/Rolling Hills Country Club project

DailyBreeze.com

Rolling Hills Estates moves closer to approving Chandler Ranch development

By Melissa Pamer Staff Writer

Posted: 06/15/2011 05:00:20 PM PDT

Updated: 06/15/2011 07:04:10 PM PDT

Years of debate over a 114-home luxury development at the entrance to Rolling Hills Estates are nearing a close following a City Council vote this week.

But there could many more years of waiting - for the right market conditions to develop - before construction begins on Chandler Ranch.

On Tuesday, the council signaled its intent to approve the 228-acre project, which would replace a giant rock quarry and aging country club. A final vote is set for July 26.

At the meeting, there were echoes of disapproval from a handful of equestrians and those concerned about the development's lack of horse facilities, but most who spoke favored the project.

Chandler Ranch has reached the brink of approval after decades of discussion on how to replace a construction-waste landfill that operates in a dusty former rock quarry - Chandler's Palos Verdes Sand and Gravel operation.

In 2008, a joint proposal was submitted from Chandler's and the neighboring Rolling Hills Country Club that called for replacing the quarry and upgrading the club's golf course and facilities.

Previous plans for the dramatically contoured site included much denser developments that were met with greater opposition.

"Some of them almost came to fruition. This is as good as it gets," said Mike Russo, president of the homeowners association for residents who live on nearby Bridlewood Circle.

"For this not to go forward would be a crime, because

it's not going to get any better than this," Russo said.

The country club and the Chandlers in recent months have been refining the current project - and negotiating for support from local equestrians. They recently announced a deal that would see \$2 million in donations and development fees going to still-undetermined public equestrian improvements.

Earlier this year, the Planning Commission approved a development agreement that would give a home builder - yet to be named - up to 10 years to begin work, with a five-year extension possible.

Project manager Mike Cope said he expects construction could be completed in 30 months,

Get a FREE ADT-Monitored Home Security System.
(With \$99 customer installation and purchase of ADT alarm monitoring services. See important terms and conditions below.)

Call Now! 1-877-835-8373

SECURITY CHOICE 
ADT Authorized Company

\$99 ADT Customer Installation Charge. 36-Month Monitoring Agreement required at \$15.95 per month (\$1,295 total). Form of payment must be by credit card or e-check (charge to your checking or savings account). APF applies to home reports only. Local permit fees may be required. Satisfactory credit history required. Certain restrictions apply. Offer valid for new Security Choice - An ADT Authorized Dealer customer only and not on purchases from ADT Security Services, Inc. Other rate plans available. Cannot be combined with any other offer. **\$100 VISA® Gift Card Offer: \$100 VISA Gift Card is provided by Security Choice and is not sponsored by ADT Security Services. Requires new installation. Call 1-828-407-2336 for complete restrictions and redemption requirements.

Print Powered By 



but work cannot start until economic conditions change.

"This is a project that requires an enthusiastic housing market," Cope said.

He also said that he would follow up with the Torrance Unified School District on the possibility of a boundary change that would allow all students from Chandler Ranch to attend Palos Verdes Peninsula Unified schools.

As reported in the Daily Breeze earlier this week, the project's 114 homes would be about evenly split between Torrance and Palos Verdes Peninsula school districts.

A small portion of the Chandler's property - where a few homes would apparently be built - also appears to include a corner of the Los Angeles Unified School District.

City planner Niki Cutler called that "a mapping error" and noted that the Chandlers had never paid taxes to LAUSD. She said on Wednesday the boundary issue was not clear and the city would continue to look into it.

On Tuesday night, Cope said he had met with Torrance Unified administrators several years ago but at that time they indicated there was "no interest" in a boundary change. He said he would follow up with school board President Don Lee, who told the Daily Breeze that he would consider a boundary switch if the school district were financially compensated.

Cope repeated a previous statement that potential home builders do not view the school split as an issue for future marketers of the houses.

Mayor Steve Zuckerman said he respectfully disagreed and encouraged Cope to consider seeking a boundary change that would place all Chandler Ranch children within the Palos Verdes Peninsula Unified School District.

"I think people would pay \$100,000 (more) for a lot that's in the Palos Verdes school district," Zuckerman said. "I think it could add real value."

Cope nodded. He did not return a call for further comment Wednesday.

melissa.pamer@dailybreeze.com



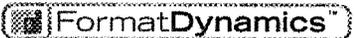
DIRECTV has more of what you want to watch!

Switch today!

1-888-778-0985

**NO EQUIPMENT TO BUY
NO STARTUP COSTS**

© 2011 DIRECTV. DIRECTV, THE DIRECTV LOGO, DIRECTV HAS MORE OF WHAT YOU WANT TO WATCH! AND SWITCH TODAY! ARE TRADEMARKS OF DIRECTV. ALL OTHER TRADEMARKS ARE THE PROPERTY OF THEIR RESPECTIVE OWNERS.

Print Powered By  FormatDynamics™

[Print Page](#)

Chandler project hearings continue

By Mary Scott Peninsula News

Thursday, June 16, 2011 11:56 AM PDT

RHE — Continuing a 10-year process of applications, modifications and hearings at the planning stage, the Chandler Ranch/Rolling Hills Country Club project now is under the scrutiny of the Rolling Hills Estates City Council. Council heard a second round of public testimony for and against the 228-acre project Tuesday night and voted to continue the matter on July 26.

The project, which straddles the cities of RHE and Torrance (at the club's existing site and the Chandler Gravel and Sand Facility on Palos Verdes Drive East), made it City Council on May 10 for the final stage of approval. At that time, the project's planners presented to council the full scope of the project as well as a draft environmental impact report. The Country Club project includes the development of 114 single-family homes, a new 61,000-square-foot clubhouse and related facilities and an Arnold Palmer-designed 18-hole golf course.

Although the project recently gained the approval of the equestrian community, there are lingering concerns regarding the architectural look of the project, noise from construction and operation, traffic congestion and about where the children who will live in the residential development will go to school.

"In regards to school district segregation, I'm not clear how you can make accurate calculations for noise, traffic and air quality if you've not clearly detailed where the traffic is coming from," Mitch Carson of Good Local Planning said.

