REVISED FINAL
2021-2029 Rancho Palos Verdes Housing Element Update



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GUIDE TO ACRONYMS USED

ACS	U.S. Census American Community Survey
AI	Analysis of Impediments to Fair Housing Choice
AFFH	Affirmatively Furthering Fair Housing
CBSA	Core-Based Statistical Area
CHAS	Comprehensive Affordability Strategy
CNT	Center for Neighborhood Technology
DFEH	California Department of Fair Employment and Housing
DOF	California Department of Finance (DOF
ECAP	Ethnically Concentrated Area of Poverty
EDD	California Employment Development Department (EDD)
FFIEC	Federal Financial Institutions Examination Council
FHA	Federal Housing Administration
FHEO	Federal Office of Fair Housing and Equal Opportunity
FSA/RHS	Federal Farm Service Agency/Rural Housing Service
HCD	California Department of Housing and Community Development
HMDA	Home Mortgage Disclosure Act
HUD	Federal Department of Housing and Urban Development
LACDC	Los Angeles County Community Development Commission
LACDA	Los Angeles County Development Authority
RCAA	Racially Concentrated Area of Affluence
RCAP	Racially Concentrated Area of Poverty
R/ECAP	Racially or Ethnically Concentrated Area of Poverty
SCAG	Southern California Association of Governments
SBCCOG	South Bay Cities' Council of Governments
TCAC	California Tax Credit Allocation Committee
VA	United States Department of Veterans Affairs

INTRODUCTION

This document constitutes the Housing Element of the City of Rancho Palos Verdes General Plan. It provides a roadmap for the City to address current and projected housing needs during the 2021-2029 Housing Element planning period. With a high quality of life, excellent schools, strong internal and external housing demand drivers, a constrained land supply, and a high-cost environment to construct new housing, Rancho Palos Verdes faces a number of challenges to satisfying local housing demand. These factors create ~~changes~~ challenges to creating sufficient housing to meet needs of households across the socio-economic spectrum and ensuring equitable outcomes. Most cities and counties, including Rancho Palos Verdes, are required by State law to update their Housing Element every eight years. This Housing Element Update will cover the 2021-2029 period (6th Housing Element Update Cycle). The 5th Cycle Housing Element covered the period from 2013 to 2021.

The purpose of the Housing Element is to provide a plan to meet the existing and projected housing needs of all segments of the population, including lower-income households and households and individuals with special housing needs. To achieve this objective, the Housing Element must evaluate the progress and effectiveness of the existing housing element, analyze housing needs, evaluate factors that could potentially constrain housing production, identify sites for new residential development, establish quantified objectives for preservation of existing housing and production of new housing, and establish programs to achieve those objectives. Each city and county in the State must submit its Housing Element to the California Department of Housing and Community Development (HCD) for review to ensure that it meets the minimum requirements under State Housing Element law.

PUBLIC OUTREACH AND INPUT

The preparation of the City of Rancho Palos Verdes 2021-2029 Housing Element Update included an extensive community engagement process to educate community members and decision makers on Housing Element requirements and objectives and to solicit feedback on housing needs and strategies to address the City's housing goals. The City worked with MBI Media, who devised a community engagement plan that targeted participation from as wide a swath of the public as possible, with consideration given to ensuring that outreach included traditionally under-represented groups, such as minorities, people with limited English proficiency, disabled, and individuals experiencing homelessness. Further, the engagement process aimed to give people as many different options to participate as possible. In addition to traditional public hearings before the Planning Commission and City Council where interested parties also had the option to participate remotely via Zoom, the engagement process included in-person workshops, a virtual workshop, a community survey, and stakeholder interviews. These input opportunities were publicized through multiple channels, including traditional public noticing, e-mail blasts and social media posts, and a dedicated homepage on the City's website.

The Public Engagement Program was designed for the development, adoption, and implementation of the housing element. Outreach was conducted to encourage comprehensive public participation throughout the process, as well as identifying different outreach phases with goals/milestones, objectives, and programming. The Public Engagement Program ensured the delivery of clear messages, transparency at each phase and was proactive in addressing and engaging a broad array of interests throughout for key stakeholders and the public. The Public engagement approach sought to provide inclusive engagement (including lower income, seniors, disabled, and affordable housing advocates), incorporating community values, collecting meaningful data, and ultimately turning community input into community ownership of the process and plan. The program was considerate of on-going COVID-19 health restrictions and identified creative solutions to promote and encourage public participation during the pandemic. Therefore, the program utilized digital-based media as much as possible for outreach. Moreover, the Public Engagement Programs electronic and social media outreach strategies, provided stakeholders of all social, and socioeconomic backgrounds with an opportunity to participate in the process.

Public participation outreach tools employed to engage all socio-economic segments of the community included:

- Stakeholder Interviews
- Social Media Posts
- E-blasts
- Virtual Meeting Room
- In-Person Workshop
- Planning Commission Meeting

- City Council Meeting

Stakeholder Interviews

Throughout the month of September 2021, stakeholder interviews were conducted with five members of the Rancho Palos Verdes community, including representatives from housing advocacy groups, homeowner's associations, realtors, and chambers of commerce. Stakeholder interviews were conducted to gain understanding of the community needs associated with affirmatively furthering fair housing (AFFH), obtain deeper insight into the community housing needs from specific perspectives (such as social service providers or educators), and to understand the developer perspective regarding opportunities and challenges for residential development.

During interviews, stakeholders were asked questions regarding their thoughts on workforce housing, housing availability, fair housing training, low-income housing, and any other feedback regarding housing opportunities and challenges faced in Rancho Palos Verdes. While the consensus was that there is enough housing to meet the community's needs, the housing costs are at a price point where working-class citizens cannot afford to live within the city limits. A representative of the Palos Verdes Peninsula Land Conservancy stated that "people who work in Rancho Palos Verdes cannot often live in Rancho Palos Verdes, [while the] elderly are in a similar situation," while a representative from Abundant Housing LA believes "cities need to improve the way they outreach to communities," by reaching out to individuals experiencing evictions or homelessness during the Housing Element Update process to get a better understanding of how affordable housing can be improved.

A representative of the Palos Verdes Peninsula Chamber of Commerce offered similar feedback but echoed other interviewees saying more housing is not necessarily the solution. Stating that the problem is "more an issue of transportation than housing, [as the city is] geographically isolated," they used the local Terranea Resort as an example of how employers in Rancho Palos Verdes can address the issue. The Terranea resort is the largest single employer in the city, with most of its workforce living outside of city limits.

A Peninsula Chamber of Commerce representative informed us that the resort offers higher than average industry wages, career training and development. They also pay for employee supplies, offer van pools, and ~~campaigned~~campaign for sheltered bus stops at resort properties to attract their workforce.

Additionally, multiple interviewees expressed concern over what would be considered "low-" or "very low-income" housing within Rancho Palos Verdes. One stakeholder mentioned city employees like firefighters or schoolteachers make six-figure salaries but are often unable to afford a home in the city, while another stakeholder working for a housing advocacy group recalled looking for housing for their own family but couldn't find anything within their price range. Additionally, stakeholders seem to agree on more public transit options along Western Avenue as the most approachable and quickest solution available to deal with workforce access to the city.

Finally, stakeholder groups were targeted to gain input on low-income housing, workforce housing, housing availability, fair housing training, and any other feedback regarding housing opportunities and challenges in community housing resources, and housing affordability. There were various stakeholder groups that were outreached multiple times, but did not respond. These groups include:

- Palos Verdes High School PTSA Association
- Bay Cities Construction
- California Environmental Justice Alliance
- Communities for a Better Environment
- National Association of the Advancement of Colored People
- American Civil Liberties Union of Southern California
- California Community Foundation
- Fair Housing Foundation
- South Bay Coalition to End Homelessness
- Club of Palos Verdes Sunset Rotary
- Pacific Unitarian Church
- Peninsula Community Church
- Ascension Lutheran Church of Rancho Palos Verdes
- Christ Lutheran Church and School
- Chabad of Palos Verdes

Social Media

The City of Rancho Palos Verdes possesses a strong and productive presence on multiple social media accounts; therefore, public participation was encouraged through these platforms. Key messages with a call to action were shared across social media (Facebook, Instagram, Twitter, LinkedIn) in English and Spanish. The key message informed stakeholders, encouraged learning about the program, and motivated participation at meetings where additional input could be garnered. Social media encouraged conversations and dialogues among the community. Social media was utilized to gaze a wide audience from residents, employees, local businesses, organizations etc.

The public outreach team conducted research to gather public participation from low-income and minority households by analyzing average income, social media channels engagement and utilization. The City of Rancho Palos Verdes average income is $138,557 and according to Pew Research Center it was found that people with incomes of $30,000 - $49,999 have a high social media presence. Of those surveyed, 70% utilize Facebook, 45% utilize Instagram and 21% utilize LinkedIn. The outreach team concluded social media would be a key outlet to reach low-income individuals. In addition, the survey found that “1 out of every 2 Californians has a Facebook account” and this data was taken into consideration when conducting public participation via social media platforms. Social media content provided program updates including invitations for public and virtual meetings, and surveys. Messages across social

media platforms targeted audiences in the City while engaging broader audiences by increasing the number of stakeholders reached.

Project Webpage

The City established a dedicated webpage via CivicPlus® for the Housing Element. CivicPlus® provided equitable access to non-English speaker to be able to translate website text to other languages. The project webpage served as a central hub to house collateral materials, provided project updates and functioned as the go-to location for stakeholders interested in keeping track of the Housing Element's timeline and progress.

Through the project webpage, the public had an opportunity to sign-up to receive project information, attend public and virtual meetings, and submit comments to the City. Public comments provided valuable information on issues to be addressed as part of the environmental analyses.

Public Event/ Community Meeting

The City of Rancho Palos Verdes recognized the opportunity to create more equitable access and held an in-person Open House for all community members to participate in the Housing Element Update. Equity is achieved when one's outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic, or social identities; and it requires community-informed and needs-based provision, implementation and impact of services, programs and policies that reduce and ultimately prevent disparities. Stakeholders were invited to the in-person Open House through interviews, social media, city newsletters and e-blasts. The City Newsletter database is comprised of opt-ins. Newsletters are available to all residents, including lower-income and minority households. City newsletters, e-blasts and invitations provided translation upon request to ensure non-English readers had the opportunity to be involved in community events.

During the in-person Open House, staff shared Fact Sheets~~,~~ and ~~FAQ's~~FAQs, and provided one-on-one in-person guides of the Virtual Meeting Room (VMR) capabilities to broaden public participation. Translation and interpretation were available upon request, 72 hours prior to the event. The goal was to maximize participation, stimulate discussion, and promote feedback regarding the Housing Element Update, identify and address local community concerns regarding the past, present, and future Housing Elements.

Virtual Meeting Room

The Virtual Meeting Room (VMR) served as a tool for attendees to view a recorded video presentation or connect to a live workshop via a link to a virtual meeting platform. This allowed for all notices and marketing of the workshops to direct everyone to one place—the VMR. The VMR was utilized due to the on-going COVID-19 health restrictions and was identified as a creative form of outreach to promote and encourage public participation during the pandemic.

The VMR consisted of individual stations developed to simulate an in-person meeting room. Each station included materials such as exhibits, maps, approved collaterals as well as a comment station with a registration form. These materials allowed attendees to participate and obtain specific project information at each station at their convenience. The room was hosted independently from the City's server yet was accessible via a link on the project webpage and all social media platforms. The VMR was accessible via desktops, laptops and mobile phones. ADA accessibility and any translation services were available upon request.

Stakeholder Survey

A Housing Element Update survey was developed, administered, and analyzed regarding stakeholder-identified priorities. On August 25, 2021, Rancho Palos Verdes published the online survey through the SurveyMonkey platform. The online survey was shared on the City's social media accounts, through the VMR, during the in-person workshop and on the Rancho Palos Verdes Housing Element webpage. Participants had the opportunity to access the survey online utilizing personal devices, and paper surveys were located at City Hall. The surveys provided an opportunity for community members to answer questions about the Housing Element Update and share their feedback with the City of Rancho Palos Verdes.
A total of 695 responses were obtained through the SurveyMonkey platform. Three individuals completed and returned their survey results to the City via mail. The City also received four general comments from individuals regarding the community survey and Housing Element Update.

Of the 695 unique online community survey responses obtained, 681 live in the City of Rancho Palos Verdes.

- 68.24% of the respondents were 55 or older.
- 56.68% of respondents identified as Caucasian, while 8.59% identified as multiracial and 7.82% identified as East Asian.
- 12.82% of respondents stated that their housing costs represent more than 30% of their household income.

When asked if the City of Rancho Palos Verdes has an adequate supply of multifamily Housing, 87.83% of respondents selected yes, there is an adequate supply of multifamily housing in the City.

When asked what the City's focus as part of the Housing Element Update process should be, individuals selected:

- 83.16% selected maintain existing housing

- 18.89% selected increase availability of housing options for seniors

Respondents were asked to rank the biggest challenges to increased housing in Rancho Palos Verdes. High cost of land was selected most frequently, followed by public opposition, and low supply of vacant land.

- 22.38% of respondents selected that home prices in Rancho Palos Verdes are preventing them from becoming a first-time homeowner.

Following is a listing of the specific community engagement activities and opportunities for public input on the Housing Element Update.

- Joint Planning Commission/City Council Study Session - August 25, 2021
- Online Housing Element Survey - August 25, 2021 to October 3, 2021
- Stakeholder Interviews - August/September/October 2021
- In-Person Housing Element Open House - September 25, 2021
- Virtual (Online) Housing Element Open House - September 25, 2021 to October 3, 2021
- Draft Housing Element Planning Commission Meeting - October 12, 2021
- Draft Housing Element City Council Meeting - October 19, 2021

Other Public Input

The public was invited to participate in the Joint Planning Commission/City Council Study session and to provide comments. In addition, the Online Housing Element Survey was widely publicized in the community and over 1,000 people participated. The team of City staff and consultants hosted an in-person open house to provide information about the Housing Element Update process, solicited input on local housing issues, and presented the preliminary housing sites inventory for review and feedback. In addition to the in-person open house, MBI Mmedia created and hosted a virtual open house with the same information and input opportunities as the in-person open house. 1,025 persons participated in the virtual open house and 23 comments were received. Further, the Public Review Draft Housing Element update was made available to the public for review and comment for an approximately one-month period from early October 2021 through early November 2021.

The majority of the public input received throughout the Housing Element Update process up to the preparation of the Draft Housing Element for submittal to HCD for review and the

various community engagement activities conducted up to that point was expressions of frustration that as a nearly built out community, Rancho Palos Verdes was assigned a much larger RHNA for the 6th Cycle than it was assigned in the 5th Cycle. Commenters also noted the numerous environmental constraints (e.g., fire hazards, slopes, sensitive habitat areas, and need to protect view corridors) that pose challenges to developing additional housing within the City, as well as perceived limitations of infrastructure capacity to accommodate additional housing. Numerous members of the public expressed concerns with identifying particular sites throughout the City as potential housing sites including, but not limited to, Miraleste Plaza and properties along Silver Spur Drive and Palos Verdes Drive East. With respect to the Miraleste Plaza, the public expressed concerns with loss of existing neighborhood retail and services and concerns with additional traffic that a more intensive use of the property might generate. In regard to the potential housing sites along Silver Spur Drive, the public expressed concerns with issues including, but not limited to, perceived traffic, crime, and service impacts. Concerns with properties along Palos Verdes Drive East involved a vacant lot adjacent to Marymount California University and centered on perceived traffic, view impairment and service-related impacts.

In response to these concerns, the City Council directed that the Miraleste Plaza sites be removed from the list of potential housing opportunity sites that could be re-zoned to encourage housing development. At the same time, the City Council suggested that to better distribute new housing opportunities across the City's neighborhoods, several properties along Hawthorne Boulevard should be added to the potential housing sites inventory list. In addition, the City Council directed that several sites that had been preliminarily identified as housing opportunity sites along Palos Verdes Drive South should be removed from consideration, in response to comments from members of the public and public agencies indicating the properties were part of habitat conservation areas. Furthermore, the proposed rezoning and associated density of the vacant lot adjacent to Marymount California University was modified to accommodate a lower number of above-moderate housing units.

In addition to input and analysis conducted specifically for the Housing Element Update process, State housing element law indicates that local jurisdictions can incorporate findings from fair housing analyses conducted in conjunction with participation in federal community development programs, such as the Community Development Block Grant and HOME Investment Partnerships programs for purposes of implementing the AFFH requirements for 6th Cycle Housing Elements. For federal community development programs, the City of Rancho Palos Verdes is considered a "participating city" in the Los Angeles County Community Development Commission's (LACDC) "Urban County Program", which administers federal housing programs on behalf of unincorporated Los Angeles County as well as 47 of the county's cities, including Rancho Palos Verdes. To maintain eligibility for participation in federal community development programs, jurisdictions much periodically prepare an analysis of fair housing issues, called either an analysis of impediments to fair housing choice (AI), or an assessment of fair housing (AFH). LACDC most recently prepared an AI in 2018 for its

Urban County Service Area. To the extent that the findings from the 2018 AI are reflected in Rancho Palos Verdes' 6th Cycle Housing Element (as noted herein), the outreach conducted and the input reflected in the 2018 AI can be considered an extension of the outreach process for the Housing Element. According to the 2018 AI, in preparing the document on behalf of the participating jurisdictions, LACDC promoted community participation in the preparation of the AI through five main avenues, including regional discussion groups; twelve focus group sessions addressing disability and access, education, employment and transportation, and healthy neighborhoods; Resident Advisory Board Meetings (for residents of public housing complexes); community input meetings; and a 2017 Resident Fair Housing Survey.

The community participation process was designed to reach a broad audience, as a schedule of events, flyers for community meetings, and links to the fair housing survey were all made available on the Los Angeles County Community Development Commission's website. To reach more residents and increase participation numbers, the fair housing survey was given in several different languages, distributed to each of the Urban County's participating jurisdictions and mailed to thousands of residents.

Appendix A includes a more detailed summary of the local community engagement activities conducted during the development of the Housing Element update and the input received from the public up to the preparation of the Draft Housing Element update for HCD review.

In addition to preparation of revisions to the Housing Element Update in response to HCD's comments on the City's submittal, the City has also considered comments received from the public since closing the public comment period on the Public Review Draft Housing Element Update. These comments have been submitted to the City in written form (including e-mails), and are included as Appendix B. As with public input received during the preparation of the Public Review Draft Housing Element, the vast majority of the comments expressed frustrations and concerns with the large quantity of new housing development that the Housing Element contemplates, including concerns about various potential impacts of new housing development, such as traffic and congestion, wildfire hazards, impacts on views and aesthetics, impacts during construction, increased demand for public services, impacts on property values, loss of open space and other impacts on the natural environment and land instability,

The vast majority of the comments were specifically in regard to rezoning the lot next to Marymount University to accommodate 44 homes.

There were limited suggestions for housing development sites other than those already being considered, such as mixed-use development on commercial corridors.

