



## MEMORANDUM

RANCHO PALOS VERDES

**TO: TRAFFIC SAFETY COMMISSION**  
**FROM: NICOLE JULES, P.E., DEPUTY DIRECTOR OF PUBLIC WORKS**  
**DATE: NOVEMBER 06, 2017**  
**SUBJECT: TRACT 50666 – PHASE II OF TRUMP NATIONAL LOS ANGELES DEVELOPMENT - REVIEW OF THE TRAFFIC STUDY AND GEOMETRIC LAYOUT FOR THE PROPOSED TWELVE RESIDENTIAL UNITS**

### **RECOMMENDATION**

Review the Updated Traffic Impact Study and Geometric Layout for the Proposed Twelve Residential Units associated with Tract 50666 – Phase II of Trump National Los Angeles Development and provide comments which will be forwarded to the applicant via the Community Development Department.

### **BACKGROUND/DISCUSSION**

On August 28, 2017, the Traffic Safety Committee opened the public hearing to receive comments regarding the Updated Traffic Impact Study prepared for the Trump National Golf Club of Los Angeles Proposed Twelve Residential Units. At that meeting, staff recommended continuing the public hearing to allow adequate time for the public to review and comment on the study.

Since the August 28<sup>th</sup> meeting, the Trump Organization (applicant) has revised and resubmitted the updated Traffic Impact Study and corresponding proposed geometric layout. Staff has reviewed the updated study and geometric layout and the results of that review is summarized below. Staff is requesting the TSC to review the updated study and geometric layout and provide comments to the applicant via the Community Development Department.

#### **Updated Traffic Study Summary**

In 1997 and re-affirmed in 2005, the tentative tract map for Tract 50666 was approved by City Council which allows the development of 12 residential units and a new public street (Costa De La Islas) which will intersect Palos Verdes Drive South in a “T” intersection configuration. The updated traffic impact study, prepared by Albert Grover & Associates dated October 24, 2017 is included as an attachment to this report.

The project will generate 114 weekday trips and 119 weekend trips. During the AM and PM peak hours, the project will generate 9 and 12 peak hour trips, respectively. The number of project trips as presented in the traffic study is consistent with industry standards and is not considered significant. The traffic study focused its analysis on the intersection of Palos Verdes Drive South and Costa De La Islas. No other intersections were analyzed.

The calculated level of services for the study intersection (for all study conditions) indicate the project will not create significant impacts. The intersection of Palos Verdes Drive South at Costa De La Islas is projected to operate at LOS D during the weekday AM peak hour and LOS C during the weekend peak hour, at project opening (Year 2022). The calculated level of service is within the City's acceptable operating level of service range.

#### Palos Verdes Drive South at Costa De La Islas Summary

The introduction of a new intersection along Palos Verdes Drive South has generated elevated concerns within the Community. As a result, the applicant has conducted extensive analysis of the intersection to ensure safety elements are addressed. Safety elements analyzed included queueing, sight distance, collision history, and truck turning capabilities. Staff has evaluated the applicant's analysis and offers the following summary:

**Queue Analysis** – The project is proposing two turn pockets to access the project; A new 10.5' wide, 150' long left turn lane from westbound PVDS onto Costa De La Islas and a new 10' wide, 150' long right turn lane from eastbound PVDS onto Costa De La Islas. While the project is projected to generate, at the most, 12 peak hour trips, a 150' long turn pocket is adequate to accommodate the demand.

**Sight Distance Analysis** – The applicant evaluated sight distance capabilities while entering and exiting the proposed street. While the analysis resulted in determining that the minimum sight distance is achieved based on national standards, consideration should be given to the fact that this area is a highly active multi-modal zone that has a wide mix of roadway users including hikers and bikers. The sight distance analysis takes into account vehicular traffic only. It is important to note that no vertical obstructions (street furniture or landscaping) should be allowed within the line of sight zones as indicated in the study.

**Collision Analysis** - The applicant has analyzed the collision history of this location for the past 5 years and it was determined that since 2013, 7 collisions were reported. While the majority of collisions were at Conqueror Drive, all four collisions occurred while vehicles were exiting Conqueror Drive making a left-turn onto PVDS.

**Truck Turning** – Costa De La Islas will have a 34' wide roadway. Turning templates were created and staff recommends the applicant resubmits the truck turning templates with Caltrans approved turning templates super-imposed on a scaled drawing/exhibit to confirm the roadway/lane widths are adequate to accommodate certain truck sizes.

Included at Attachment A to this report is the proposed geometric layout which takes into account the safety elements described below. The City has a grant-funded budgeted project entitled the PVDS Bike Lane Compatible Project which will install bike lanes along PVDS from the east-end of the landslide to connect with the exiting bike lanes east of Trump National Drive. The project geometrics takes this project into consideration as well as other roadway improvements that will enhance turning movements out of Costa De La Islas, such as, median modifications and a refuge and merge lane on PVDS from Costa De La Islas.

Staff is requesting the TSC to receive public comments regarding the proposed study and plan and forward comments to the applicant via the Community Development Department.

End of report

Attachment: Trump National Golf Club of Los Angeles, Proposed Twelve Residential Units – Updated Traffic Impact Study, October 24, 2017

Tract 50666 PVDS Intersection Exhibit