In the amended draft environmental impact report, planners estimate that the 46 students expected to live in development, which sits in Torrance and Rolling Hills Estates, will be split between the Torrance Unified School District and the Palos Verdes Peninsula Unified School District. Twenty-six of these students are expected to attend Torrance schools while the other 21 are expected to go to schools in Palos Verdes. While the city of Torrance has agreed to give jurisdiction of its portion of the development to RHE, no such deal has been made between the school districts.

It is unclear if students will travel north on PV Drive East to Torrance or south toward PV Drive North, increasing traffic on that already congested road.

"Palos Verdes Drive is at a stand-still already, how will this be addressed?" Carson asked.

Going off Carson's concern, Mayor Steve Zuckerman considered what effect this uncertainty has on the traffic study.

"By not considering the fact that the children may be going to different school districts that in itself may be a problem in the traffic analysis," Zuckerman said. "I'm going to put out there my layman response ... that it does seem to a degree — for better or worse — that children are going to the Torrance district; that would actually reduce impacts as opposed to all of them driving PV Drive North and going to schools here."

John Bellas of Willdan Engineering, the firm that conducted the draft EIR, said that what dictates the trip distribution in the study is the deployment center, which will be the exit from the development. The small number of students and the resulting trips, he said, was inconsequential to the study.

"It was not a factor that was considered," he said.

The existing traffic on PV Drive East is roughly 10,000 cars a day; its capacity is 20,000 utilizing both lanes, said the city's traffic engineer, Erik Zandvliet.

The Chandler Ranch/RHCC project will generate about 2,300 additional trips each day. Remove the 800 daily trips made by trucks from the Chandler quarry, the difference is an additional 1,400 trips.

"That's well within the capacity of the streets," Zandvliet said.

The major traffic impact will be at five intersections: PCH and Narbonne Avenue, PV Drive East and Club View Lane, PV Drive North and Crenshaw Boulevard, PV Drive North and Rolling Hills Road, and PV Drive North and Dapplegray School Road.

Plans to relieve the congestion at the intersections — adding more turn lanes — already have been proposed.

"The conclusion \[of the supplemental traffic study\] was there were no differences or no additional changes to mitigation that would be required that haven't already been addressed," Zandvliet said.

Noise and aesthetics

As for noise, residents will have to live with once it gets started through the completion of construction.

"There will be significant noise impacts during construction," Bellas said, adding that noise will continue with the use of landscaping equipment.

Bellas said that the noise produced by the golf course's landscaping equipment is similar to that used by commercial landscapers in residential neighborhoods. To restrict the noise disturbance to neighbors near the golf course, the Country Club must curtail the equipment's use in the early morning hours.

"The annoyance level is reduced, but noise still significant," Bellas said.

A concern brought up at the May 10 council meeting was the architectural design of the clubhouse and residential, in that it didn't meet the city's Neighborhood Compatibility ordinance.

In response, Mike Cope assured council at Tuesday night's meeting and in a letter dated June 7 that the Country Club has agreed to more study of the project's architectural style.

"Furthermore, RHCC will as a condition of approval for the project, coordinate with the residential homebuilder on the architecture for the new homes so as to have the overall project reflect a compatible and complimentary architectural style," he wrote. "The clubhouse will be brought back to the Planning Commission concurrently with the residential Neighborhood Compatibility review for the homes."

The July 26 City Council meeting will begin at 7:30 p.m. Meetings are held in the council chambers, located at 4045 Palos Verdes Drive North.

msscott@pvnews.com

E-mail regarding PVPHS stadium lights proposal

From: Carolynn Petru
To: "Kit Fox";
cc: "Joel Rojas";
Subject: FW: Pen New Letters to the Editor
Date: Monday, June 20, 2011 9:21:19 AM

Hi Kit –

FYI – Pen High Stadium Lights.

CP

From: eveits [mailto:eveits@gmail.com]
Sent: Friday, June 17, 2011 11:37 AM
To: cc@rpv.com
Subject: Pen New Letters to the Editor

Dear Council Members,

If you didn't see the LTE's in Thursday's Pen News, you can view them online at <http://www.pvnews.com/articles/2011/06/16/opinion/opinion3.txt>.

I hope you will take a more pro-active stance on this issue since it will directly affect the lives of nearly 2000 neighbors of Pen Hi. And, although most of you do not live near enough to the school to be impacted by the noise, traffic and lights, you still need to be sensitive to our situation. You can have great influence on the school board's decision if only you will take the time to do so. We believe that an important school board meeting may be held July 14 concerning this issue. Your letters and attendance at that meeting could make an important difference.

Earl and Nancy Veits
Rancho Palos Verdes

Daily Breeze and *PV News* articles regarding PVPHS stadium lights proposal

[Print Page](#)

June 16 Letters to the Editor:

Thursday, June 16, 2011 11:57 AM PDT

PV Drive South still hazardous

Whenever I can, I avoid Palos Verdes Drive South through the slide area. I will generally use PV Drive East (switchbacks and all), if I have to go anywhere north of my home. Reason: The physical condition of the roadway is at its worst since 1987-88.

At that time the city abandoned it and built a new asphalt strip located approximately 600 feet north of the original location. However, that kind of solution is not in the cards today. A drive across the area shows a recently patched (poorly, I must say) strip of asphalt highlighted by dashed white lines which signify areas \[that\] need work — most likely nothing more than removal and replacement of the patched asphalt to make some sort of almost continuous surface on which automobiles may ride without "suspension-breaking" jolts (and some misinformed citizens don't like speed humps). Now if these Band-aid patch jobs would ever fix the problem, we'd be OK, but they don't and never will. Months ago, this citizen pointed out the mechanism by which the segment of PVDS keeps moving and forever seeking to get to sea level. Do any of you need a reminder? At the time I mentioned that a few 6-year-olds who have Ph.D.s in sand castle building could show you graphically why the road moves so much, and so violently, but no one wants to listen. After all, the city (un)wisely uses our tax dollars to pay off experts who incidently don't have a clue as to what is really going on under the asphalt, but the 6-year-olds do. The "patching" to take that took place on Tuesday 6/14 and Wednesday 6/15 will have limited life also (as all of the prior patch-jobs have), and a few months down the road it will be done again. The correct solution is to stop the driving force.