Outside of letters expressing dislike of various housing sites, there were a few letters that covered different topics. One resident expressed support for rezoning to support higher

density housing. Included in the public comments was a letter from an organization called Californians for Homeownership which expressed concerns regarding the adequacy of the HCD Review Draft Housing Element Update's housing sites inventory, citing various California Government Code sections pertaining to the housing sites inventory. Another letter from Alfred and Barbara Sattler suggested inclusion of additional housing goals, expressed concerns and asked questions about the Housing Sites Inventory, suggested better consideration of housing for moderate-income households (in the sites inventory), suggested that mixed-use zoning should not favor excessive amounts of above moderate-income housing, made suggestions about the zoning updates that will ultimately be used to implement zoning changes to accommodate the RHNA, suggested changes in targeted residential densities on housing sites, and criticized the amount of housing proposed on Western Avenue.

In response to comments from the public (including Californians for Homeownership) and HCD on the HCD Review Draft Housing Element, the most substantive revisions reflected in the current version of the Housing Element Draft are related to the Housing Sites Inventory section. The housing sites inventory has been updated with a revised listing of sites to better distribute new housing opportunities throughout the city, better align the site selection with HCD's criteria for suitable sites, and provide additional information regarding housing development potential for individual sites.

In terms of the additional goals requested in the Sattler letter, the revised housing sites inventory makes improvements in response to the Sattler's request for a goal of distributing housing sites more evenly throughout the city, including reducing the amount of housing targeted for Western Avenue, removal of the Terraces shopping center site from the housing sites inventory, and identification of additional sites in other locations. The City's existing inclusionary housing policy addresses the desire expressed in their requested goal to encourage housing for a mix of incomes on housing sites. In addition, revisions to targeted housing types on certain large sites incorporate a mixed-income approach to site development. Regarding the Sattler's request for a goal to maintain neighborhood compatibility as much as possible, the City's existing planning policies address these types of concerns and an addition of more policy addressing these issues may be seen as creating additional governmental constraints on housing development; thus, no new goals of this type were incorporated in the revised Housing Element Update. The updated Housing Element also contains revisions to identify specific sites to be targeted for moderate income-housing, in response to comments by the Sattlers and HCD.

Public Outreach and Input; Goals and Priorities for Affirmatively Furthering Fair Housing

Very little, if any, of the public input received throughout the Housing Element Update development process expressed concern for local fair housing issues. As a result, the Housing Element's Fair Housing Goals, Priorities, and Actions for affirmatively furthering fair housing are primarily informed by the data, analysis, and findings contained in the Assessment of Fair Housing chapter of this Housing Element, including findings from the 2018 AI that are

referenced in the chapter. As explained further in the Assessment of Fair Housing chapter, this Housing Element establishes the following fair housing priorities to address Rancho Palos Verdes' unique local circumstances:

a) expand the opportunities for development of housing at higher densities which can better support housing that can be affordable for lower-income households; thus increasing their access to fair housing choice in Rancho Palos Verdes;
b) streamline processes to review and approve new housing (including higher density housing to complement the City's predominant supply of lower-density housing) to help bring housing to the market more quickly and with less risk and cost to developers;
c) emphasize fair housing outreach, education, and resources to minority and lower-income populations, with the goals of ensuring that these vulnerable groups can access available resources to address housing needs and services and can benefit from increased availability of affordable housing in Rancho Palos Verdes, and;
d) emphasize affirmative marketing of available housing assistance to persons and households that are members of protected classes, to address disproportionate housing needs.

EFFECTIVENESS OF THE EXISTING HOUSING ELEMENT

This chapter documents the City of Rancho Palos Verdes' achievements during the 5th Housing Element Cycle (2013-2021) and the City's progress toward implementing the programs identified in the 5th Cycle Housing Element. Based in part on the City's progress toward implementing the programs from the prior Housing Element Update, this chapter also includes an assessment of whether each program from the prior Housing Element should be removed, continued, or continued with modifications during the 6th Cycle (2021-2029) Housing Element planning period.

Summary of Accomplishments

As of the end of 2020, the City of Rancho Palos Verdes had permitted a net of 134 residential units during the 2013-2021 Housing Element cycle, after accounting for demolition and replacement of ten units in 2018, five units in 2019, four units in 2020, and two units in 2021. As summarized in Table 1, the net new units permitted through 2020 include five very low-income units, nine moderate-income units, and 120 above moderate-income units[1]. This unit production exceeds the City's RHNA for the 2013-2021 period for moderate-income units by five units and exceeds the RHNA for above moderate-income units by a substantial 107 units but falls short of the City's RHNA for very low-income and low-income (i.e., "lower-income") units during this period by three units and four units, respectively.

Table 1: Progress-to-Date on 5th Cycle RHNA

Income Level	5th Cycle RHNA	Units Permitted to Date	Surplus/(Shortfall)
Very Low	8	5	(3)
Low	4		(4)
Moderate	4	9	5
Above Moderate	13	120	107
Total	**31**	**134**	

Note:
This represents net new construction after accounting for demolition and replacement of two single-family residential units.

Source: City of Rancho Palos Verdes, 2021.

Overall, the production achievements indicate that the 5th Cycle Housing Element was effective in facilitating moderate-income housing units and very effective in facilitating production of units affordable to above-moderate income households but had much more limited effectiveness in facilitating production of new low- or very low-income housing units. Further,

[1]Very low-income is up to 50 percent of area median income (AMI). Low-income is up to 80 percent of AMI. Moderate-Income is up to 120 percent of AMI, and Above moderate-income is above 120 percent of AMI. AMI is adjusted for household size, and increases as household size increases. AMI is based on the Los Angeles County median household income. For example, the Los Angeles County median household income for 2021 is $80,000 per year. For a three-person household, the low-income limit is $53,200; the low-income limit is $85,150, and the moderate-income limit is $86,400.

during the 2013 to 2021 time period, the City of Rancho Palos Verdes did not produce any housing that was specifically targeted to meet the needs of special housing needs populations such as the elderly, persons with disabilities, large households, female-headed households and persons experiencing or at-risk of homelessness. A characteristic that is held in common by many of the households within special needs populations is limited income to pay for housing. The 5th Cycle Housing Element's goals, policies, and related actions had limited effectiveness in facilitating housing to meet the needs of special needs populations via the production of housing units affordable to lower-income households. To benefit special needs groups and lower-income households more broadly, the 6th Cycle Housing Element should place more emphasis on encouraging and removing barriers to production of lower-income units while ensuring that there are no new impediments to production of new moderate- or above moderate-income units.

Further, evaluation of the full range of Housing Element programs summarized in Table 2 indicates that the 5th Cycle Housing Element programs for the most part remain relevant and should be continued for the 6th Cycle, with some modifications. Following are highlights of the evaluation of the City's existing Housing Element programs and accomplishments:

- The City was not able to complete Program 1, to provide zoning to accommodate eight lower-income housing units. Because the re-zoning was needed to accommodate the City's 5th Cycle RHNA for eight lower-income units, the City will incorporate these as carryover units into its 6th Cycle RHNA. Further, in compliance with Government Code Section 65584.09, the City will work to complete rezoning for at least eight lower-income units within one year of the end of the 5th Cycle.

- Construction of accessory dwelling units (ADU) is seen as an important means to incorporate affordable housing units in communities where land costs are high. Recognizing this, the City included Program 2 in the 5th Cycle Housing Element to encourage development of housing units affordable at the moderate-income level and below via the development of ADUs. The City is starting to see an uptick in interest in ADU construction and, in 2020 alone, the Planning Division approved 11 ADUs, while a total of 11 building permits were issued for ADUs during the 5th Cycle Housing Element. According to the Southern California Association of Governments' survey of the affordability of ADUs, approximately 60 percent of ADUs are affordable at the low-income level and below, six percent are affordable at the moderate-income level, and 34 percent are affordable at the above moderate-income level.

- Per Program 3, the City monitors the development of its Housing Element Sites Inventory properties. City staff reported that the City did not see development of any of its 5th Cycle Housing Element sites at densities below, or with less affordability, than assumed in the sites inventory analysis.

- Program 4 recognizes that Section 8 rental assistance provided through the Los Angeles County Development Authority (LACDA) is a key method to support extremely low-income households in being able to afford housing. The City does not have information on how many households in Rancho Palos Verdes may have received housing assistance from the Section 8 program during the 5th Cycle but will seek to obtain information about the number of local households receiving assistance during the 6th Cycle.

Table 2: Status of 5th Cycle Programs (Page 1 of 2)

Name of Program	Objective	Timeframe in H.E	Status of Program Implementation	Recommendation for 6th Cycle
Western Avenue Vision Plan/Adequate Sites Program (Program No. 1)	Minimum 8 Housing Units for Lower Income Households	Mar-17	• Modification of land use and zoning designation at 29619 S. Western Avenue to allow residential use to a minimum of 20 dwelling units per acre was noted to be accomplished no later than March 2017. The housing program would allow multifamily uses by-right, without a CUP, planned unit development or other discretionary action. While the housing program has not been implemented, City staff met with the property owners at 29619 and 29601 S. Western Avenue to discuss development proposals related to this housing program in 2018. • In 2020, City staff coordinated a meeting with	Replace with Mixed-Use Overlay Zone Program for Commercial Corridors; accommodate 8 lower income units carried over from 5th Cycle plus additional lower-income units to accommodate 6th Cycle RHNA. City received SB-2 and LEAP Grant to established mixed-use overlay zone along Western Ave. and other commercial corridors, which might further this program including other properties.
Moderate Income Second Unit Development Program (Program No. 2)	10 Second Dwelling Units Constructed	2013-2021	• City continues to track and monitor the number of second dwelling units, also known as Accessory Dwelling Units(ADU) that are created in the City. • City continues to distribute and promote the development of second dwelling units when accessory structures are proposed. • In 2020, the Planning Division granted entitlements to develop 5 second dwelling units of which one has been issued a building permit.	Continue program the program with modifications to try and achieve housing goals through ADU and JADU development.
No Net Loss Program (Program No. 3)	Establish the Evaluation Procedure to Monitor Housing Capacity	July_ 2014	• The City will annually track and monitor the amount, type and size of vacant and underutilized parcels for housing opportunities. None of the City's 5th Cycle housing sites were developed at densities and affordability levels below those assumed in the 5th Cycle Housing Element.	Continue the program with more direction and use of City's GIS.
Section 8 Rental Assistance for Cost Burdended Lower Income Households (Program No. 4)	4 Units for Extremely Low and Low Income Renter Households	2013-2021	• The City continues to assist the Housing Authority staff by conducting a Landlord Outreach Program, informing the Housing Authority of the City's status on providing affordable housing through the existing housing stock and providing an Apartment Rental Survey to the Housing Authority.	Continue program, with a greater emphasis to establish relationships with LACDA to obtain reports on the number of local households receiving Section 8 assistance and ensure outreach to minority groups that experience disproportionate housing problems.
Citywide Affordable Housing Requirement / Housing Impact Fee (Program No. 5)	7 Housing Units for Lower Income Households	2013-2021	• To date there are 5 very-low income housing units (2 within Highridge Condo and 3 at Sol y Mar) and City staff continues to assess opportunities to work with property owners and developers in providing additional units under this Housing Program.	Continue program; add a component to issue a Notice of Funding Availability to invite proposal from developers to leverage the funds to construct affordable housing in Rancho Palos Verdes.
First Time Home Buyer Assistance (Program No. 6)	First Time Home Buyer Assistance (Program No. 6)	2013-2021	• The following non-City programs that provide financial assistance to homebuyers is provided on the City's website: County Homeownership Program, Morgage Credit Certificate Program, and So Cal Home Financing Authority First Home Mortgage Program.	Continue program; modify to ensure outreach to minority groups that experience disproportionate housing problems.
Outreach Program for Persons with Disabilities (Program No. 7)	Coordinate with Harbor Regional Center	July_2015	• City continues to work with the Harbor Regional Center to implement an outreach program that informs families within Rancho Palos Verdes about housing and services available for persons with developmental disabilities. • Program information is avaliable on the City's website.	Continue program as-is.
Extremely Low Income Housing Program (Program No. 8)	Assist 4 Extremely Low Income Households	2013-2021	• Continue to implement Program Nos. 4, 5 and 11	Continue program; modify to ensure outreach to minority groups that experience disproportionate housing problems.

Table 2: Status of 5th Cycle Programs (Page 2 of 2)

Name of Program	Objective	Timeframe in H.E	Status of Program Implementation	Recommendation for 6th Cycle
Zoning Ordinance Amendments to Remove Governmental Constraints (Program No. 9)	Adopt Amendment	July_2014	• The City has initiated the process of undergoing a comprehensive Zoning Code update and creation of a mixed-use overlay zone to faciliate housing production by utilzing the Senate Bill No. 32 planning grant awarded in April, 2020.	Continue program with modifications to address requirements of new state laws enacted since adoption of the 5th Cycle element and also with consideration of employee housing dedicated to teachers.
Housing Code Enforcement Program (Program No. 10)	10 New Cases Per Month	2013-2021	• The City continued to manage the housing code enforcement on a complaint basis and continues to strive for voluntary compliance through the Code Enforcement Division. • The City averaged 26 code enforcement cases per month in 2020. • The City continues to manage property maintenance and illegal construction.	Continue program as-is.
Home Improvement Program (Program No. 11)	5 Housing Units	2013-2021	• In December 2012, the City Council decided to discontinue the Home Improvement Program. During the planning period, the City may revive the program if it is allocated a greater amount of CDBG funds and/or another funding source becomes available	Discontinue.
Fair Housing Services Program (Program No. 12)	65 Lower Income Households	2013-2021	• The City, in cooperation with the County and the Housing Rights Center, continues to make available fair housing services to its residents.	Continue program; modify to ensure outreach to minority groups that experience disproportionate housing problems.
Fair Housing Information Program (Program No. 13)	Information Disseminated (Information on Website by July 2014 & Brochures Disseminated by January 2015)	July 2014 & January 2015	• The City established and implemented the First Time Homebuyer Assistance Program,and Fair Housing Information Program by providing the following: Fair Housing brochure that describes fair housing laws and rights; links to the Housing Rights Center website, State Department of Fair Employment and Housing, and U.S. Department of Housing and Urban Development, which were completed in September 2015. • Fair Housing Services and Program information continues to be made available on the City's website.	Continue program; modify to ensure outreach to minority groups that experience disproportionate housing problems. as-is. Consider hosting or jointly hosting housing/land-lord discrimination workshop.
Energy Conservation Program (Program No. 14)	Implement Voluntary Green Building Construction Program	2013-2021	• Continue to encourage voluntary participation in the City's Green Building Construction Program by offering permit streamlining as well as up to a 50% rebate for Planning and Building fees	Continue program. Consider integrating this program with the City's Emissions Reduction Action Plan (ERAP), which was approved by the City Council in 2018 and outlines a number of residential conservation goals.

- Program 5 involves implementation of the City's inclusionary housing program and affordable housing impact fee program. The City's affordable housing production via Program 5 partially achieved its goal for affordable housing production, as it yielded five new very low-income units in two different projects. As of the end of fiscal year 2019-2020, the City's affordable housing fee fund had a balance of $856,128 available to support affordable housing projects, of which approximately $220,000 was contributed during the 5th Cycle as an affordable housing in-lieu fee for the Highridge Condo development project.

- Program 9 was included in the 5th Cycle Housing Element to remove governmental constraints to housing. The City has initiated a comprehensive Zoning Code update as well as the implementation of the Western Avenue mixed-use overlay zone. The City will complete these actions pursuant to a program to be included in the 6th Cycle Housing Element Update.

- The City anticipated responding to approximately ten code enforcement cases per month during the 5th Cycle Housing Element planning period as part of Program 10. More recently, the City averaged 26 code enforcement cases per month in 2020. During the planning period, code enforcement cases have typically involved complaints about property maintenance or about unpermitted construction activities. City staff reported that the code enforcement activity does not typically involve complaints of substandard or unsafe housing conditions, and that code enforcement activity has not resulted in displacement of any households.

- The City anticipated assisting five housing units in need of rehabilitation during the 5th Cycle through Program 11, which was the Home Improvement Program. The City discontinued the program due to a lack of funding. The City will seek to re-instate the program if additional CDBG funding becomes available in the 6th Cycle.

- The City anticipated assisting approximately 65 lower-income households through Program 12, its Fair Housing Services Program, which is implemented in partnership with the Housing Rights Center (HRC). According to the HRC, the organization assisted with 33 housing inquiries from the City of Rancho Palos Verdes between July 1, 2018, and June 30, 2021. Of these, three were for housing discrimination complaints and the rest were for other housing assistance inquiries. Of the housing discrimination complaints, they were resolved through counseling and provision of information.

- In conjunction with Program 12, the City also distributes fair housing information via Program 13. This information is available via the City's website and via brochures that are available at City Hall. In addition, to educate tenants and landlords about their fair housing rights and responsibilities, the City, through its contract with HRC, HRC also conducts tenant and landlord workshops, takes/makes referrals, participates in resource fairs or community events, and otherwise collaborates with organizations including the South Bay Literacy Council, St. Margaret's Center, the South Bay Center for Dispute Resolution, Harbor Community Health Centers, and more.

- Program 14 is the City's Energy Conservation Program, which involves implementing a voluntary Green Building Construction Program, through which the City offers permit streamlining and up to a 50 percent rebate for Planning and Building application fees. During the 5th Cycle, one residential project took advantage of this program. The City will continue this program for the 6th Cycle.

HOUSING NEEDS ASSESSMENT

California Housing Element law requires local governments to adequately plan for the existing and projected future housing needs of their residents, including the jurisdiction's fair share of the regional housing needs, also known as the Regional Housing Needs Allocation (RHNA). A complete and thorough analysis must include both a quantification and a descriptive analysis of the specific needs that currently exist and those that are reasonably anticipated within the community during the planning period, as well as the resources available to address those needs. The following section of the City of Rancho Palos Verdes 2021-2029 Housing Element summarizes information regarding existing and projected housing needs and is divided into subsections pertaining to:

- Population, Employment, and Household Characteristics
- Housing Stock Characteristics
- Assisted Housing Development at Risk of Conversion
- Overcrowding and Overpayment
- Special Needs Populations
- Assessment of Fair Housing
- Regional Housing Needs Allocation

Data sources used in this section include but are not limited to the 2010 U.S. Census; 2014-2018 and 2015-2019 U.S. Census American Community Survey (ACS); the U.S. Department of Housing and Community Development (HUD) 2012-2016 and 2013-2017 Comprehensive Affordability Strategy (CHAS) data set; the California Department of Finance (DOF); the California Employment Development Department (EDD); and Esri, a private data vendor.

Population, Employment, and Household Characteristics

Population and Household Trends

The City of Rancho Palos Verdes is the 106th largest City by population within the six-county region represented by the Southern California Association of Governments (SCAG) and the 203rd largest City in California. The California Department of Finance estimates that Rancho Palos Verdes had a 2020 population of approximately 42,000 residents and approximately 16,000 households[2], as reported in Table 3. Between 2010 and 2020, the City showed very little change in the number of persons or households, with population increasing by only 0.2 percent and the number of households declining by 0.2 percent. In contrast, Los Angeles County experienced a population growth of 3.6 percent and household growth of 4.1 percent over the decade, while the SCAG region had population and household growth of 5.4 percent and 5.1 percent, respectively.

[2] A household is a housing unit occupied by one or more persons.

The average household size in Rancho Palos Verdes, at 2.67 persons per household in 2020, is smaller than for Los Angeles County or the SCAG Region. Household size in the City, County and SCAG region is relatively unchanged for the 2010 through 2020 decade.