If there is a long-term solution sitting on the back burner somewhere, it needs to get some attention, before we are all driving at sea level.

Barry Hildebrand, Rancho Palos Verdes

Why change rural atmosphere?

Amy Zeiler-Davis wrote last week that she likes "the quiet evenings and the stars" she sees from her backyard on the Peninsula. And, she pines to relive her high school days as a cheerleader in the South Bay.

So why move to a community that cherishes a quiet, rural, small-town atmosphere and try to change it? Stadium lights and late night events at PENHI will not bring back her early years. Nor will they prevent her kids from getting into trouble. Only good parenting skills can do that.

Earl Veits, Rancho Palos Verdes

Nearby residents oppose lights

The 2,000 residents that live within earshot of PENHI are overwhelmingly opposed to the installation of stadium lights at the school. Of those surveyed, nearly all have responded that they have concerns related to excessive noise, impacted views and traffic congestion along residential streets. These concerns are not without basis since those living near the school have been living with the impact of afternoon athletic events for years.

But the \[Board of Education\] and supporters of stadium lights are now planning late-night athletic events at the school several nights a week throughout the year. You think otherwise? Check out last July's board presentation at www.darkskiesinpv.weebly.com/fnl-proposal.html to better understand what's planned for PENHI and their neighbors. If it were really just five to seven nights a year, then why not rent the lights for those few games and donate the nearly \$750,000 for the renovation of the pool or saving staff positions that will result from budget cutbacks. I urge all concerned Peninsula residents go to <http://darkskiesinpv.weebly.com/help-us.html> and register your support for stopping this project.

Shannon Chung, Rancho Palos Verdes

Doting mom isn't helping son

Dear Gladys Soroyan (Guest commentary, June 9):

If your intention is to raise a son to be a male chauvinist, you're doing a wonderful job. In your article, you appear helpless to ask for any changes in your son's purely self-centered behavior. He puts his sound equipment all over the living room, you suffer and do nothing. He wants an early dinner; you simply fix it for him and then he eats half of what you have prepared for you and your husband to eat later.

You let him continue to lounge around as you take care of his every need. He talks with your husband but rarely is interested in relating courteously to you as a human being. You are obviously just a servant to him. I pity the woman he marries because he is learning from you that women are to be used. You may miss the slob when he goes back to school but the next woman with whom he has a relationship will undoubtedly get

tired of this slob's home-trained egocentric attitude. You are the parent. It is your home. You should be in charge. You are not doing the world a favor by helping your son to be so self-centered and inconsiderate. He should learn to keep his things in his own room, make his own early meals and clean up after himself. He will learn a great deal at college but he will learn how to treat a woman from you.

Dorothy Gram, Rancho Palos Verdes



Palos Verdes school board to revisit Peninsula High stadium lighting

By Melissa Pamer Staff Writer

Posted: 07/12/2011 07:32:48 PM PDT

Updated: 07/12/2011 07:33:20 PM PDT

The Palos Verdes Peninsula school board is set Thursday to revisit a controversial proposal to install stadium lighting at the Peninsula High football field.

In July 2010, the board gave a group of parents and alumni permission to raise funds for lights and a sound system. The group has brought in \$250,000 and is ready to pay for a review of the environmental effects of the proposal, according to the chairwoman of the Peninsula Stadium Lights Steering Committee.

The Palos Verdes Peninsula Unified School District board is expected to receive an update from staff and give direction on the next steps for the proposal, which has been sharply criticized by neighbors of the Rolling Hills Estates campus.

The 6:30 p.m. meeting is at Malaga Cove Administration Center, 375 Via Almar, Palos Verdes Estates.

- Melissa Pamer

HEARTLAND QUALITY
OMAHA STEAKS
SINCE 1917

SAVE
up to **64%**

Plus, get
3 FREE Gifts

Special Code: **45069ZWN**

To order: www.OmahaSteaks.com/print71
or call 1-877-605-0496

Print Powered By FormatDynamics



Print Page

Will stadium lights effort go on?

By Mary Scott Peninsula News
Thursday, July 14, 2011 1:13 PM PDT

The Peninsula High School Stadium Lights Steering Committee will meet with the Board of Education during the board's regular meeting tonight. Although the progress on the committee's fundraising efforts will be presented as an informational item, the board could decide whether or not to let the effort continue.

"The meeting is simply to review where we are at in the process," Kevin Moen, a Peninsula High football coach and a member of the stadium lights committee, said. "The board had asked for the committee to raise a certain amount by July in order to proceed to the EIR process."

In July 2010, the committee was given the go-ahead to raise funds to complete the design and for the environmental impact report for four 80-foot-tall light poles and a new sound system for Peninsula High's football stadium. The board at that time did not approve the installation of stadium lights, nor did it approve or pledge any Palos Verdes Peninsula Unified School District funds for the project. Nevertheless, the board's decision outraged many residents living near the school, as previous school boards have denied even initial fundraising for stadium lights because of their impact, including light, noise and traffic, on the surrounding neighborhoods.

Since the board's approval of stadium light fundraising last summer, opposition has formed the Peninsula Preservation Committee. Its members are expected to attend tonight's meeting.

"Many are expecting a packed house with a number of interesting speakers on both sides of the issue," resident Mark Sturgeon said. "The BOE is expected to take a vote, and may authorize continued fundraising or they may end it once and for all."

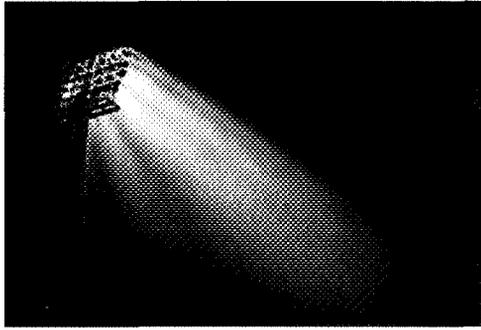
The estimated cost for the stadium light project is between \$750,000 and \$900,000, according to the district. The final cost will not be known until the bidding process is complete.

"Through the financial support from a large number of people we have raised in excess of \[the necessary\] amount and look forward to moving on to the EIR process," Moen said. "This is what was requested by the city of Rancho Palos Verdes, Rolling Hills Estates and the board."