Table 3: Population and Households, 2010 and 2020

Population	2010	2020	% Change 2010-2020
City of Rancho Palos Verdes	41,643	41,731	0.2%
Los Angeles County	9,818,605	10,172,951	3.6%
6-County SCAG Region (a)	18,051,534	19,021,787	5.4%

Households	2010	2020	% Change 2010-2020
City of Rancho Palos Verdes	15,561	15,533	-0.2%
Los Angeles County	3,239,280	3,370,663	4.1%
6-County SCAG Region (a)	5,843,223	6,143,538	5.1%

Average Household Size	2010	2020
City of Rancho Palos Verdes	2.65	2.67
Los Angeles County	2.98	2.96
6-County SCAG Region (a)	3.03	3.04

Note:
(a) The six-county SCAG Region includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

Sources: California Department of Finance, E-5, 2020; BAE, 2020.

Race and Ethnicity

Table 4 shows residents of Rancho Palos Verdes and Los Angeles County by race and ethnicity. Rancho Palos Verdes shows a race and ethnicity mix quite different than the County overall. For the City, over half of the 2014-2018 population is White Non-Hispanic, nearly one-third is Asian Non-Hispanic, and nine percent is Hispanic, while countywide the largest group is the Hispanic population at nearly half (48.5 percent) of the total, with slightly over one-quarter White Non-Hispanic, 14 percent Asian Non-Hispanic, and eight percent Black Non-Hispanic. The Assessment of Fair Housing section of this Housing Needs Assessment provides additional information regarding patterns of segregation and housing needs among racial and ethnic minority populations.

Table 4: Race and Ethnicity, 2010 and 2014-2018

Rancho Palos Verdes

Not Hispanic nor Latino by Race	2010 Number	2010 Percent	2014-2018 Number	2014-2018 Percent	% Change 2010 to 2014-18
White	23,323	56.0%	22,121	52.3%	-5.2%
Black or African American	988	2.4%	754	1.8%	-23.7%
American Indian and Alaska Native	54	0.1%	65	0.2%	20.4%
Asian	11,998	28.8%	12,979	30.7%	8.2%
Native Hawaiian and Other Pacific Islander	39	0.1%	317	0.7%	712.8%
Some other race alone	92	0.2%	39	0.1%	-57.6%
Two or more races	1,593	3.8%	2,203	5.2%	38.3%
Total, Not Hispanic nor Latino	**38,087**	**91.5%**	**38,478**	**91.0%**	**1.0%**
Hispanic or Latino	**3,556**	**8.5%**	**3,793**	**9.0%**	**6.7%**
Total, All Races	**41,643**	**100.0%**	**42,271**	**100.0%**	**1.5%**

Los Angeles County

Not Hispanic nor Latino by Race	2010 Number	2010 Percent	2014-2018 Number	2014-2018 Percent	% Change 2010 to 2014-18
White	2,728,321	27.8%	2,659,052	26.3%	-2.5%
Black or African American	815,086	8.3%	795,505	7.9%	-2.4%
American Indian and Alaska Native	18,886	0.2%	20,307	0.2%	7.5%
Asian	1,325,671	13.5%	1,451,560	14.4%	9.5%
Native Hawaiian and Other Pacific Islander	22,464	0.2%	24,821	0.2%	10.5%
Some other race alone	25,367	0.3%	29,924	0.3%	18.0%
Two or more races	194,921	2.0%	223,280	2.2%	14.5%
Total, Not Hispanic nor Latino	**5,130,716**	**52.3%**	**5,204,449**	**51.5%**	**1.4%**
Hispanic or Latino	**4,687,889**	**47.7%**	**4,893,603**	**48.5%**	**4.4%**
Total, All Races	**9,818,605**	**100.0%**	**10,098,052**	**100.0%**	**2.8%**

Sources: U.S. Census Bureau, 2010 Decennial Census, Table P9; American Community Survey, 2014-2018 five-year sample data, B03002, BAE, 2020.

Population by Age

Table 5 shows the age distribution for Rancho Palos Verdes as reported during the 2014 to 2018 period from the ACS. For this period, slightly more than one-fifth of the City's population was children under 18. The next largest cohort was the 45 to 54 age group, followed by the 55 to 64 age group and the 65 to 74 age group. The overall age distribution shows limited change between 2010 and 2014-2018, especially given the statistical margin of error for the 2014-2018 ACS data. Overall, the median age increased from 47.8 to 49.7 between 2010 and the 2014 to 2018 period.

Table 5: Population by Age, 2010 and 2014-2018

	City of Rancho Palos Verdes				% Change
	2010		2014-2018		2010 to
Age Range	Number	Percent	Number	Percent	2014-18
Under 18	9,248	22.2%	9,237	21.9%	-0.1%
18-24	2,352	5.6%	2,202	5.2%	-6.4%
25-34	2,182	5.2%	2,352	5.6%	7.8%
35-44	4,863	11.7%	4,310	10.2%	-11.4%
45-54	7,640	18.3%	7,372	17.4%	-3.5%
55-64	5,704	13.7%	6,016	14.2%	5.5%
65-74	4,816	11.6%	5,108	12.1%	6.1%
75-84	3,453	8.3%	3,822	9.0%	10.7%
85 & older	1,385	3.3%	1,852	4.4%	33.7%
Total, All Ages	**41,643**	**100.0%**	**42,271**	**100.0%**	**1.5%**
Median Age	**47.8**		**49.7**		

Sources: U.S. Census Bureau, 2010 Decennial Census, Table P12; American Community Survey, 2014-2018 five-year sample data, Table B01001; BAE, 2020.

Resident Employment by Industry

Rancho Palos Verdes has approximately 18,000 employed civilian residents age 16 or older, as shown in Table 6. Approximately 28 percent of those employed residents work in financial and professional services. Resident employment in these sectors is more common in Rancho Palos Verdes than in Los Angeles County, where these sectors comprise only 19 percent of employed residents. Only two other major sectoral groupings in the City account for over 20 percent of employed residents; health and educational services at 24 percent, and manufacturing, wholesale trade, and transportation at 23 percent. These sectors also make up a smaller proportion of resident employment in Los Angeles County overall. No other sectoral group in Rancho Palos Verdes makes up more than ten percent of the resident workforce.

Table 6: Employed Residents by Industry, Rancho Palos Verdes and Los Angeles County, 2014-2018

Industry	City of Rancho Palos Verdes		Los Angeles County	
	Number	Percent	Number	Percent
Agriculture & Natural Resources	65	0.4%	22,589	0.5%
Construction	443	2.4%	284,152	5.8%
Financial & Professional Services	5,208	28.3%	924,128	19.0%
Health & Educational Services	4,403	24.0%	1,003,878	20.6%
Information	511	2.8%	216,025	4.4%
Manufacturing, Wholesale & Transportation	4,144	22.6%	916,935	18.8%
Retail	1,432	7.8%	506,432	10.4%
Arts, Entertainmnt, Recreation, Accomm & Food Services	735	4.0%	549,162	11.3%
Other	1,435	7.8%	446,357	9.2%
Total	**18,376**	**100.0%**	**4,869,658**	**100.0%**

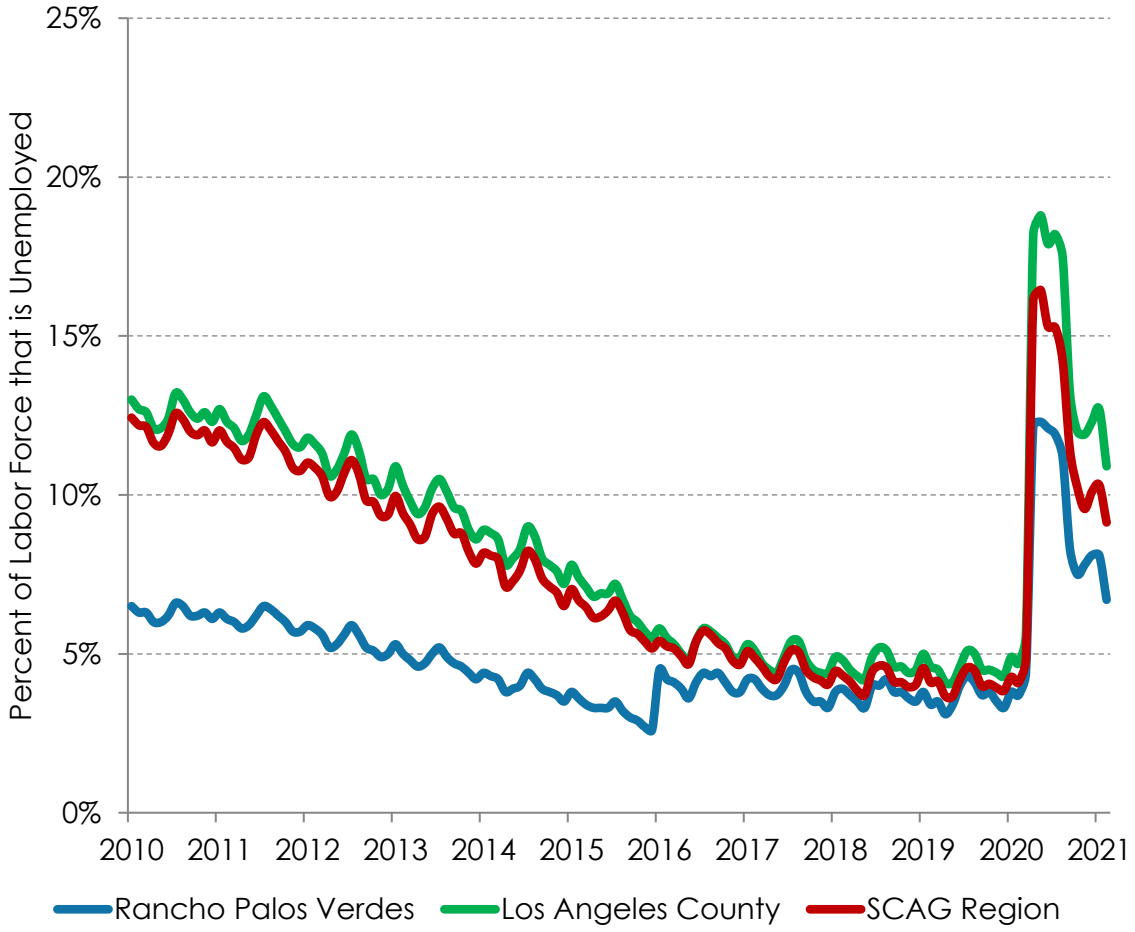
Note:
This table reflects the civilian employed population age 16 and older only.

Sources: U.S. Census Bureau, American Community Survey, 2014-2018 five-year sample data, S2403; BAE, 2020.

Unemployment Rate

The unemployment rate for workers living in Rancho Palos Verdes is consistently below the rate for Los Angeles County and the SCAG Region, while following the same trends overall, as shown in Figure 1. In January 2010, the unemployment rate for the City was 6.5 percent, even as the County and the Region saw much higher rates of 13.0 percent and 12.4 percent, respectively, reflecting the effects of the Great Recession. Up until 2016, rates for all three geographies generally declined, and then converged at around five percent until the pandemic generated a spike in May 2020 to 12.3 percent for Rancho Palos Verdes, 18.8 percent for Los Angeles County, and 16.5 percent for the SCAG Region. Since then, rates have begun to fall rapidly, but as of February 2021 are still well above the five percent level, especially for the County and the Region.

Figure 1: Unemployment Rate Trends



Notes:
Monthly estimates of employment and unemployment for cities and Census Designated Places are calculated by using the share of county-level employment and unemployment in the area at the time of the most current five-year American Community Survey (ACS) estimates, which are updated annually. The cities employment and unemployment estimates are then added to determine the total labor force and unemployment rate.

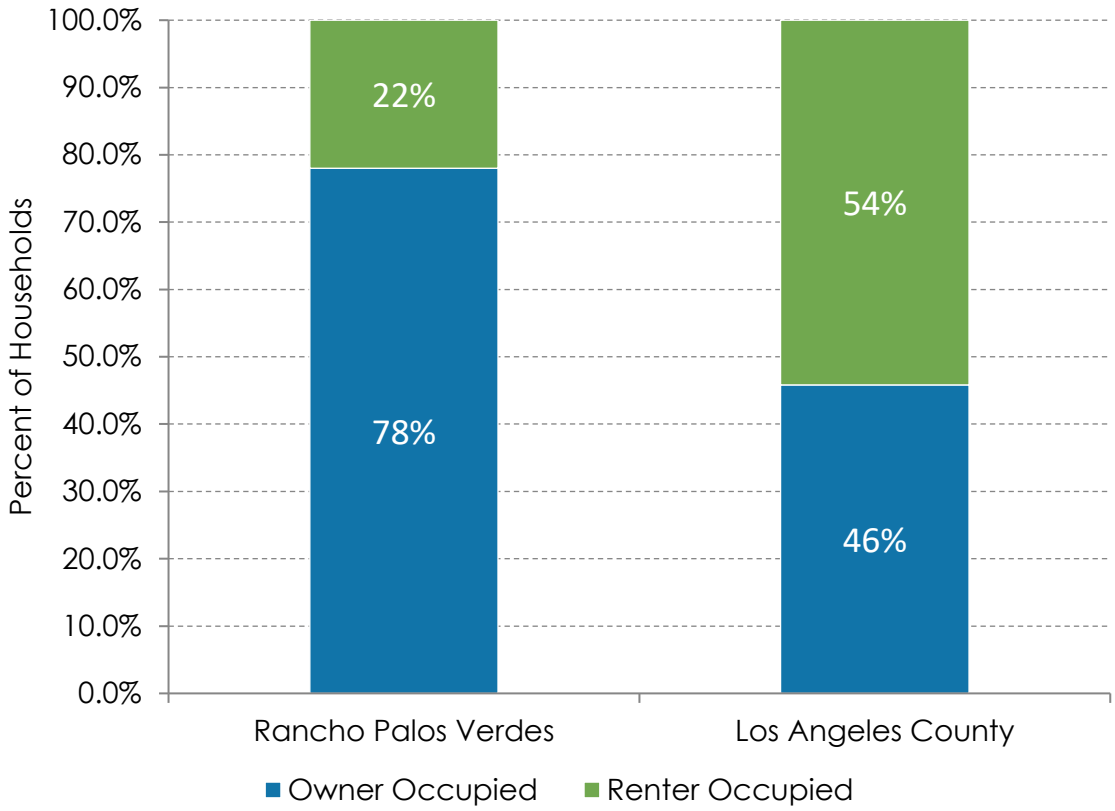
This method assumes that the rates of change in employment and unemployment are exactly the same in each sub-county area as at the county level (the same process is used for unemployment). If this assumption is not true for a specific sub-county area, then the estimates for that area may not be representative of the current economic conditions. Since this assumption is untested, caution should be employed when using these data.

Source: California Employment Development Department, Local Area Unemployment Statistics (LAUS), Sub-county areas monthly updates, 2010-2021.

Housing Tenure

As shown in Figure 2 below, Rancho Palos Verdes has a much higher proportion of homeowners than Los Angeles County. In the City, over three-fourths of households own their residence, in contrast to less than 50 percent countywide.

Figure 2: Housing Tenure



Note: Universe is all occupied housing units.

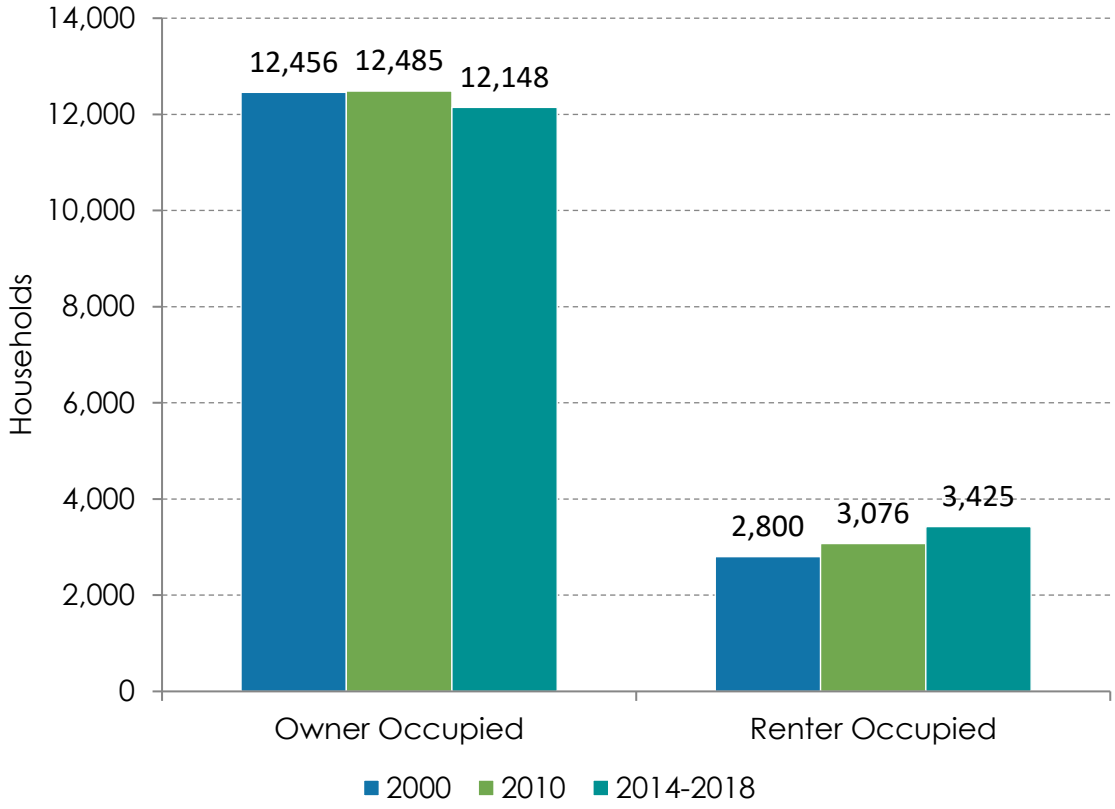
Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B25003

Housing Tenure Trends

Since 2000, there has been almost no change in the total number of owner-occupied units in Rancho Palos Verdes, which was slightly more than 12,000 units. However, there has been a gradual increase in the number of renter-occupied units, from 2,800 in 2000 to 3,425 for the 2014 to 2018 period (see Figure 3). As a result, the local homeownership rate declined from 82 percent to a still relatively high proportion of 78 percent for the 2014-2018 time period.

As noted in LACDC's 2018 AI, on a regional level, owner-occupied housing tends to be concentrated in areas where population densities tend to be lower, including the eastern parts of the County near the borders with Orange and San Bernardino Counties, in the southwest part of the County in the cities around Rancho Palos Verdes, and in most of western and northern Los Angeles County, with White residents dominating areas of high owner-occupancy around Rancho Palos Verdes and along the Highway 2 corridor from West Hollywood to Santa Monica.