The meeting will take place at the Malaga Cove Administration Center board room, 375 Via Almar in Palos Verdes Estates. The open session is expected to reconvene at

6:30 p.m.

msscott@pvnews.com



DailyBreeze.com

Palos Verdes school board shuts down Peninsula High stadium lighting plan

By Melissa Pamer Staff Writer

Posted: 07/15/2011 06:54:42 PM PDT

Updated: 07/15/2011 07:15:31 PM PDT

Citing the divisive nature of a proposal that generated intense interest over the past year, the Palos Verdes Peninsula school board has shut down a fundraising group that wanted to bring Friday night lights to high school football games on The Hill.

The board voted unanimously to halt the efforts of a committee of parents and alumni who had dreamed of seeing football players and cheerleaders perform under stadium lighting at Palos Verdes Peninsula High in Rolling Hills Estates.

After it was given the go-ahead by the board a year ago to begin fundraising, the group had brought in more than the \$250,000 required by the district to move forward with a study of lighting plans.

"Most if not all of our donors are emotionally and materially invested in moving this project to the next phase," said Nina MacLeay, chairwoman of the Peninsula Stadium Lights Steering Committee.

But at a standing-room-only meeting Thursday night that was packed with opponents of the lights, the district brought an end to the committee's efforts.

The vote came after an hour of testimony from residents, many of whom said the lights would

degrade the quality of life on The Hill.

One speaker, Marilyn Forsythe of Rolling Hills Estates, called the Peninsula "an oasis in the middle of a vast, seething Los Angeles metropolis, filled with cars, dust and noise."

"A few narrow-minded people want to destroy this pristine area, this very unique paradise,"

she continued, noting that the school had gone for decades with no lights.

Several speakers brought up the prospect of "angry voters" withdrawing their support for an expected district bid to extend a much-needed parcel tax that brings in \$7 million annually for school salaries and operations. The tax expires in 2013 and the board will later this month consider when to ask voters for an extension.

"Ending the lights proposal tonight will improve community support for our schools when it comes time to pass the hat and ask for another parcel tax," said resident Mark Sturgeon.

Sturgeon represents a group called the Peninsula Preservation Committee, which has organized in opposition to the lights proposal since last summer. Members who crowded the board room wore stickers that said "We love our schools, but

Get local news from a new,
fact-based independent source:
baycitizen.org

The
BayCitizen

WHAT DO YOU KNOW

Print Powered By  FormatDynamics™

DailyBreeze.com

... NO LIGHTS Please."

Peninsula High co-head football coach Adam Boyd took issue with that.

"If you love our schools, then why would you want to deprive your children of this great opportunity - an opportunity that 99 percent of high school Americans get to enjoy?" Boyd asked.

Boyd and fellow coach Kevin Moen, a former football star from what was then Rolling Hills High who went on to play for the University of California, Berkeley, had argued repeatedly that their team - and the broader school community - deserved the experience of night games.

Peninsula High, along with the district's other comprehensive high school, Palos Verdes High in Palos Verdes Estates, are the only two large CIF campuses in the South Bay that cannot host night games because they lack lighting.

Afternoon home games require students to leave class early, and that means working parents often cannot attend.

Last July, board members said they worried about impact on close-by neighbors, and had concerns about glare, traffic, trash and parking. But they voted unanimously at the time to allow the lights committee to move forward with fundraising to pay for an environmental impact report to study the effects of the proposed lighting.

The committee intended to pay the full cost of installing and maintaining the lights. Members said Thursday that the board was voting based on emotion - a charge denied by board members - instead of on the "facts" that would be provided by a future environmental review.

But the board voted 4-0, with board member Larry Vanden Bos absent, to end the project. The vote came just days after committee members scrambled to meet a July 1 district-imposed deadline to raise \$250,000.

Board members said they were driven to their decision by the level of contention the proposal had created.

"Friday night lights was going to bring the community together, but somehow what's happened over the past year - it's divided the community. That's what so sad about this situation," board member Barbara Lucky said.

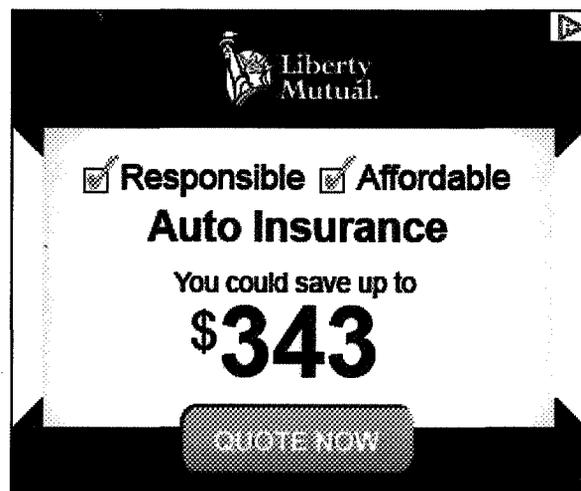
"I just wish we weren't so divisive over this issue."

Lights proponents pleaded that they had complied with district demands and had pursued their goal "in good faith."

Board President Dora de la Rosa and others said "things have changed" since the initial go-ahead was issued last year.

"It's very, very difficult," she said.

The action was taken under a policy adopted in 2006 - the only one in the state, according to district officials - that guides board oversight of independent fundraising efforts for construction projects. With its wealthy parent and alumni population, the district is in the unusual position of having parents suggest and raise funds for capital projects.



Liberty Mutual.

Responsible Affordable

Auto Insurance

You could save up to

\$343

QUOTE NOW

Print Powered By  FormatDynamics™

DailyBreeze.com

Superintendent Walker Williams and the district's attorney, Terry Tao, both expressed misgivings about the lights.

Tao said there were legal concerns, including about a possible court challenge to the planned environmental review. He was skeptical that the group would have enough money to fund contingencies.

Williams worried that the district would end up spending its own money on the project. He recommended the board vote to end the fundraising.

It's not the first time the district has been embroiled in controversy by a push - and push-back - for stadium lighting. The last conflict over night games occurred in 1993, and on occasions before that.