Figure 3: City of Rancho Palos Verdes Housing Tenure, 2000-2018



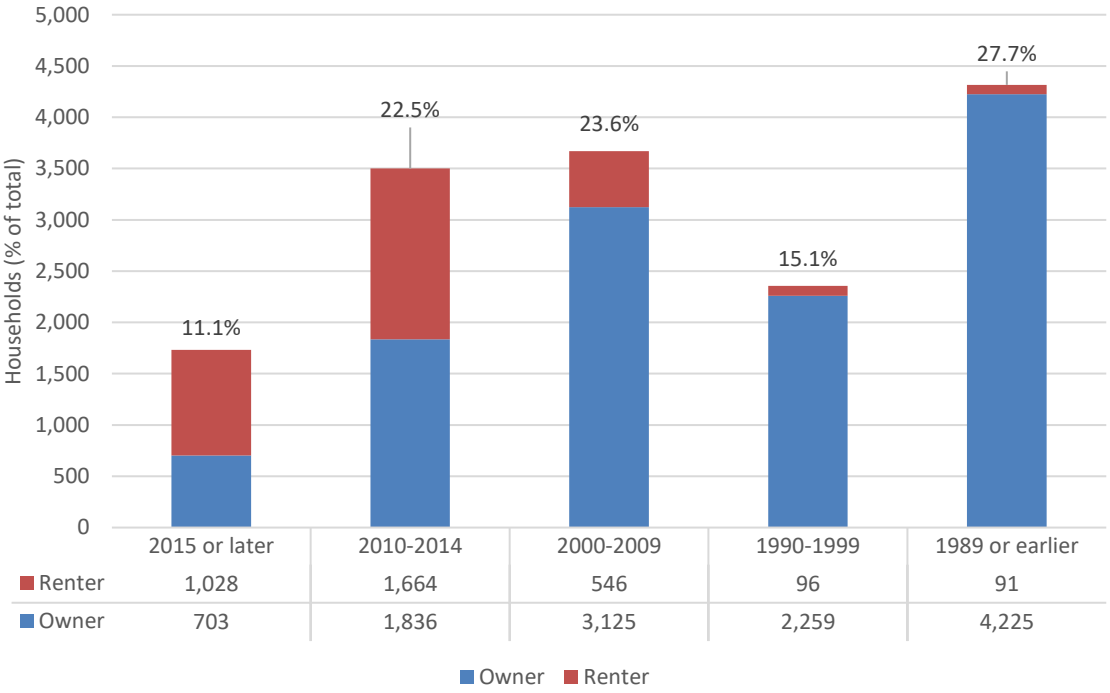
Note: Universe is all occupied housing units.

Source: U.S. Census Bureau, Census 2000 SF1, Table H004; U.S. Census Bureau, Census 2010 SF1, Table H004; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25003

Housing Tenure by Year Moved to Current Residence

Renters tend to move more frequently than homeowners. This is reflected in Figure 4, which shows that the majority of households in Rancho Palos Verdes who have moved in the last few years were renters, while households who have been in their homes for longer periods are owners, especially for those who have lived in their current housing units for well over a decade.

Figure 4: City of Rancho Palos Verdes Housing Tenure by Year Moved to Current Residence

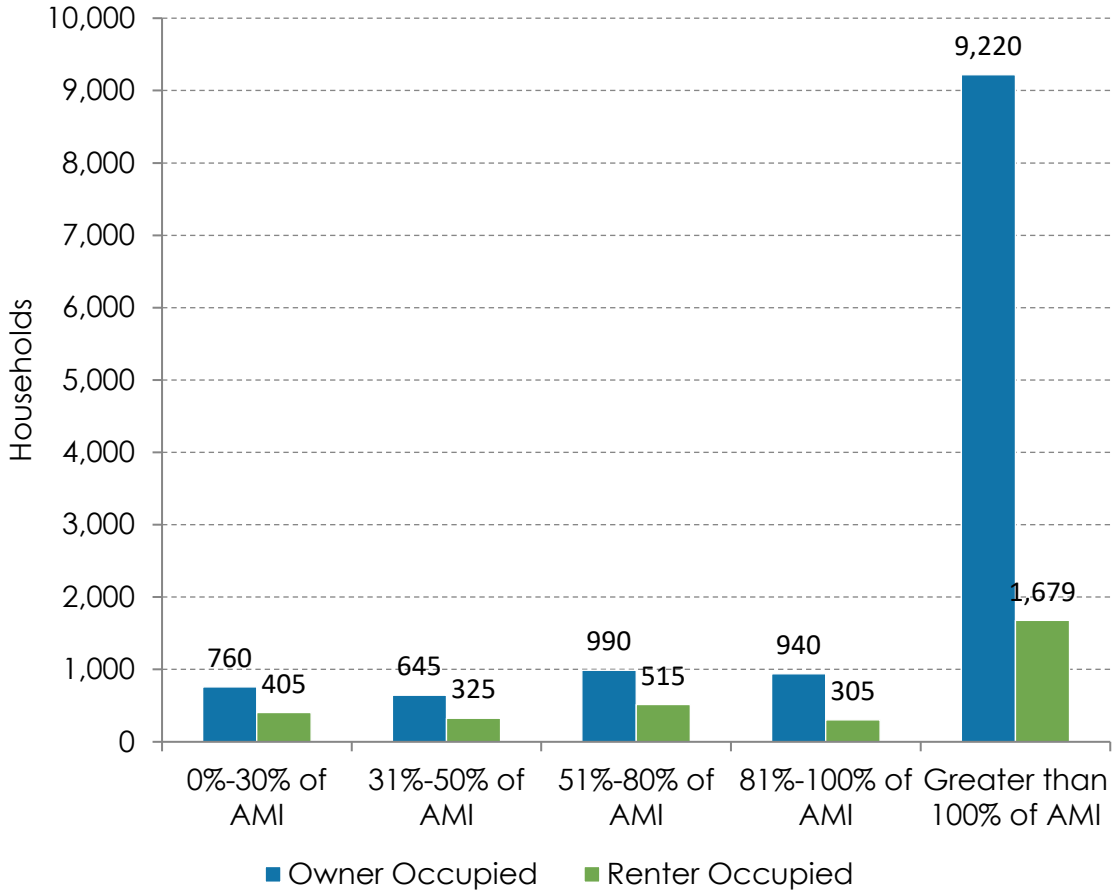


Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B25038

Household Income Level by Tenure

Most owner households, and thus most households overall in Rancho Palos Verdes, have incomes above the HUD Area Median Income, which is set at the County level. While there are higher proportions of renters with incomes below the area median in the City, and some are even in the extremely low-income category, slightly more than half of the City's renters also have incomes above the HUD Median. Some of the lower income households, especially among the owners, may be seniors who are retired with assets available (and possibly no mortgage) such that housing remains affordable even with modest or lower incomes.

Figure 5: Rancho Palos Verdes Household Income Level by Tenure, 2013-2017



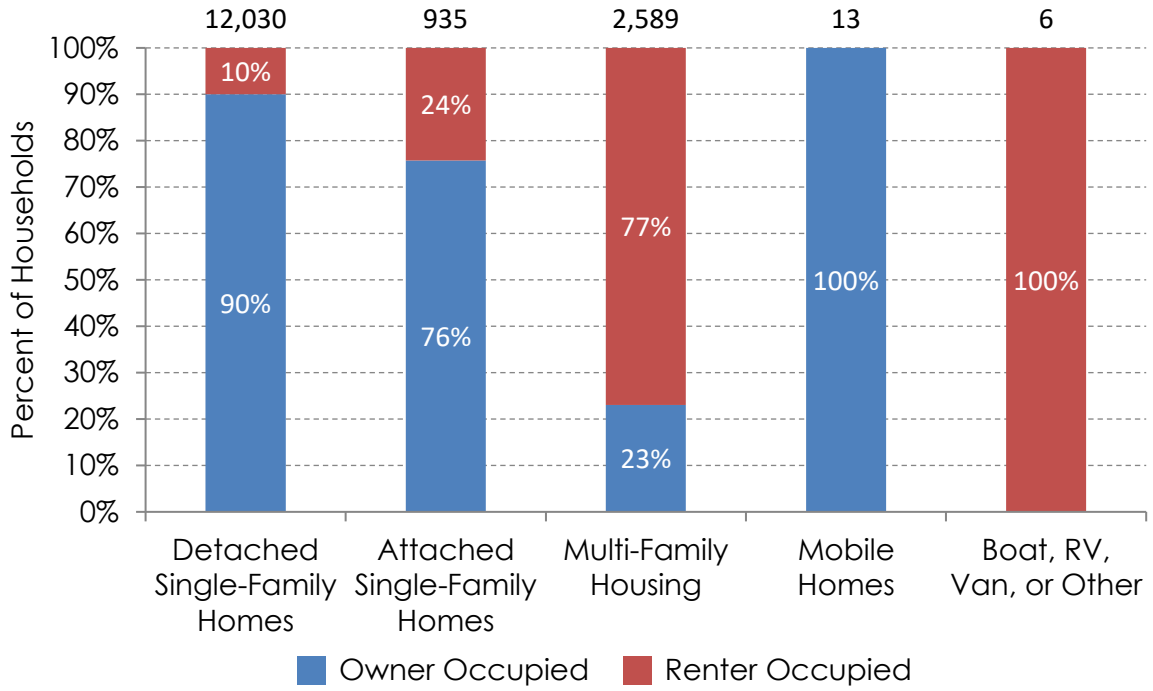
Note: Totals may not equal the sum of individual figures due to independent rounding.

Sources: U.S. Department of Housing and Urban Development, 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) data; BAE, 2020.

Housing Tenure by Housing Type

Rancho Palos Verdes is predominantly owner-occupied single-family detached houses, with more than three fourths of the City's occupied housing units being detached single-family homes, and 90 percent of that unit type is occupied by owners. Attached single-family homes are also largely owner-occupied. Occupied multi-family housing is a substantial part of the City's housing inventory, accounting for 17 percent of all units, and slightly more than three-fourths of the multi-family units are renter-occupied.

Figure 6: Rancho Palos Verdes Housing Tenure by Housing Type

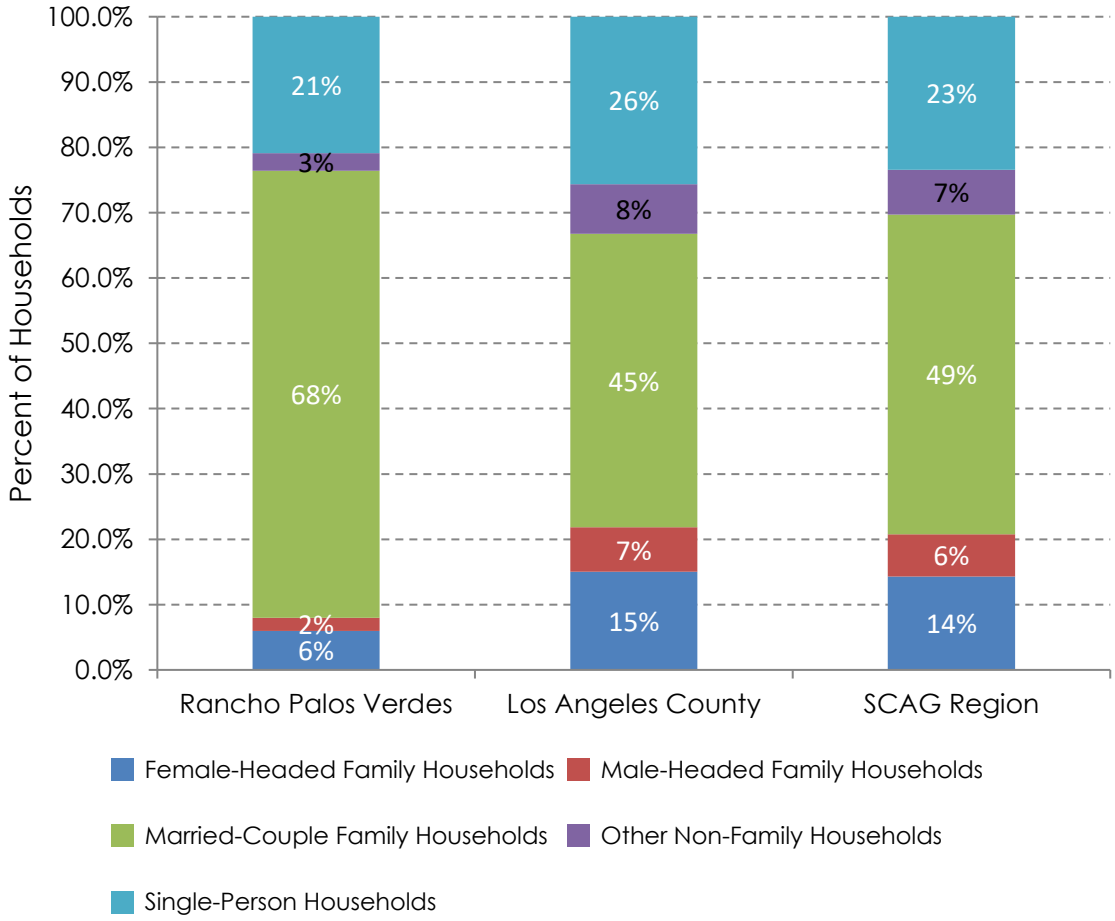


Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25032

Household Type

Figure 7 below indicates that Rancho Palos Verdes is largely either married-couple family households (68 percent of the total) or single-person households (21 percent). This is a larger proportion of married-couple households and a smaller proportion of single-person households than in Los Angeles County or the SCAG Region. Only three percent of the City's households of more than one person are female householders with no spouse present, and only two percent are male households with no spouse present. Both the County and the Region have more than twice ~~those~~the proportions of these two household types.

Figure 7: Household Type



Notes:
Female-Headed Family Households are family households with a female householder with no husband present. Male-Headed Family Households are family households with a male householder with no wife present. Family households are households containing two or more related persons. Other Non-Family Households are households of no related persons with more than one person in the household.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B11001

Housing Stock Characteristics

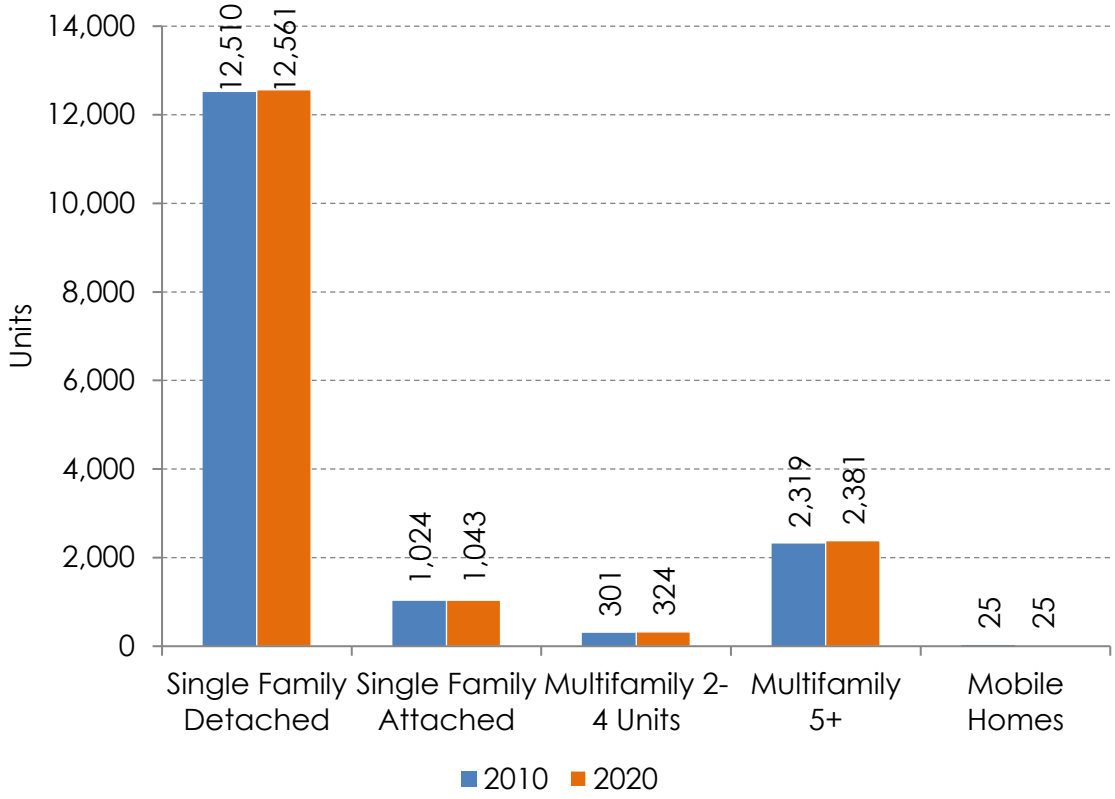
To estimate the need for more housing, it is necessary to assess the existing housing stock in a locale. The following section provides insight into the current housing inventory in Rancho Palos Verdes.

Housing Type Trends

The vast majority of housing in Rancho Palos Verdes is single-family detached homes. As of 2020, the California Department of Finance estimates that of the 16,334 housing units in the City, 12,561 (77 percent) are single-family detached houses. An additional 1,043 homes are single-family attached units; multi-family units in structures of five or more units make up 2,381 units, and the remainder are in smaller multi-family buildings (e.g., duplexes). The

housing stock of the City changed little between 2010 and 2020, with only 155 units added, so the unit mix in the City was relatively unchanged over the decade. However, of the limited units added, the most growth in units was in multi-family structures of five or more units; at 40 percent of the total housing added, this is a much higher proportion of the new housing stock than of the overall housing stock.

Figure 8: Rancho Palos Verdes Housing by Units in Structure, 2010-2020

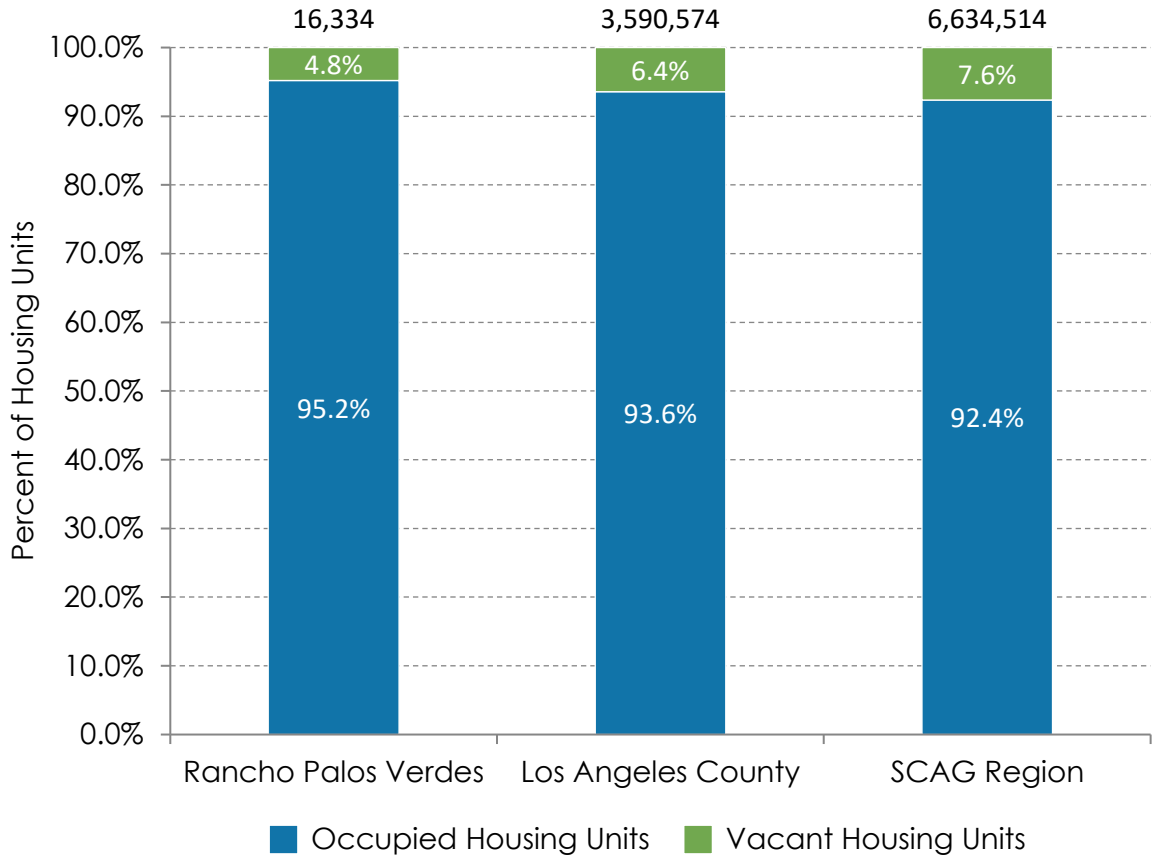


Sources: California Department of Finance, E-5, 2020; BAE, 2020.