On Friday, Moen and MacLeay both said that members of the lights committee were discouraged that the board had rehashed the merits of the project instead of hearing an update on fundraising - as they expected - at Thursday's meeting. They were surprised by the discussion and the vote.

"There were no revelations last night that were different than a year ago," Moen said. "To me, last night's decision to stop the project was unfounded. If they would have made that decision a year ago, I could have lived with it. It's hard right now because we've garnered 1,500 supporters of this project who have donated."

Moen said the committee would meet in coming days to figure out its next move. If a decision is made to end the group's efforts, money will be returned to donors, he said.

But that didn't sound likely just yet.

"We have a pretty committed group," Moen said. "Although we had a setback last night, we're not going to let that deter us from continuing to

pursue the project."

In an email Friday, Sturgeon called the outcome "a big victory for the community."

"One has to ask, are we doomed to repeat this process every 12 years?" Sturgeon wrote. "I can only hope that when future booster groups consider promoting stadium lights at any of our high school campuses, they will look at the history of four failed attempts and reconsider their options."

melissa.pamer@dailybreeze.com



**Greek
Online Dating
and Chat**

**JOIN FREE
TODAY!**

EligibleGreeks.com.
CONNECTING GREEKS WORLDWIDE

Print Powered By  FormatDynamics™

PVPUSD Board of Education Staff report regarding
PVPHS stadium lights proposal

Palos Verdes Peninsula USD

Meeting: Regular Meeting : K. Discussion/Action

Created : July 08, 2011 at 03:47 PM

1. Palos Verdes Peninsula High School Stadium Lights Steering Committee Project (V)

July 14, 2011

Status: Ready for Meeting

Quick Summary / Recommended Action

That the Board give staff direction or take action as deemed appropriate and/or necessary regarding the Palos Verdes Peninsula High School Stadium Lights Project.

Background Information

Per Board Policy and Administrative Regulation 3290.1, if school sites desire to organize a capital campaign for buildings and funds, they must inform the Board of Education of their intent and then obtain conceptual approval from the Board.

At the July 22, 2010 meeting, the Board of Education approved the concept as presented by the Peninsula Stadium Lights Steering Committee, thereby providing the authority for the Committee to begin fundraising for its proposed Palos Verdes Peninsula High School stadium light project.

Current Considerations

The Board will be presented with information and an update on the Palos Verdes Peninsula High School Stadium Lights Project.

Financial Considerations

The estimated cost for this project ranges from \$750,000-\$900,000. The final cost will not be known until the bid process is complete. Funding for the project will be provided through the fundraising efforts of the Palos Verdes Peninsula High School Stadium Lights Steering Committee.

Administrators

Deputy Superintendent of Business Services

Letters to Senators Feinstein and Boxer regarding the
Rancho LPG butane storage facility



THOMAS D. LONG, MAYOR

ANTHONY M. MISETICH, MAYOR PRO TEM

BRIAN CAMPBELL, COUNCILMAN
DOUGLAS W. STERN, COUNCILMAN
STEFAN WOLOWICZ, COUNCILMAN

June 21, 2011

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

SUBJECT: City of Rancho Palos Verdes' Concerns regarding the Rancho LPG Butane Storage Facility, 2110 North Gaffey Street, San Pedro, California

Dear Senator Feinstein:

Residents in San Pedro and Rancho Palos Verdes have been concerned for many years about the Rancho LPG (formerly AmeriGas) butane storage facility at North Gaffey Street and Westmont Drive in San Pedro. Within the past year, these concerns returned to the forefront, particularly in the aftermath of the catastrophic gas pipeline failure in the Bay Area community of San Bruno in September 2010.

We understand that plans were made several years ago for this facility to be re-located to the Port of Los Angeles—away from homes, schools and local business—plans that (for some reason) have never come to fruition. The facility was approved for its current site more than thirty (30) years ago, at a time when less-rigorous environmental review and public participation processes were in effect than is the case today.

In September 2010, the City of Los Angeles' Northwest San Pedro Neighborhood Council (NWSPNC) released a quantitative risk assessment of the Rancho LPG facility, prepared by Cornerstone Technologies. The Cornerstone report identified a variety of possible accident scenarios for the facility. These ranged from a relatively small, on-site mishap with impacts mainly contained to the site, to a sudden, catastrophic failure of the butane storage tanks with impacts extending for a 5- to 7-mile radius from the facility.

The facility's operator, Rancho LPG Holdings, LLC, immediately refuted the conclusions of the Cornerstone report, whose authors have not (to the City's knowledge) responded publicly to questions about how the risk assessment was prepared or how its conclusions were reached. Rancho LPG subsequently commissioned its own risk assessment of the

Senator Dianne Feinstein
June 16, 2011
Page 2

facility, prepared by Quest Consultants. The findings of the Quest report, which were publicly released in January 2011, concluded that the area potentially affected by the most catastrophic events that could realistically occur at the Rancho LPG facility would be several orders of magnitude less than the nearly 7-mile radius affected under the most-catastrophic scenario identified in the Cornerstone report. Despite this, there remain today many unanswered questions about the safety of this facility for residents living nearby.

Ideally, the City of Rancho Palos Verdes and its residents would like to see this facility relocated to another site that does not pose such a significant "risk of upset" to surrounding property and neighborhoods. Failing that, however, we wish to be assured that the facility is operated as safely as possible, and in complete accordance the regulations of all local, State and Federal agencies having jurisdiction over this site and these types of facilities. To these ends, we respectfully request your assistance in the fulfilling the following community objectives:

- Regularly monitor the Rancho LPG site and facility, and enforce (to the maximum extent possible) any applicable Federal regulations and environmental review processes (i.e., NEPA) with respect to the on-going operation of the facility and any possible future proposals for its modification, renovation and/or expansion; and,
- Provide to the general public a transparent and accountable clearinghouse for the dissemination of any information and the discussion of issues about the Rancho LPG site and facility.

Our Planning Staff continues to monitor issues related to the Rancho LPG site and facility, and to report these issues regularly to our City Council. We look forward to working with you and the facility's owner/operator to ensure the future safety and tranquility of our respective communities and residents.