Vacant Units by Vacancy Status

According to the State Department of Finance, the residential vacancy rate among the total 16,334 housing units in Rancho Palos Verdes in early 2020 was 4.8 percent, lower than the 6.4 percent for Los Angeles County and 7.6 percent for the SCAG region (see Figure 9).

Figure 9: Housing Unit Occupancy Status, 2020

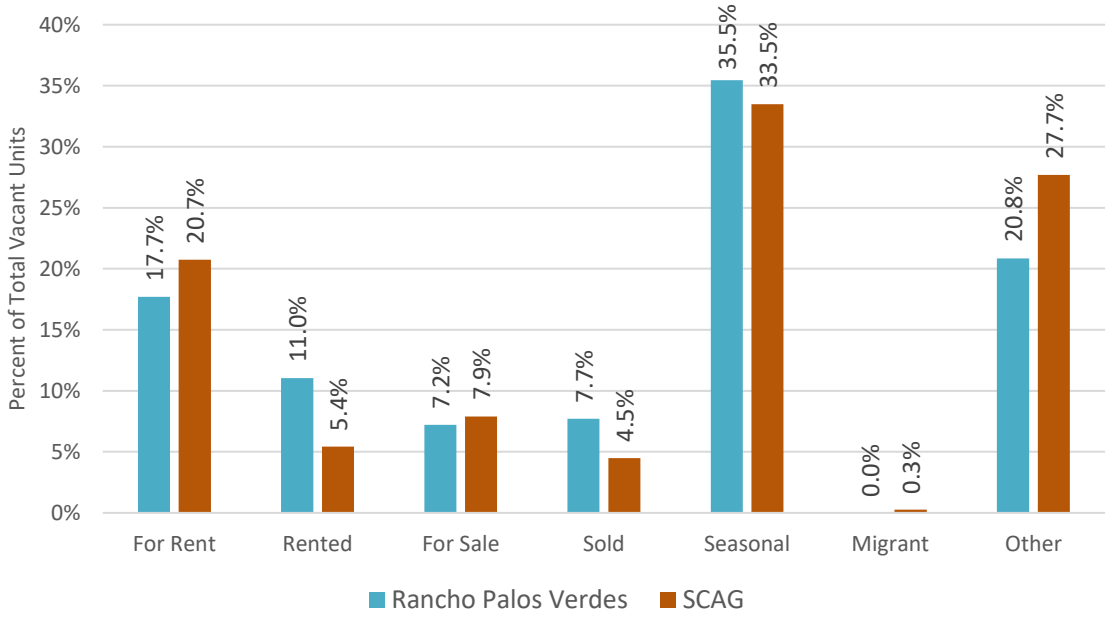


Note: Estimates are for January 1, 2020 (pre Covid-19 shutdowns).

Source: CA Department of Finance E-5 Report, 2021.

As shown in Figure 10, a review of detailed vacancy data as provided by the ACS indicates that only 18 percent of the vacant housing units were actually available for rent and that only 7.2 percent were available for sale. Slightly more than one-third of vacant units in the City were classified as seasonal units, defined as units only occupied for parts of the year by households with a different usual place of residence, and slightly more than one-fifth were classified as "other" vacant units, which includes vacancies not in any of the other categories, for example units held for occupancy of a caretaker, held for settlement of an estate, or held for personal reasons of the owner. Generally, the proportions of vacancies by type for Rancho Palos Verdes were similar to those found overall in the SCAG Region.

Figure 10: Vacant Units by Type, 2014-2018

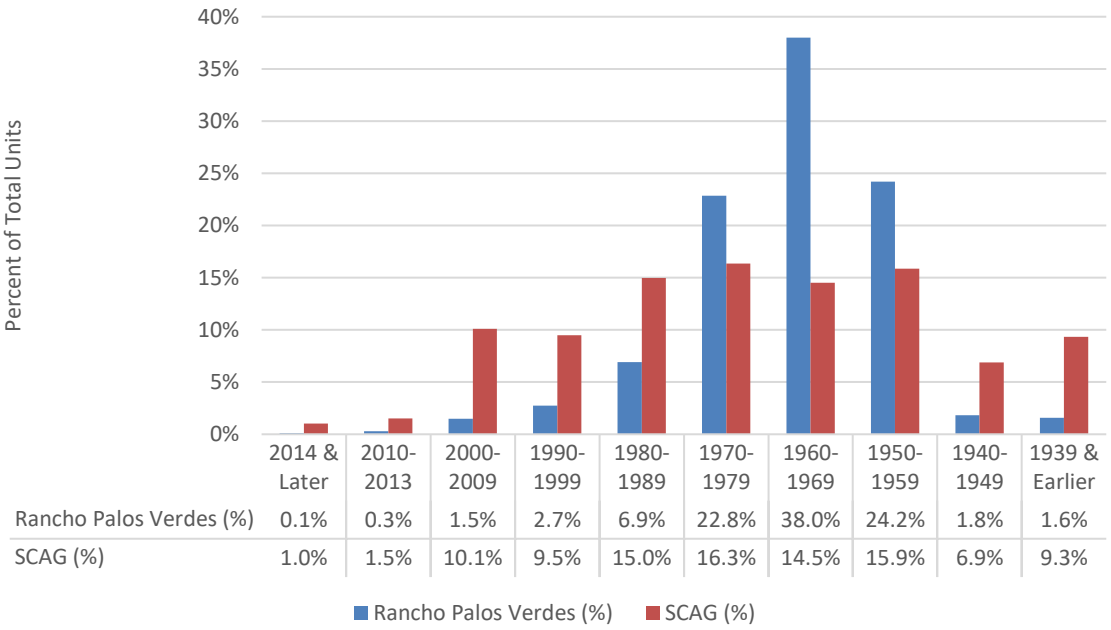


Sources: American Community Survey, 2014-2018 five-year sample data, Table B25004; BAE, 2020.

Housing Units by Year Structure Built

ACS data indicate that the peak period for development of the housing stock in Rancho Palos Verdes was between 1950 and 1980, accounting for 85 percent of housing units in the City. In comparison, housing construction in the region is spread out over a longer period with less than half of the region's housing constructed between 1950 and 1980. However, the growth in new housing units has tailed off since 1980 for both the City and the Region. It should be noted that the ACS data do not capture more recent residential construction activity or any pending residential projects in the City's development pipeline.

Figure 11: Housing Units by Year Built, Rancho Palos Verdes & SCAG Region



	2014 & Later	2010-2013	2000-2009	1990-1999	1980-1989	1970-1979	1960-1969	1950-1959	1940-1949	1939 & Earlier
Rancho Palos Verdes (%)	0.1%	0.3%	1.5%	2.7%	6.9%	22.8%	38.0%	24.2%	1.8%	1.6%
SCAG (%)	1.0%	1.5%	10.1%	9.5%	15.0%	16.3%	14.5%	15.9%	6.9%	9.3%

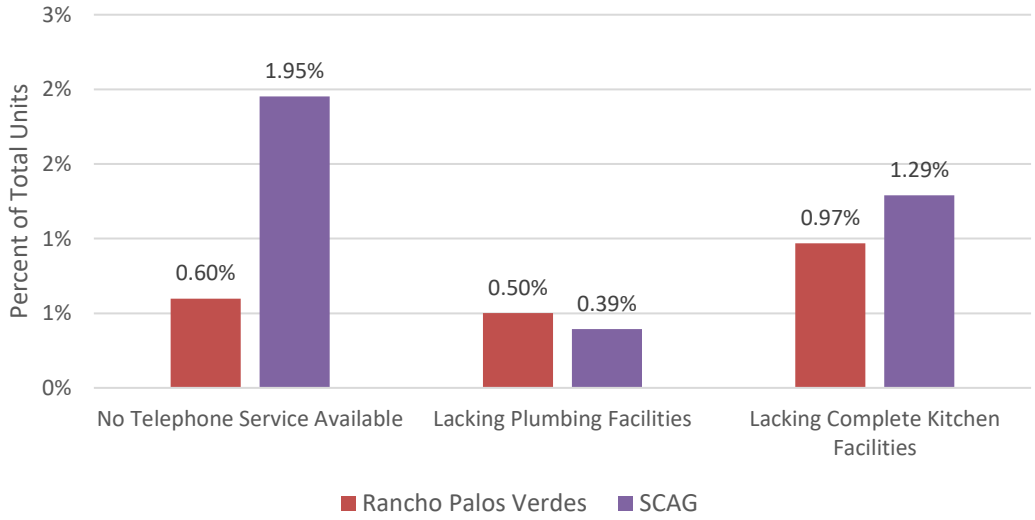
Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B25034.

Substandard Housing Issues

The ACS provides estimates of substandard units with no telephone service available (including cell phones), units lacking complete plumbing (e.g., no hot water or no toilet), or units lacking complete kitchen facilities (e.g., no refrigerator). By these criteria, Rancho Palos Verdes has very few substandard units; less than one percent of the approximately 15,600 housing units in Rancho Palos Verdes meet any one of these criteria as summarized below, in Figure 12. Regionally, the proportions are higher but still limited, at less than two percent for any of the three criteria.

Additionally, the Code Enforcement Division of the City of Rancho Palos Verdes keeps records and logs of problems with the City's existing housing stock. The City does not have any areas that have concentrations of housing problems.

Figure 12: Substandard Housing Characteristics, Rancho Palos Verdes & SCAG Region

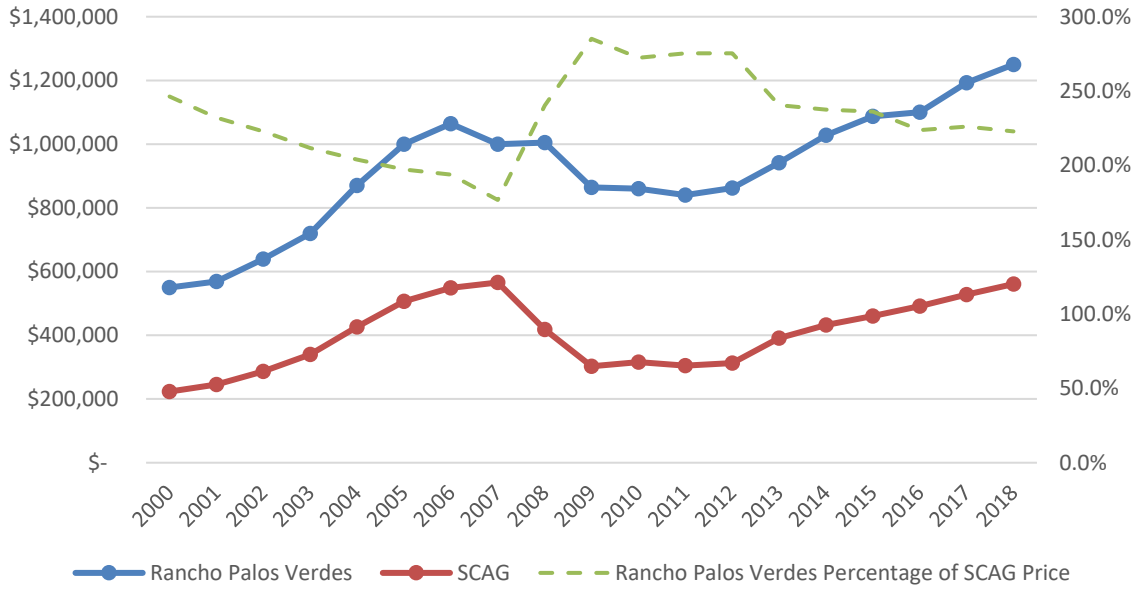


Source:
U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B25053, Table B25043, Table B25049.

Home Values of Owner-Occupied Units

Typical home prices in Rancho Palos Verdes are well above those for the SCAG Region. The median home sales price in Rancho Palos Verdes increased 127 percent between 2000 and 2018 while the median price in the SCAG region increased 151 percent, but the City's median home price was still much higher than for the region overall in 2018, at $1.25 million versus only $560,977 for the region. These medians were the highest for any point during the 2000 to 2018 period. Prices in Rancho Palos Verdes have ranged between a low of 176.7% of the SCAG region median in 2007 and a high of 285.2% in 2009.

Figure 13: Median Home Sales Price for Existing Homes, Rancho Palos Verdes & SCAG Region



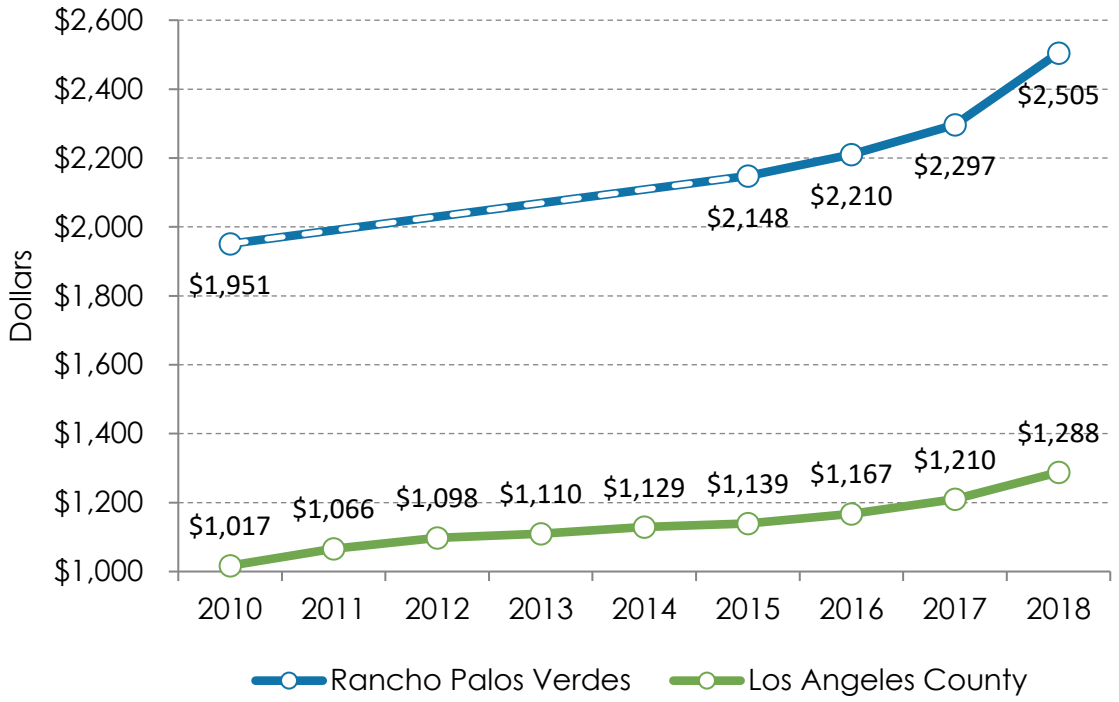
Sources: SCAG Local Profiles, Core Logic/Data Quick. SCAG median home sales price calculated as household-weighted average of county medians

Contract Rents for Renter-Occupied Units

As shown in Figure 14, median contract rents in Rancho Palos Verdes trend well above those for the SCAG Region. According to the ACS, the median monthly contract rent for the 2014 through 2018 period[3] was $1,288 for the region, and nearly twice that in Rancho Palos Verdes at $2,505.

[3] The American Community Survey for Rancho Palos Verdes is based on data gathered over a five-year period, e.g., the data shown for 2018 was collected from 2014 through 2018. Single-year data is not available for the City due to the population threshold set by the US Census Bureau.

Figure 14: Median Monthly Contract Rent, 2010-2018



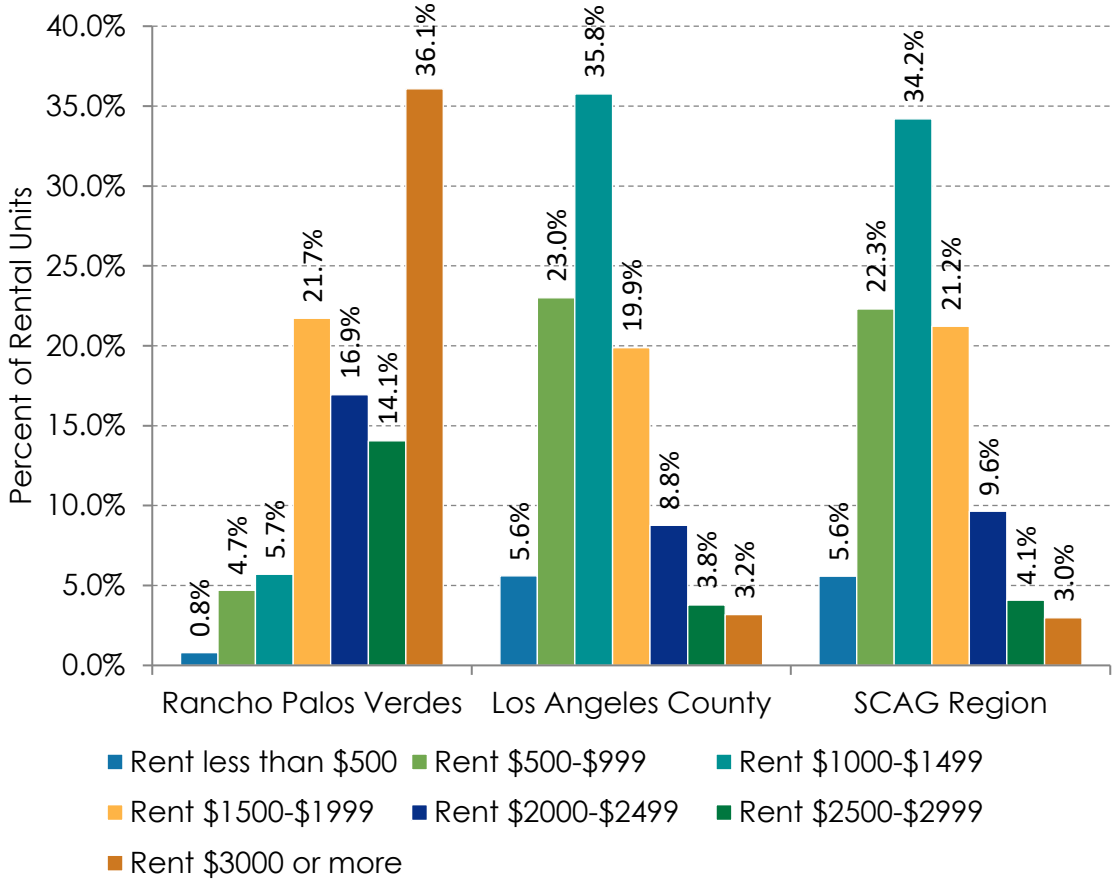
Notes:
Median not available for Rancho Palos Verdes from 2011 through 2014.