Sincerely yours,


Thomas D. Long
Mayor

cc: Rancho Palos Verdes City Council
Carolyn Lehr, City Manager
Joel Rojas, Community Development Director
Kit Fox, Associate Planner

C-107



CITY OF RANCHO PALOS VERDES

THOMAS D. LONG, MAYOR

ANTHONY M. MISETICH, MAYOR PRO TEM

BRIAN CAMPBELL, COUNCILMAN
DOUGLAS W. STERN, COUNCILMAN
STEFAN WOLOWICZ, COUNCILMAN

June 21, 2011

The Honorable Barbara Boxer
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

SUBJECT: City of Rancho Palos Verdes' Concerns regarding the Rancho LPG Butane Storage Facility, 2110 North Gaffey Street, San Pedro, California

Dear Senator Boxer:

Residents in San Pedro and Rancho Palos Verdes have been concerned for many years about the Rancho LPG (formerly AmeriGas) butane storage facility at North Gaffey Street and Westmont Drive in San Pedro. Within the past year, these concerns returned to the forefront, particularly in the aftermath of the catastrophic gas pipeline failure in the Bay Area community of San Bruno in September 2010.

We understand that plans were made several years ago for this facility to be re-located to the Port of Los Angeles—away from homes, schools and local business—plans that (for some reason) have never come to fruition. The facility was approved for its current site more than thirty (30) years ago, at a time when less-rigorous environmental review and public participation processes were in effect than is the case today.

In September 2010, the City of Los Angeles' Northwest San Pedro Neighborhood Council (NWSPNC) released a quantitative risk assessment of the Rancho LPG facility, prepared by Cornerstone Technologies. The Cornerstone report identified a variety of possible accident scenarios for the facility. These ranged from a relatively small, on-site mishap with impacts mainly contained to the site, to a sudden, catastrophic failure of the butane storage tanks with impacts extending for a 5- to 7-mile radius from the facility.

The facility's operator, Rancho LPG Holdings, LLC, immediately refuted the conclusions of the Cornerstone report, whose authors have not (to the City's knowledge) responded publicly to questions about how the risk assessment was prepared or how its conclusions were reached. Rancho LPG subsequently commissioned its own risk assessment of the facility, prepared by Quest Consultants. The findings of the Quest

Senator Barbara Boxer
June 16, 2011
Page 2

report, which were publicly released in January 2011, concluded that the area potentially affected by the most catastrophic events that could realistically occur at the Rancho LPG facility would be several orders of magnitude less than the nearly 7-mile radius affected under the most-catastrophic scenario identified in the Cornerstone report. Despite this, there remain today many unanswered questions about the safety of this facility for residents living nearby.

Ideally, the City of Rancho Palos Verdes and its residents would like to see this facility relocated to another site that does not pose such a significant "risk of upset" to surrounding property and neighborhoods. Failing that, however, we wish to be assured that the facility is operated as safely as possible, and in complete accordance the regulations of all local, State and Federal agencies having jurisdiction over this site and these types of facilities. To these ends, we respectfully request your assistance in the fulfilling the following community objectives:

- Regularly monitor the Rancho LPG site and facility, and enforce (to the maximum extent possible) any applicable Federal regulations and environmental review processes (i.e., NEPA) with respect to the on-going operation of the facility and any possible future proposals for its modification, renovation and/or expansion; and,
- Provide to the general public a transparent and accountable clearinghouse for the dissemination of any information and the discussion of issues about the Rancho LPG site and facility.

Our Planning Staff continues to monitor issues related to the Rancho LPG site and facility, and to report these issues regularly to our City Council. We look forward to working with you and the facility's owner/operator to ensure the future safety and tranquility of our respective communities and residents.

Sincerely yours,



Thomas D. Long
Mayor

cc: Rancho Palos Verdes City Council
Carolyn Lehr, City Manager
Joel Rojas, Community Development Director
Kit Fox, Associate Planner

Daily Breeze and *PV News* articles regarding
Marymount College's San Pedro Campus

DailyBreeze.com
LAS VEGAS, NV

College's new course

By Melissa Pamer Staff Writer

Posted: 06/19/2011 07:02:52 AM PDT

Updated: 06/20/2011 06:07:46 AM PDT



Concrete patios being laid at Marymount San Pedro housing facility where about 400 students live when the school is in session. The college is turning its expansion plans toward the Los Angeles community. (Brad Graverson Staff Photographer)

Less than a year after facing ballot-box defeat in its bid for dormitories in Rancho Palos Verdes, Marymount College is turning its expansion-oriented eye down the hill toward San Pedro.

The private Catholic college last week

announced a 50-year master plan that would overhaul its 11-acre San Pedro property, erecting new housing for hundreds of students and large new classroom buildings. At the same time, the school is increasing its footprint and revving up its cultural programming in the harbor community's downtown area.

The change was inspired both by rapidly increasing enrollment, which began last year after the college started offering bachelor's degrees, and by students' embrace of San Pedro during courses offered this spring at the Grand Annex and performances at the historic Warner Grand Theatre.

"It was a big win. They were in really nice spaces. Spaces like the Warner, we've never had in Rancho Palos Verdes. You could make the case that: Why should we even dream of building in Rancho Palos Verdes when this beautiful setting is available to us in San Pedro?" college President Michael Brophy said.

The college's plans for its Palos Verdes Drive North property, a former Navy housing site that has remained largely unchanged since Marymount took possession in 1998, were quietly unveiled before Northwest San Pedro and Harbor City neighborhood council members last month.



DIRECTV has more of what you want to watch!

**NO EQUIPMENT TO BUY!
NO STARTUP COSTS!**

Switch today!

1-888-778-0985

Print Powered By 

DailyBreeze.com

The master plan, which fulfills the "educational park"

concept pitched when Marymount bid for the military land, still needs to be submitted to and approved by Los Angeles officials.

The new direction for the college comes after a bruising November election battle in which Marymount sought Rancho Palos Verdes voter approval for dormitories - as well as for other improvements that already had City Council backing. Despite spending nearly \$1.5 million on the effort, Marymount failed to get Measure P approved.

"The lesson that's learned in Rancho Palos Verdes is a Catholic college does not a political candidate make," Brophy said.

But he said he still planned to see improvements, including a new library and athletic center, completed at the main campus - a 25-acre parcel on Palos Verdes Drive East that offers sweeping ocean views and is surrounded by private residences.