Source: U.S. Census Bureau, American Community Survey 5-Year Data releases, from 2006-2010 through 2014-2018, B25058,

Confirming the high rents in the City, based on the 2018 ACS data, over one-third of the Rancho Palos Verdes occupied rental units had monthly contract rents of $3,000 or more; in sharp contrast, only 3.2 percent of Los Angeles County and 3.0 percent of SCAG Region rents were at this level. For Los Angeles County and the SCAG Region, over one-third of occupied rental units had monthly contract rents in the $1,000 to $1,499 category.

LACDC's 2018 AI noted that within Los Angeles County, the areas with the highest rents tended to be "located at the east and west perimeters of the county, as well as to the south in Rancho Palos Verdes and Palos Verdes Estates, while the highest home values can be found near Pasadena, San Marino, West Hollywood, Beverly Hills, and Rancho Palos Verdes, and near Malibu."

Figure 15: Monthly Contract Rents for Renter-Occupied Units



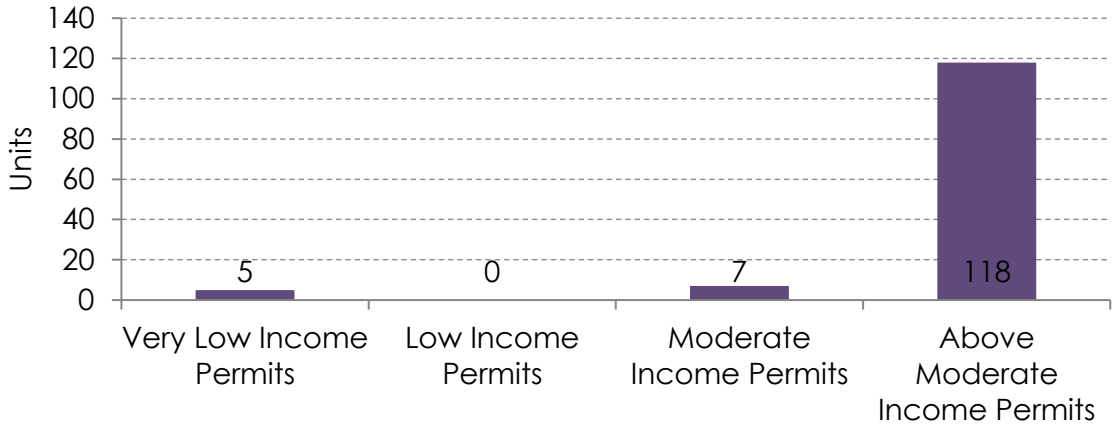
Universe: Renter-occupied housing units paying cash rent.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B25056

Permitted Housing by Income Level

As shown in Figure 16, between 2013 and 2020 (i.e., from the beginning of the last housing element cycle), the City of Rancho Palos Verdes issued residential building permits for only 130 housing units. Almost all of these (118 units) were for above moderate-income units, with five issued for very low-income units and seven for moderate-income units.

Figure 16: City of Rancho Palos Verdes Housing Permits by Income Level



Notes:
Universe: Housing permits issued between 2013 and 2020.
HCD uses the following definitions for the four income categories:
--Very Low Income: units affordable to households making less than 50% of the Area Median Income for the county in which the jurisdiction is located.
--Low Income: units affordable to households making between 50% and 80% of the Area Median Income for the county in which the jurisdiction is located.
--Moderate Income: units affordable to households making between 80% and 120% of the Area Median Income for the county in which the jurisdiction is located.
--Above Moderate Income: units affordable to households making above 120% of the Area Median Income for the county in which the jurisdiction is located.

Source: California Department of Housing and Community Development (HCD), 5th Cycle Annual Progress Report Permit Summary (2020)

Assisted Housing Developments at Risk of Conversion

California Government Code Section 65583 requires that housing elements identify all assisted rental housing units (i.e., regulated below-market rate housing units) within the jurisdiction that are at risk of converting to market rate within ten years of the beginning of the Housing Element Planning period. Typically, assisted units are potentially considered to be at risk of converting to market rate if they are subject to local affordability requirements that will soon expire, or if the affordable units were financed using sources that required affordability for a set period that will soon expire. However, units that are potentially at risk for these reasons may not actually be at risk of conversion, particularly in cases where the units are owned by a non-profit or other entity that is dedicated to preserving the units as affordable housing. The California Housing Partnership (CHP) provides data on assisted housing units and assesses the level of risk to converting to market rate. These data identify homes without a known overlapping subsidy that would extend affordability beyond the indicated timeframe and unless otherwise noted are not owned by a large/stable non-profit, mission-driven developer.

Table 7 shows that Rancho Palos Verdes has a limited number of assisted units, and they are at low risk of conversion. These 33 units are all in Mirandela Senior Apartments and have a reported overall affordability end date of 2065.

Table 7: City of Rancho Palos Verdes Assisted Units at Risk of Conversion

		At Risk Low-income units in jurisdiction	
Risk Level	**Definition:**	**Number**	**Percent**
Very High	At-risk of converting to market rate within the next year	0	0%
High	At-risk of converting to market rate in the next 1-5 years	0	0%
Moderate	At-risk of converting to market rate in the next 5-10 years	0	0%
Low	At-risk of converting to market rate in the next 10 or more years and/or are owned by a large/stable non-profit, mission-driven developer.	33	100%
TOTAL		**33**	**100%**

Source: California Housing Partnership, July 2020. Includes HUD, Low-Income Housing Tax Credit (LIHTC), USDA, and CalHFA projects. Subsidized or assisted developments that do not have one of the aforementioned financing sources may not be included.

Cost of Replacement or Preservation of At-Risk Units

California Government Code Section 65583 also requires that the Housing Element estimate the cost to replace any affordable units that are at risk of conversion within ten years as well as the cost to preserve these units. No costs are provided here since no units in Rancho Palos Verdes are at-risk of conversion within the specified time period.

Overcrowding and Overpayment

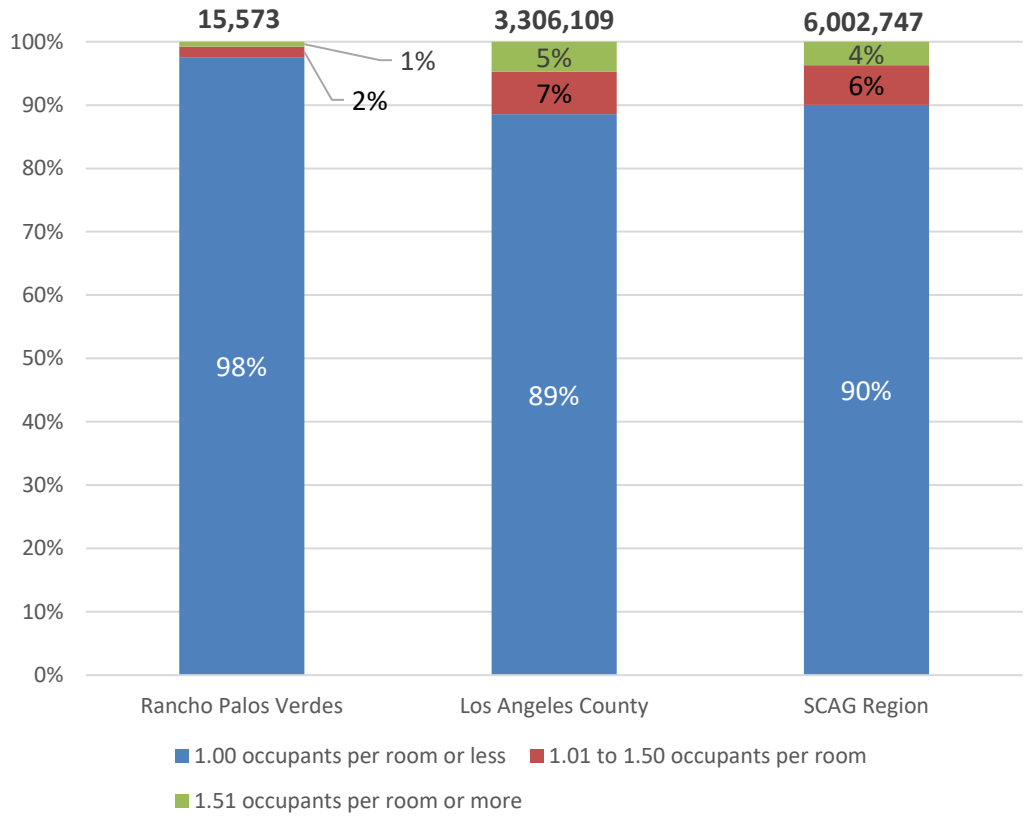
Overcrowding Severity

Housing analysts consider overcrowding in residential units to be a key indicator that households are experiencing economic hardship and are struggling to afford suitable housing, making household size relative to the size of occupied housing units an important metric for assessing economic stress and housing insecurity. One of the common tradeoffs that households make when experiencing economic hardship is to live in housing units that are smaller than would otherwise be ideal, or to band together with extended family or other individuals or households in order to better offset housing costs. The ACS provides data on overcrowding, reporting estimates of households by the number of persons per room, which includes bedrooms, as well as other rooms, like living rooms, but excludes kitchens and bathrooms. The ACS definition of overcrowding is one person or more per room, and severe overcrowding is defined as greater than 1.5 persons per room.

Rancho Palos Verdes has extremely low rates of overcrowding (see Figure 17). For the 2014 through 2018 period, the ACS reports that only two percent of households in Rancho Palos Verdes were overcrowded with 1.01 to 1.50 persons per room, and only one percent were

severely overcrowded, with 1.51 persons or more per room. In comparison, seven percent of Los Angeles County households were overcrowded with 1.0 to 1.50 persons per room, and five percent were severely overcrowded with 1.51 persons or more per room. Six percent of the SCAG Region's households were classified as overcrowded and four percent as severely overcrowded.

Figure 17: Occupants per Room

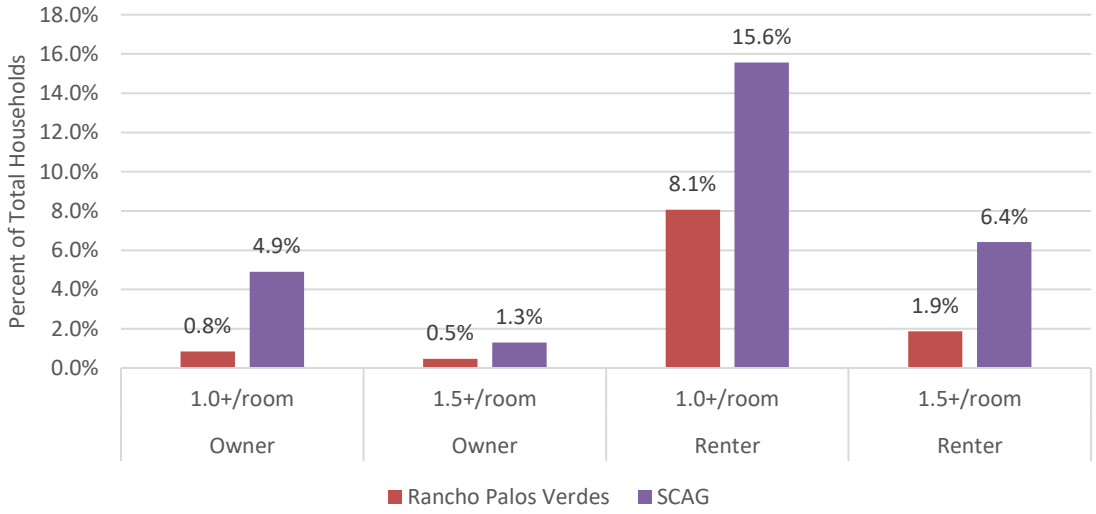


Notes:
The Census Bureau defines an overcrowded unit as one occupied by more than 1.0 persons per room (excluding bathrooms and kitchens), and units with more than 1.5 persons per room are considered severely overcrowded.
Source: U.S. Census Bureau, American Community Survey 5-Year Data releases, 2014-2018, B25014.

Overcrowding by Tenure and Severity

Overcrowding tends to be higher in renter-occupied housing than in owner-occupied housing. In Rancho Palos Verdes, 102 owner-occupied and 276 renter-occupied households had more than 1.0 occupants per room (0.8 percent and 8.1 percent, respectively, of the occupied housing stock by tenure), meeting the Census definition for overcrowding, while 57 owner households and 64 renter households had more than 1.5 occupants per room, (0.5 percent and 1.9 percent, respectively, of the occupied housing stock by tenure) meeting the ACS definition for severe overcrowding.

Figure 18: Overcrowding by Extent and Tenure

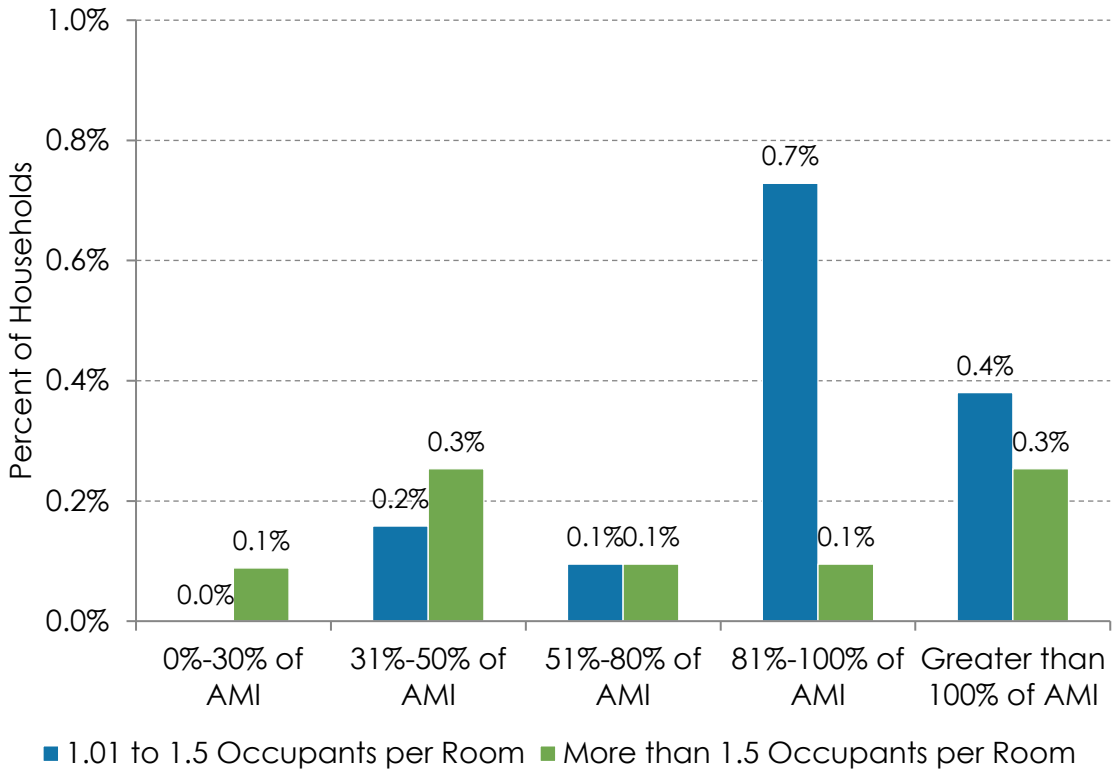


Source: American Community Survey 2014-2018 5-year estimates.

Overcrowding by Income Level

In Rancho Palos Verdes, very few households at any income level suffer from overcrowded conditions, as shown in Figure 19. Interestingly, there is no strong correlation between household income level and overcrowding. Some of the lowest levels of overcrowding were among extremely low-income households. The highest proportions of overcrowding and severe overcrowding are found among moderate-income households (between 80 percent and 100 percent AMI), yet even in this category, only 0.7 percent of households were overcrowded and only 0.1 percent were severely overcrowded.

Figure 19: City of Rancho Palos Verdes Overcrowding by HUD Income Category



Notes:
The Census Bureau defines an overcrowded unit as one occupied by 1.01 persons or more per room (excluding bathrooms and kitchens), and units with more than 1.5 persons per room are considered severely overcrowded. Income groups are based on HUD calculations for Area Median Income (AMI). The AMI levels in this chart are based on the HUD metro area where this jurisdiction is located.
Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

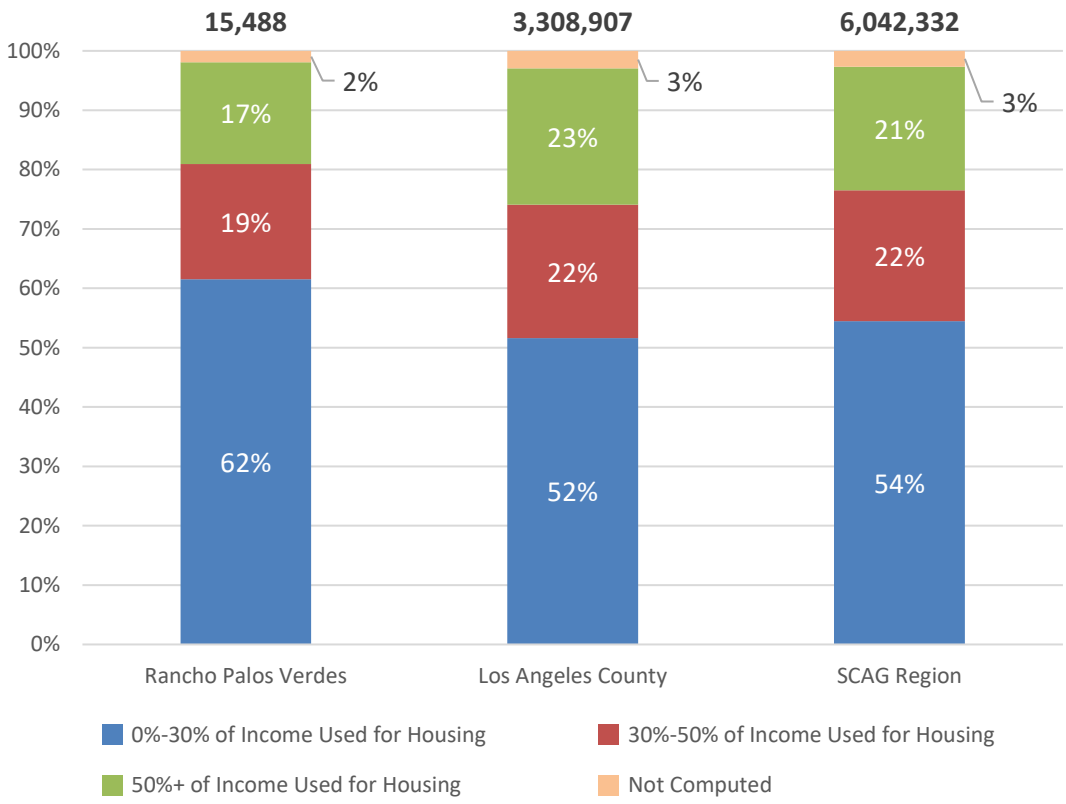
Cost Burden Severity

Housing cost burden is most commonly measured as the percentage of gross income spent on housing. A household is considered to have a moderate housing cost burden if housing expenses are between 30 percent and 50 percent of income, and to have a severe cost burden when housing expenses exceed 50 percent of income.