And Brophy is not giving up on his vision of dormitories at the Rancho Palos Verdes campus, despite the election loss and ongoing opposition from surrounding homeowners.

"In the meantime, frankly, we can devote ourselves to that or turn to the city of Los Angeles and meet the needs of our growing student population," Brophy said.

The school this year became only the second Catholic institution in Los Angeles to confer bachelor's degrees, after Loyola Marymount University in Westchester. The new course offerings transformed the two-year college in concept and attracted many more students, despite tuition of about \$28,000 this year. Room and board ranges from about \$11,000 to \$14,000.

Full-time enrollment hit its Rancho Palos Verdes-imposed cap of 793 last fall, and Brophy said he expects to exceed that number in the future when classrooms are built at the San Pedro property.

That growth is a benefit for fundraising and puts the college in a better position to borrow funds for construction, Brophy said.

"We never expected to be this large this quickly," he added.

The San Pedro land allows an appropriate response, he said.

Marymount's main property in San Pedro is adjacent private Rolling Hills Preparatory School in a slightly isolated area overlooking Wilmington oil refineries. For now, it's occupied by 86 town houses, many of which are getting overhauled this summer to allow more students to live there, some of them in triples. About 400 are expected in fall.

This past academic year, the college created a new quad area with basketball and volleyball courts, and a gathering space with a huge outdoor fireplace.

"It's beautiful. Students love it - s'mores," said

Get a FREE ADT-Monitored Home Security System.*

*With \$99 customer installation and purchase of ADT alarm monitoring services. See important terms and conditions below.

Call Now! 1-877-835-8373

SECURITY CHOICE 

*\$99 ADT Customer Installation Charge. 36-Month Monthly Agreement required at \$15.99 per month (15,355.64). Form of payment must be by credit card or electronic charge to post checking or savings account. 50¢ applies to homeowners only. Local permit fees may be required. Satisfactory credit history required. Certain restrictions apply. Offer valid by use Security Choice - An ADT Authorized Dealer customer only and must purchase here ADT Security Services, Inc. Other rate plans available. Cannot be combined with any other offer. **\$200 US\$ Gift Card Offer: \$200 US\$ Gift Card is provided by Security Choice and is not sponsored by ADT Security Services. Request form - see receipt on Call 1-800-800-3333 for complete restrictions and redemption requirements.



Susie Mitton Shannon, who lives at the site and is the college's residential life director. "It's created much more of a community sense for our students."

The college plans to first build a new parking lot - disguised by vegetation - along Palos Verdes Drive North. Then a new maintenance yard would come, followed in 2016 by a three-story building with offices, classrooms and dining that's set to be called "Old Main."

Marymount is also talking to Rolling Hills Prep about shared athletic facilities, Brophy said.

In 2020, Marymount envisions constructing academic buildings with 36 classrooms. Residence halls would eventually be built in a dorm style, followed by a central dining hall, student union and more classrooms by 2055. Initial planning documents said dorms would house 900 students, but Brophy said the figure is not final.

The structures would be built in a "California craftsman" style.

So far, the plan has been met with cautious enthusiasm by Harbor Area neighborhood council members, despite a bit of surprise as to the extent of the expansion.

John Greenwood, chairman of the planning and land-use committee for the Northwest San Pedro Neighborhood Council and a former Los Angeles school board member, said reactions to Marymount's presentation have produced a lot of questions and some concern about effects on traffic.

"Some folks were upset that - gee, you got voted out of Palos Verdes and now you're coming to us," said Greenwood, who noted that he generally favors more educational opportunities locally.

"The more options we can get for higher

education in the community, the better. We just want to make sure the details make sense."

Joanne Valle, executive director of the Harbor City/Harbor Gateway Chamber of Commerce, was thrilled.

"It's right there, right at our back door," Valle said. "Any time we bring in an educational facility, it's wonderful."

Meanwhile, the college is expanding elsewhere in San Pedro. It plans to lease office space on Sixth Street, just down the way from the Warner Grand Theatre and Grand Annex, where art classes will again be offered this year. Student artists will also show work this year in gallery space at the historic Arcade Building.

"We'd like to think we can re-enliven some of the spaces on Sixth Street. They're certainly looking for that kind of energy," Brophy said.

He also hopes to see many students interning with local businesses and at the Port of Los Angeles. He touts the 17,000 hours of community service that students performed this year through a partnership with the Boys & Girls Clubs of Los Angeles Harbor.

Marymount also recently upgraded its 30-unit



Point View West apartment complex on 24th Street.

Kelly Curtis, the college's director of communications, said there's been an attitude difference in San Pedro.

"We're so welcomed. We're met with enthusiasm instead of a little bit of resistance in Rancho Palos Verdes," Curtis said. "Our students have been residing in San Pedro for 37 years, and there's a misperception that we're a Palos Verdes institution. We're not."

In Rancho Palos Verdes, where neighbors still keep an eagle eye on Marymount's activities and plans, the expansion of the San Pedro campus is producing some sense of satisfaction.

"We're quite delighted. It's exactly what we had said they should have done 10 years ago," said Lois Karp, a Rancho Palos Verdes homeowner who founded a nonprofit in part to oppose Marymount's dorm plans.

The school's plans for its Palos Verdes Drive East property have, meanwhile, languished. Since the council approved the expansion last year after some 10 years of back and forth, the college has not filed any planning documents that would allow it to begin construction.

Under council-approved requirements, the initial phase of the project - demolition, grading, a new parking area, athletic fields and the erection of modular temporary buildings - was supposed to be completed by Sept. 30, 2012, principal planner Ara Mhramian said.

An extension can be requested, but, Mhramian noted, "It appears to be a tight timeline."

And as the college seeks permits to upgrade some ventilation equipment on science laboratories, a debate has arisen on whether the new conditions approved last year by the council should be enforced, considering construction

hasn't begun.

Regardless of those lingering questions in Rancho Palos Verdes, Brophy is filled with optimism about the college's new direction.

"The Rancho Palos Verdes campus will always be the academic flagship of Marymount College. The location bestows upon it a serenity, a security that is part and parcel with our transformative experience," Brophy said.

"While 90275 was a very important ZIP code, 90731 has been important and will gain a more prominent role in future years."

melissa.pamer@dailybreeze.com

Send flowers for any occasion
Bouquets
 from **\$19.99** +s/h
ProFlowers
 Offer ONLY available at:
proflowers.com/happy
 or call 1.877.804.1133

Print Powered By FormatDynamics



Print Page

Marymount College announces 50-year plan for San Pedro campus

From Staff Reports

Thursday, June 23, 2011 1:43 PM PDT

Development at Rancho Palos Verdes campus to begin in 2012.

RPV — The Marymount College board of trustees and Marymount President Michael S. Brophy announced last week the college's proposed master plan for its San Pedro satellite campus, located at 1600 Palos Verdes Drive North, and affirmed its commitment to begin construction at the college's original campus in Rancho Palos Verdes.

The long-term plan for the San Pedro campus includes constructing residential and academic facilities by 2055. The college is in the early stages of the mandatory Los Angeles County conditional use permit process and does not anticipate CUP approval before December 2012.

The San Pedro master plan centers on developing a small college campus where students will live, attend classes and study. Projects will be completed in steps over the duration of 50 years. Among the first projects will be improving the San Pedro property by constructing an aesthetically pleasing parking lot along Palos Verdes Drive North so that cars do not have to park along the roadway, building a maintenance facility and upgrading the on-campus townhomes to accommodate the growing need for student housing. Approximately 400 students will reside at the San Pedro campus in fall 2011.

In 2016, the college will construct an educational building, currently referred to as "Old Main," that also will provide some student facilities, including a dining commons and recreational features. In 2020, more classrooms will be constructed. The exteriors of all proposed new buildings will be styled with a "California craftsman" appearance, with the surrounding grounds maintaining a college campus, park-like ambiance. The new buildings will not interfere with the surrounding neighborhood's aesthetic, and the buildings' exterior projection from the street will not exceed more than two stories in height.

In 2035, the existing and older townhomes will be dismantled, with new residential units constructed in their place. In 2055, a student union and more residential units will be constructed. With each phase of construction, adequate parking facilities will be incorporated to accommodate additional students.

The college presented its plans to and sought community input from the Harbor City Neighborhood Council and the Northwest San Pedro Neighborhood Council, and it held two community forums for neighbors to attend. Follow-up meetings with the neighborhood councils and community are expected as the plan moves through the entitlement process.

The college recognized the need to understand the potential impact that the growing campus will have on local roadways, so in spring 2011 it commissioned a traffic study of 17 intersections and the impact that increased enrollment at the San Pedro campus would have on those intersections. Preliminarily, the study revealed that by using the site for both residential and academic purposes, the number of cars traveling between the San Pedro and RPV campuses would decrease. The detailed report from the traffic study has not yet been completed. Currently and for the foreseeable future, the college provides bus service for its students who reside in San Pedro, thereby reducing traffic on local roads.

Marymount College and San Pedro have been in an alliance for nearly four decades.

"The San Pedro community offers a classroom for our students," Brophy said. "What it gives our students is as important as lectures and textbooks. Working, volunteering and experiencing the real world all contribute

to our students' transformation into people who lead lives of leadership and service."

Marymount students have resided off campus in San Pedro for 37 years, at first in rented apartments throughout the port community, and now in two locations: one at Palos Verdes Drive North and one to the west in San Pedro in an apartment complex owned by the college. Faculty and staff also choose to reside in San Pedro, with 42 employees currently making their homes there.

New opportunities

In partnership with San Pedro's community leaders, the college recently formalized arrangements for teaching and performing on Sixth Street in downtown San Pedro. The college's annual Ito/Matsuura Film Series was shown at the Warner Grand Theatre in fall 2010, and students in the jazz ensemble rehearsed at the Grand Annex all year. In spring 2011, students performed the play "You Can't Take It with You" at the Warner Grand.

Brophy sees Marymount students continuing their involvement in the San Pedro community.

"Looking into our next academic year, we plan to offer film series, theatrical productions, guest lectures and gallery showings of multimedia work at the Arcade Gallery, and we plan to participate in First Thursday Artwalks," he says. In addition, the college intends to offer classes in music and theater arts, and curricula within its bachelor's degree programs.

In summer 2011, Marymount will increase its presence in San Pedro to accommodate growth, serve upper division undergraduates and develop graduate programs to connect to local business, municipal, arts and not-for-profit groups in Los Angeles. A new administrative and institutional center will be located at 222 Sixth St. This building will be the new home for the institutional advancement and communications divisions, the Medeem and Intentional Conversation Institutes and leadership of the business and global studies programs. Academic Affairs and a new enrollment management team specializing in returning-student and graduate study will be represented in the building as well.

Additionally, early plans are under way for a building closer to the Warner Grand Theatre that will include visual and media arts learning spaces for students and studios for faculty instruction, research and design as well as a gallery for student, faculty and community art exhibitions.

"Our intention is to contribute to and learn from the cultural richness found in downtown San Pedro," Brophy says.

Connections beyond class

Beyond the classroom, the college's Catholic mission encourages service to others. In 2010-11, Marymount students volunteered 17,000 hours of service to the Boys and Girls Clubs of the Los Angeles Harbor. First-year students tutored, led activities and served as mentors at the three Los Angeles Harbor locations, encouraging after-school participants to pursue a college education.

In 2011-12, the college's students will continue their relationship with the Boys and Girls Clubs of the Los Angeles Harbor and engage in new opportunities, including serving on community committees and providing hands-on assistance with initiatives such as building a skate park, and contributing to a community survey, newsletter or event. College staff and faculty also will be engaged in local civic efforts, including participating in the San Pedro Chamber of Commerce and the Arts Cultural Entertainment committee and service, as well as making philanthropic contributions to the Boys and Girls Clubs, Rainbow Services, Grand Vision Foundation and Mary Star of the Sea High School.

Campus development

In 2010, the city of RPV approved a conditional use permit for the college to develop its Palos Verdes campus at 30800 Palos Verdes Drive East. Entitlements include a library, athletic facilities and much-overdue infrastructure upgrades to existing structures. These projects will be completed incrementally, beginning with the groundbreaking of the William H. Hannon Library in summer 2012. Final planning and fundraising for this state-of-art library are occurring now.