Reflecting the City's higher income levels and high ownership rates, Rancho Palos Verdes has a smaller proportion of cost-burdened households than Los Angeles County or the SCAG Region. Sixty-two percent of City households reported paying less than 30 percent of income on housing, compared to only 52 percent for the county and 54 percent for the region (see Figure 20). As a result, the proportions of households with either moderate and severe cost burdens is lower for the City than for the county and the region. Nevertheless, a substantial number of Rancho Palos Verdes households show possible problems with housing

affordability, with the proportion of moderate and severe housing cost burdens among the City's households at 19 percent and 17 percent, respectively.

Figure 20: Percent of Household Income to Housing Costs



Notes:
Cost burden is the ratio of housing costs to household income. For renters, housing cost is gross rent (contract rent plus utilities). For owners, housing cost is "select monthly owner costs", which includes mortgage payment, utilities, association fees, insurance, and real estate taxes. HUD defines cost-burdened households as those whose monthly housing costs exceed 30% of monthly income, while severely cost-burdened households are those whose monthly housing costs exceed 50% of monthly income.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019), Table B25070, B25091

Cost Burden by Tenure and Income Level

The following table shows that renters in Rancho Palos Verdes tend to have higher housing cost burdens than owners and, not surprisingly, lower income households also tend to have higher housing cost burdens. Overall, 27 percent of renters have severe cost burdens and 22 percent have moderate cost burdens, while only 15 percent of owners have severe cost burdens and 17 percent have moderate cost burdens. Nearly 75 percent of extremely low-income households have severe cost burdens, decreasing to 50 percent for very low-income

households, and then to only 25 percent for low-income households, illustrating the link between higher housing cost burdens and lower incomes.

Table 8: Housing Cost Burden by Income & Tenure for Rancho Palos Verdes

	Renter Households		Owner Households		All Households	
Housing Cost Burden by Income Level	#	%	#	%	#	%
Household Income ≤30% HAMFI (a) (b)	**405**	**100.0%**	**760**	**100.0%**	**1,165**	**100.0%**
Minimal Cost Burden (c)	55	13.4%	40	5.2%	95	8.1%
Moderate Cost Burden (d)	0	0.0%	30	3.9%	30	2.6%
Severe Cost Burden (e)	265	64.6%	615	80.4%	880	74.9%
Zero/Negative Income	90	22.0%	80	10.5%	170	14.5%
Household Income >30% to ≤50% HAMFI (b)	**325**	**100.0%**	**645**	**100.0%**	**970**	**100.0%**
Minimal Cost Burden (c)	75	23.1%	190	29.5%	265	27.3%
Moderate Cost Burden (d)	0	0.0%	220	34.1%	220	22.7%
Severe Cost Burden (e)	250	76.9%	235	36.4%	485	50.0%
Household Income >50% to ≤80% HAMFI (b)	**515**	**100.0%**	**990**	**100.0%**	**1,505**	**100.0%**
Minimal Cost Burden (c)	140	27.5%	550	55.6%	690	46.0%
Moderate Cost Burden (d)	215	42.2%	215	21.7%	430	28.7%
Severe Cost Burden (e)	155	30.4%	225	22.7%	380	25.3%
Household Income >80% to ≤100% HAMFI (b)	**305**	**100.0%**	**940**	**100.0%**	**1,245**	**100.0%**
Minimal Cost Burden (c)	85	27.9%	595	63.6%	680	54.8%
Moderate Cost Burden (d)	140	45.9%	180	19.3%	320	25.8%
Severe Cost Burden (e)	80	26.2%	160	17.1%	240	19.4%
Household Income >100% to ≤120% HAMFI (b)	**395**	**100.0%**	**770**	**100.0%**	**1,165**	**100.0%**
Minimal Cost Burden (c)	115	29.9%	360	46.5%	475	40.9%
Moderate Cost Burden (d)	165	42.9%	195	25.2%	360	31.0%
Severe Cost Burden (e)	105	27.3%	220	28.4%	325	28.0%
Household Income >120% HAMFI (b)	**1,284**	**100.0%**	**8,450**	**100.0%**	**9,734**	**100.0%**
Minimal Cost Burden (c)	1,095	85.3%	6,740	79.7%	7,835	80.4%
Moderate Cost Burden (d)	189	14.7%	1,315	15.6%	1,504	15.4%
Severe Cost Burden (e)	0	0.0%	400	4.7%	400	4.1%
Total Households (b)	**3,225**	**100.0%**	**12,555**	**100.0%**	**15,780**	**100.0%**
Minimal Cost Burden (c)	1,565	48.6%	8,475	67.4%	10,040	63.6%
Moderate Cost Burden (d)	709	22.0%	2,155	17.2%	2,864	18.1%
Severe Cost Burden (e)	855	26.6%	1,855	14.8%	2,710	17.2%
Zero/Negative Income	90	2.8%	80	0.6%	170	1.1%

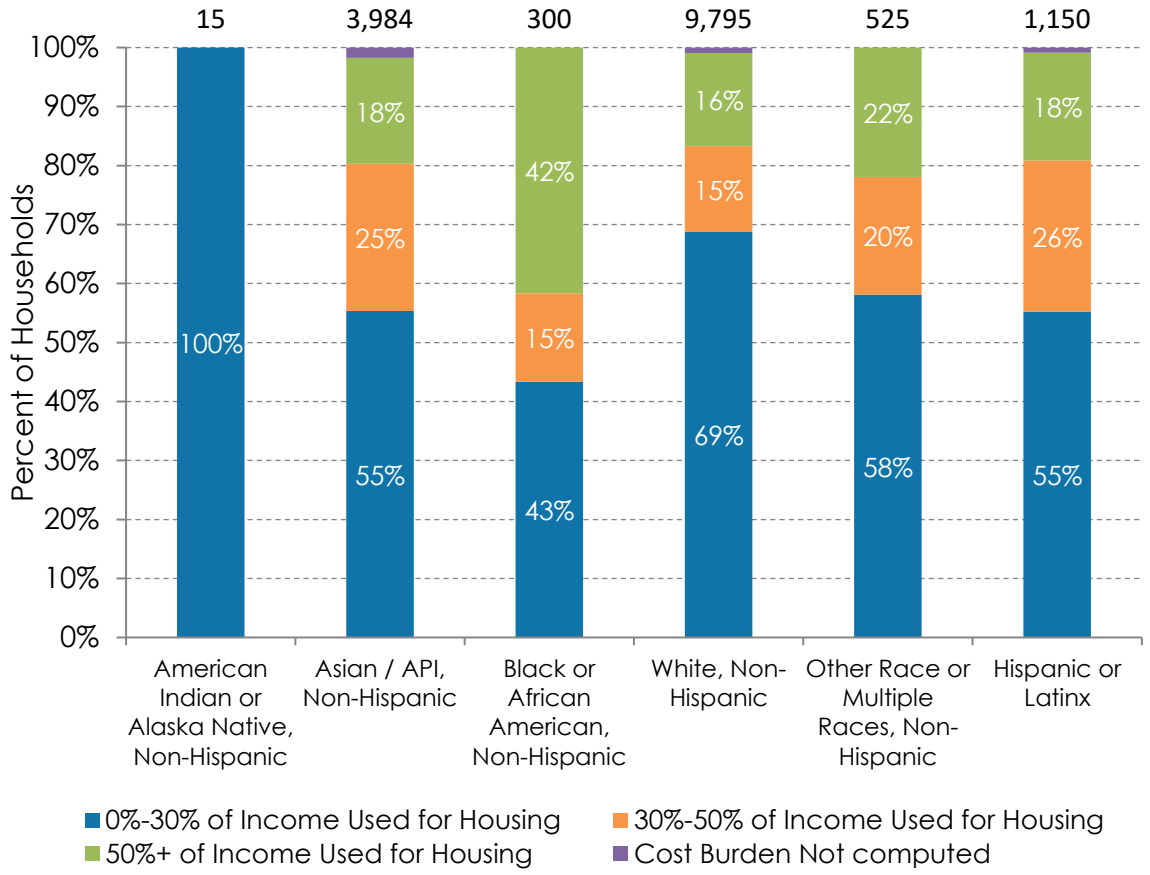
Notes:
(a) "HAMFI" is the HUD Area Median Family Income for Los Angeles County.
(b) Totals do not equal the sum of individual figures due to independent rounding.
(c) Households with minimal housing cost burden spend up to 30 percent of their gross household income on housing expenses.
(d) Households with moderate housing cost burden spend more than 30 percent but less than or equal to 50 percent of their gross household income on housing expenses.
(e) Households with severe housing cost burden spend more than 50 percent of their gross household income on housing expenses.

Sources: U.S. Department of Housing and Urban Development, 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) data; BAE, 2020.

Cost Burden by Race

By race/ethnicity, the lowest proportions of moderate and severe housing cost burdens in Rancho Palos Verdes are among White Non-Hispanic households, with the highest burdens among Black Non-Hispanic households, as shown in Figure 21. Black Non-Hispanic households are the only category where over half of the households show either a moderate or severe housing cost burden. For the other major categories in the City, between 55 percent and 60 percent of households have housing cost burdens below 30 percent of household income.

Figure 21: Cost Burden by Race and Ethnicity, Rancho Palos Verdes



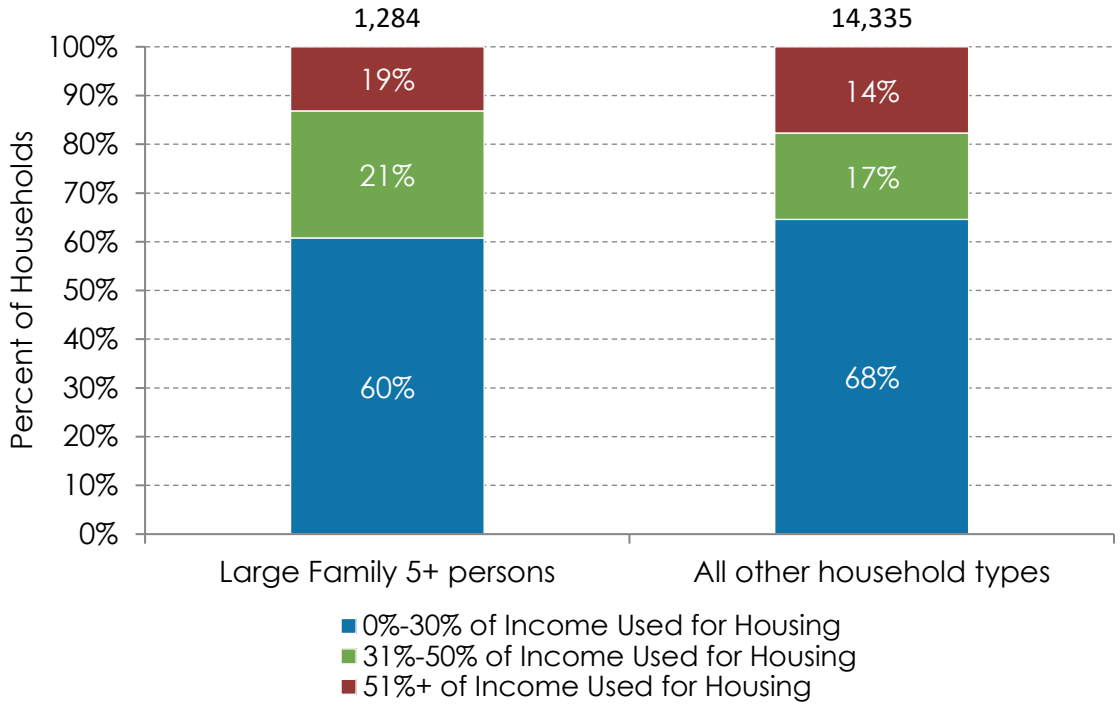
Notes:
Cost burden is the ratio of housing costs to household income. For renters, housing cost is gross rent (contract rent plus utilities). For owners, housing cost is "select monthly owner costs", which includes mortgage payment, utilities, association fees, insurance, and real estate taxes. HUD defines cost-burdened households as those whose monthly housing costs exceed 30% of monthly income, while severely cost-burdened households are those whose monthly housing costs exceed 50% of monthly income. For the purposes of this graph, the “Hispanic or Latinx” racial/ethnic group represents those who identify as having Hispanic/Latinx ethnicity and may also be members of any racial group. All other racial categories on this graph represent those who identify with that racial category and do not identify with Hispanic/Latinx ethnicity.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release.

Cost Burden by Household Size

Larger families may spend a larger proportion of their income on housing, in order to adequately house all family members. This appears to be true to some degree in Rancho Palos Verdes, where slightly less than 40 percent of large family households (as defined in Figure 22) face moderate or severe housing cost burdens. However, across all other household types, 35 percent had a moderate or severe housing cost burden, indicating that high housing costs are also impacting other household types.

Figure 22: Cost Burden by Household Size/Type, Rancho Palos Verdes



Notes:
Cost burden is the ratio of housing costs to household income. For renters, housing cost is gross rent (contract rent plus utilities). For owners, housing cost is "select monthly owner costs", which includes mortgage payment, utilities, association fees, insurance, and real estate taxes. HUD defines cost-burdened households as those whose monthly housing costs exceed 30% of monthly income, while severely cost-burdened households are those whose monthly housing costs exceed 50% of monthly income. Does not include households for which cost burden is not computed.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release.

Special Needs Populations

California Government Code Section 65583 specifically requires an analysis of "any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households, and families and persons in need of

emergency shelter." The following section provides an assessment of their general housing needs.

Farmworkers

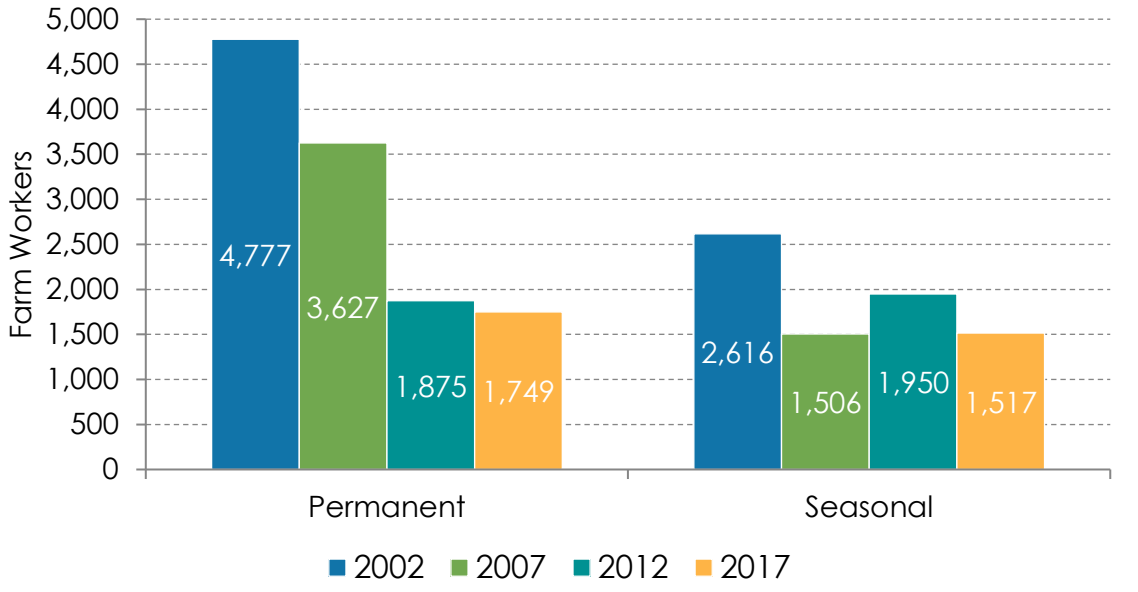
Farmworkers tend to earn relatively low wages and therefore often need affordable housing. Farmworker housing has traditionally included temporary accommodations that provide beds in group living quarters, but farmworkers may also require affordable permanent housing. This is consistent with trends in many communities with large agricultural industries, in which farmworkers are increasingly establishing permanent homes that are suitable for themselves and their families in these communities, with a decrease in migrant workers that tend to live alone while traveling for work. As a result, farmworkers often seek out the same type of affordable housing as other lower-income households in these communities, including a preference for housing that is close to schools and other amenities in more urban areas.

Farm Operations and Farm Labor

Statewide, farmworker housing is of unique concern and importance. While only a small share of SCAG region jurisdictions has farmworkers living in them, they are essential to the region's economy and food supply.

Los Angeles County has relatively small and declining farmworker employment; in 2017, the County reported a total of 3,266 hired farmworkers, down from 7,393 in 2002. In contrast, Ventura County reported 22,694 hired farmworkers in 2017.

Figure 23: Hired Farm Labor in Los Angeles County



Notes:
Universe: Hired farm workers (including direct hires and agricultural service workers who are often hired through labor contractors)

-Farm workers are considered seasonal if they work on a farm less than 150 days in a year, while farm workers who work on a farm more than 150 days are considered to be permanent workers for that farm.

Source:
U.S. Department of Agriculture, Census of Farmworkers (2002, 2007, 2012, 2017), Table 7: Hired Farm Labor

Rancho Palos Verdes reports no residents employed in farming, fishing, and forestry occupations, reflecting the urbanized nature of land use in the City and surrounding communities. There are a very small number of residents working in agriculture, forestry, fishing, and hunting industries, but these workers are in non-agricultural occupations (e.g., managers).

Table 9: Number of Farmworkers by Occupation

Farming, fishing, and forestry occupations	Rancho Palos Verdes	% of Rancho Palos Verdes Workers in All Occupations	SCAG Region
Total Workers (a)	-	0%	57,741
Full-time, Year-Round Workers (b)	-	0%	31,521

Notes: Table is by worker place of residence, not by place of employment.
(a) Universe: Civilian employed population 16 years and over.
(b) Universe: Full-time, year-Round civilian employed population 16 years and over.

Sources: American Community Survey 2014-2018 5-year estimates, Tables S2401 and S2402; SCAG; BAE.

Table 10: Employment in the Agricultural Industry

Workers in Agriculture, Forestry, Fishing, and Hunting	Rancho Palos Verdes	% of Rancho Palos Verdes Workers in All Industries	SCAG Region
Total Workers (a)	7	0.04%	73,778
Full-time, Year-Round Workers (b)	7	0.53%	43,442

Notes: Table is by worker place of residence, not by place of employment.
(a) Universe: Civilian employed population 16 years and over.
(b) Universe: Full-time, year-round civilian employed population 16 years and over.

Sources: American Community Survey 2014-2018 5-year estimates, Tables S2403 and S2404; SCAG; BAE.

Farmworker families also may bring students to a City who enroll, at least for a time, in local schools, and the California Department of Education tracks their numbers. However, the Palos Verdes Peninsula Unified School District, which covers Rancho Palos Verdes and nearby cities, reports no migrant worker students in Rancho Palos Verdes or elsewhere in its district.

Table 11: Migrant Worker Student Population

Geography	2016-17	2017-18	2018-19	2019-20
Rancho Palos Verdes	0	0	0	0
Los Angeles	3,792	3,641	3,658	3,903
SCAG Region	13,081	12,010	11,723	11,575

Notes:
Universe: Total number of unduplicated primary and short-term enrollments within the academic year (July 1 to June 30), public schools
Rancho Palos Verdes is served by the Palos Verdes Peninsula Unified School District which serves all or part of three other cities.
The data used for this table was obtained at the district level for Rancho Palos Verdes, and the county level for Los Angeles County and the other counties making up the SCAG Region. The Palos Verdes Peninsula Unified School District reported no children of migrant workers enrolled anywhere in the district. For the counties, data may exclude some areas due to confidentiality restrictions applied to districts with 10 or less children in the category.

Source: California Department of Education, California Longitudinal Pupil Achievement Data System (CALPADS), Cumulative Enrollment Data (Academic Years 2016-2017, 2017-2018, 2018-2019, 2019-2020)

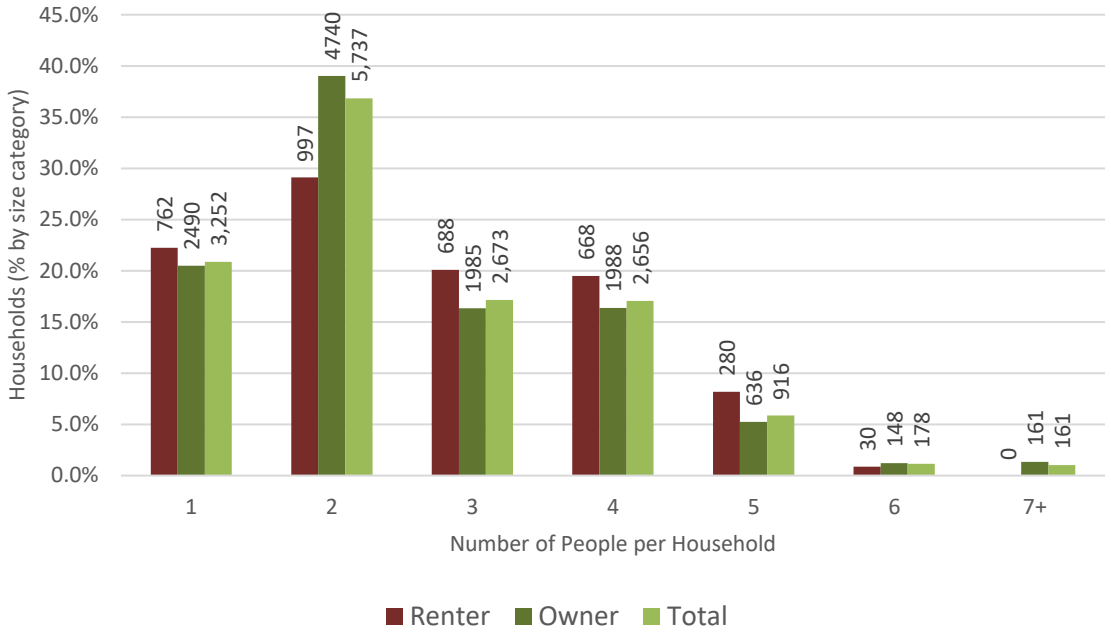
These findings show that affordable housing for farmworkers or farmworker families is not a significant issue for Rancho Palos Verdes. The lack of resident farmworkers is linked to the lack of agriculture rather than resulting from a lack of suitable affordable housing.

Large Families and Female-Headed Households

Household Size by Tenure

Housing preferences are dictated in part by household size; single-person households will have different housing preferences than large family households. Figure 24 illustrates the range of household sizes in Rancho Palos Verdes for owners, renters, and overall. The most commonly occurring household size is two people (36.8 percent) and the second-most commonly occurring household is one person living alone (20.9 percent). Rancho Palos Verdes has a lower share of single-person households than the SCAG region overall (20.9 percent vs. 23.4 percent) and a lower share of 7+ person households than the SCAG region overall (one percent vs. 3.1 percent).

Figure 24: City of Rancho Palos Verdes Households by Tenure by Household Size



Sources: American Community Survey 2014-2018 5-year estimates, Table B25009; SCAG; BAE.

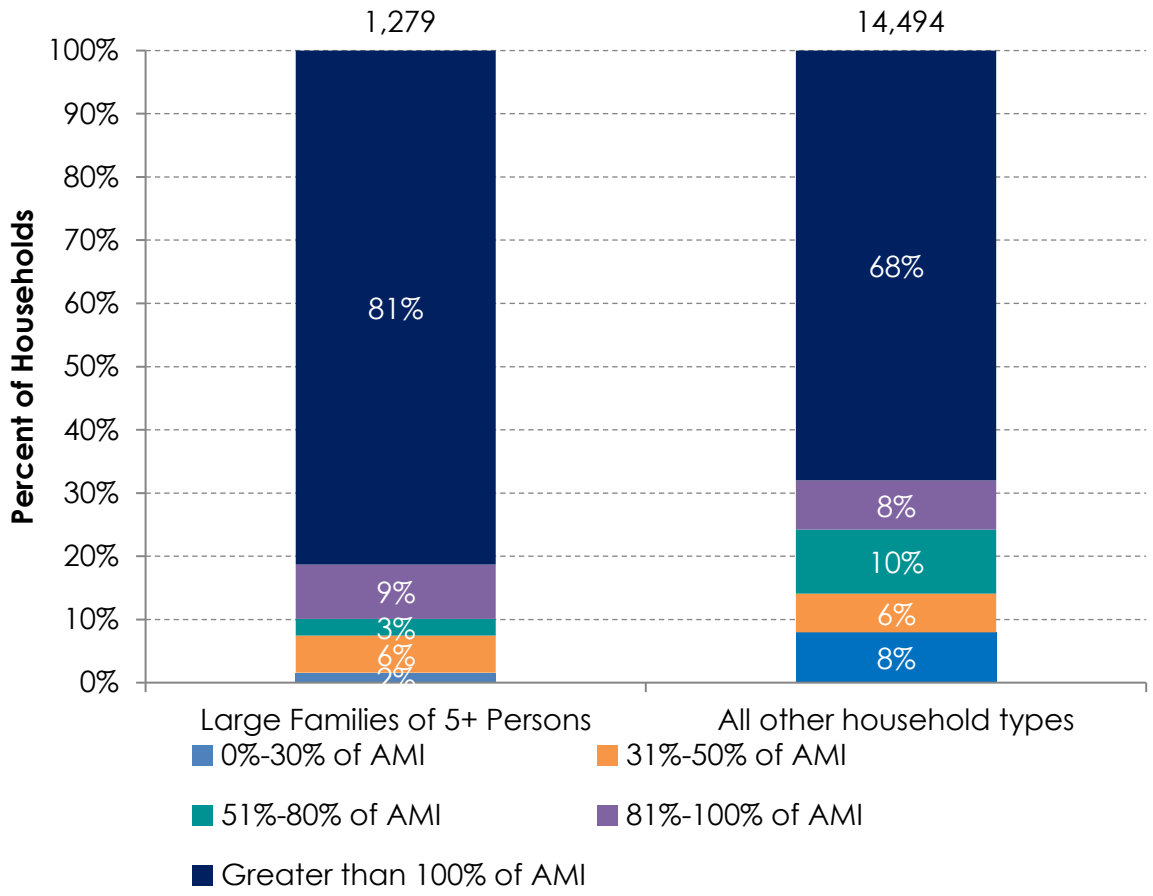
Household Size by Household Income Level

Large family households often require larger units to accommodate a larger number of family members without experiencing overcrowding. Families with sufficient incomes are generally able to find housing that meets their particular needs in the Rancho Palos Verdes market, recognizing that most for-sale properties in the City are larger units with multiple bedrooms.

Approximately one-fifth of the City's large family households have income below 100 percent of AMI (see Figure 25). Given home values in Rancho Palos Verdes, these households with more limited financial means can be expected to struggle to locate and secure adequate rental housing due to the small number of larger rental units, or are in a position to overpay for housing due to the need to secure a for-sale home that is large enough to suit their needs, often at a significant expense.

Other types of households, which are generally smaller than the large-family households, generally prefer or require smaller housing units. Approximately one-third of the households that are non-large family households have incomes below 100 percent of AMI (note that AMI levels are adjusted for household size). These households, often supported by a single worker, may face limited financial resources for housing costs, and as a result, could face higher housing cost burdens. Similarly, the for-sale housing stock is largely dominated by larger multi-bedroom housing units, which often results in smaller households overconsuming housing (i.e., occupying housing units which are larger than needed) at a comparatively higher cost.

Figure 25: Household Size by Household Income Level



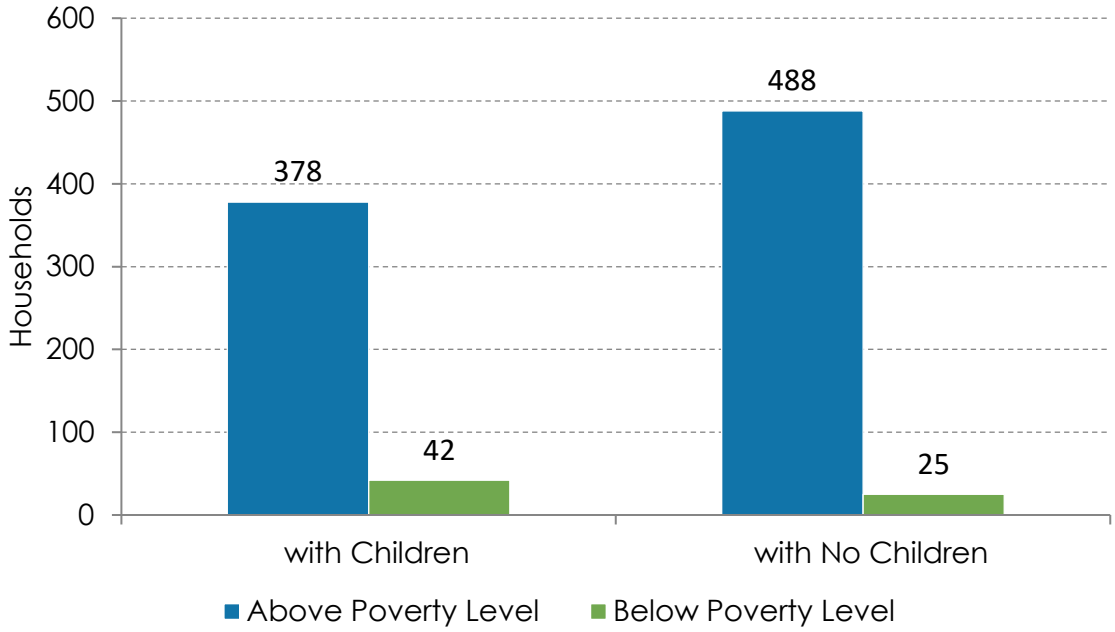
Female-Headed Households by Poverty Status

As reflected in Figure 26, only 2.2 percent of Rancho Palos Verdes households are experiencing poverty, compared to 7.9 percent of households in the SCAG region. Poverty thresholds, as defined by the ACS, vary by household type and size. In 2018, a single individual under 65 was considered in poverty with a money income below $13,064 per year while the threshold for a family consisting of 2 adults and 2 children was $25,465 per year.

Female--headed households are family households with a female householder without a husband present. While the numbers are small, Rancho Palos Verdes does have female-headed households living in poverty, and thus likely to be struggling with housing costs. Figure 26 shows estimates of the number of female-headed households by poverty status in 2014-2018 for Rancho Palos Verdes. According to these data, there were approximately 900 female-headed households living in Rancho Palos Verdes, and about 375 had a child present.

While most of these households were above the poverty level, slightly more than 40 were below the poverty level. For those without a child present in the household, 25 were estimated to be below the poverty level.

Figure 26: Female-Headed Households by Poverty Status



Notes:
The Census Bureau uses a federally defined poverty threshold that remains constant throughout the country and does not correspond to Area Median Income.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B17012

Seniors

Senior Households by Income and Tenure

According to Comprehensive Housing Affordability Strategy (CHAS) data from 2013 to 2017 shown in Table 12, there were approximately 6,400 households in Rancho Palos Verdes with a householder who is 62 years of age or older ("senior households"). The vast majority (88 percent) were owners, well above the already high overall ownership rate in the City. Senior renters were more likely than owners to have below-median incomes; 56 percent of elderly renter households had incomes below the area median, compared to only 41 percent of renters. Senior households for both renters and owners had a higher proportion with lower incomes than for all households in Rancho Palos Verdes (see Figure 5 above). Additionally, seniors account for a disproportionate share of lower income households in the City; 41 percent of the City's households have a householder 62 or older, but 57 percent of households with incomes below 100 percent of AMI have a householder 62 or older.

These findings show that elderly households make up a large percentage of Rancho Palos Verdes households and an even larger percentage of lower income households, but it should be noted that senior households, especially those that are owners, sometimes have accumulated assets such that they do not rely solely on income to support all of their housing costs. They may also have reduced housing costs if they no longer have a mortgage may have a higher proportion of income available for rent due to lower expenditures for other needs (e.g., lower medical expenditures due to Medicare coverage, no commute costs for work, no childcare costs). In the *Market Study Guidelines* from the California Tax Credit Allocation Committee and the California Debt Limit Allocation Committee,[4] demand estimates for senior affordable housing rental projects may assume demand based on the expenditure of up to 50 percent of income on gross rent.

Table 12: City of Rancho Palos Verdes Senior Households by Income and Tenure

	Owner		Renter		Total	
Income Category	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
< 30% HAMFI	535	9.5%	140	17.7%	675	10.5%
30-50% HAMFI	420	7.4%	175	22.2%	595	9.2%
50-80% HAMFI	690	12.2%	75	9.5%	765	11.9%
80-100% HAMFI	685	12.1%	55	7.0%	740	11.5%
> 100% HAMFI	3,315	58.7%	345	43.7%	3,660	56.9%
Total	**5,645**	**100.0%**	**790**	**100.0%**	**6,435**	**100.0%**

Notes:
For the purposes of this table, senior households are those with a householder who is aged 62 or older.
-Income groups are based on HUD calculations for Area Median Income (AMI). The AMI levels in this chart are based on the HUD metro area where this jurisdiction is located.
Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2012-2016 release

Cost-Burdened Senior Households by Income Level

Table 13 indicates that overall, elderly households with income at or below area median in Rancho Palos Verdes experience moderate and severe housing cost burdens similar to households overall in the City. However, elderly renters at or below the 100 percent of AMI level, while a small proportion of the income-limited senior households, appear to be much more likely to experience severe housing cost burdens, with approximately 70 percent paying more than 50 percent of their income for gross rent. This indicates that even allowing for a higher proportion of income spent on rent, elderly renters on limited incomes in Rancho Palos Verdes may face difficulty with housing affordability. In addition, over one-third of elderly homeowner households in the City with incomes at or below 100 percent of AMI have severe housing cost burdens.

[4] *2019 & 2020 Joint Market Study Guidelines*, California Tax Credit Allocation Committee &California Debt Limit Allocation Committee, https://www.treasurer.ca.gov/ctcac/2021/market-study-guidelines.pdf, accessed May 11, 2021.

Table 13: City of Rancho Palos Verdes Housing Cost Burden by Tenure for Elderly Households with Incomes Below the Area Median

	Elderly Households with Incomes ≤ 100% HAMFI (a)					
	Renter Households		Owner Households		All Households	
Housing Cost Burden	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Minimal Cost Burden (b)	79	17.1%	1,115	49.7%	1,194	44.1%
Moderate Cost Burden (c)	55	11.9%	330	14.7%	385	14.2%
Severe Cost Burden (d)	324	70.1%	800	35.6%	1,124	41.5%
Zero/Negative Income	4	0.9%	0	0.0%	4	0.1%
Total Households (e)	**470**	**100.0%**	**2,270**	**100.0%**	**2,740**	**100.0%**

Notes:
(a) "HAMFI" is the HUD Area Median Family Income for Los Angeles County.
(b) Households with minimal housing cost burden spend up to 30 percent of their gross household income on housing expenses.
(c) Households with moderate housing cost burden spend more than 30 percent but less than or equal to 50 percent of their gross household income on housing expenses.
(d) Households with severe housing cost burden spend more than 50 percent of their gross household income on housing expenses.
(e) Totals do not equal the sum of individual figures due to independent rounding.

Sources: U.S. Department of Housing and Urban Development, 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) data; BAE, 2020.

People with Disabilities, Including Developmental Disabilities

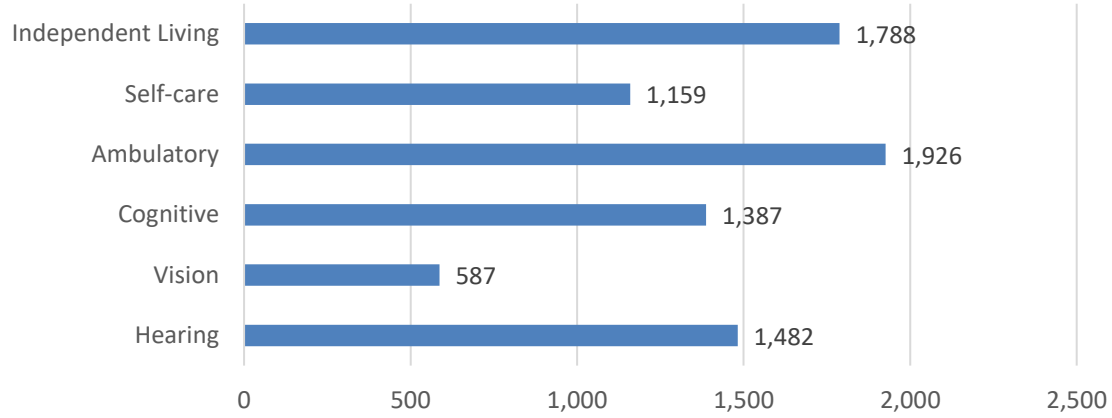
Disability data provide valuable context for assessing current and future need for accessible housing units. People with disabilities face additional housing challenges. Encompassing a broad group of individuals living with a variety of physical, cognitive, and sensory impairments, many people with disabilities live on fixed incomes and need specialized care, yet often rely on family members for assistance due to the high cost of care.

When it comes to housing, people with disabilities are not only in need of affordable housing but also may need accessibly designed housing, which offers greater mobility and opportunity for independence. Unfortunately, the need may outweigh what is available, particularly in a housing market with high demand. People with disabilities are at a high risk for housing insecurity, homelessness, and institutionalization, particularly when they lose aging caregivers.

Disability by Type

Figure 27 shows the estimated number of persons in Rancho Palos Verdes with various disabilities that may impact their housing needs. Note that these disabilities are counted separately and are not mutually exclusive (i.e., a resident may be counted in more than one category, and some disability types are not recorded for children below a certain age), so calculating disability as a percentage of total population may not be accurate. Except for difficulties with vision, each of the other categories includes between 1,000 and 2,000 residents of the City.

Figure 27: City of Rancho Palos Verdes Resident Disability by Type



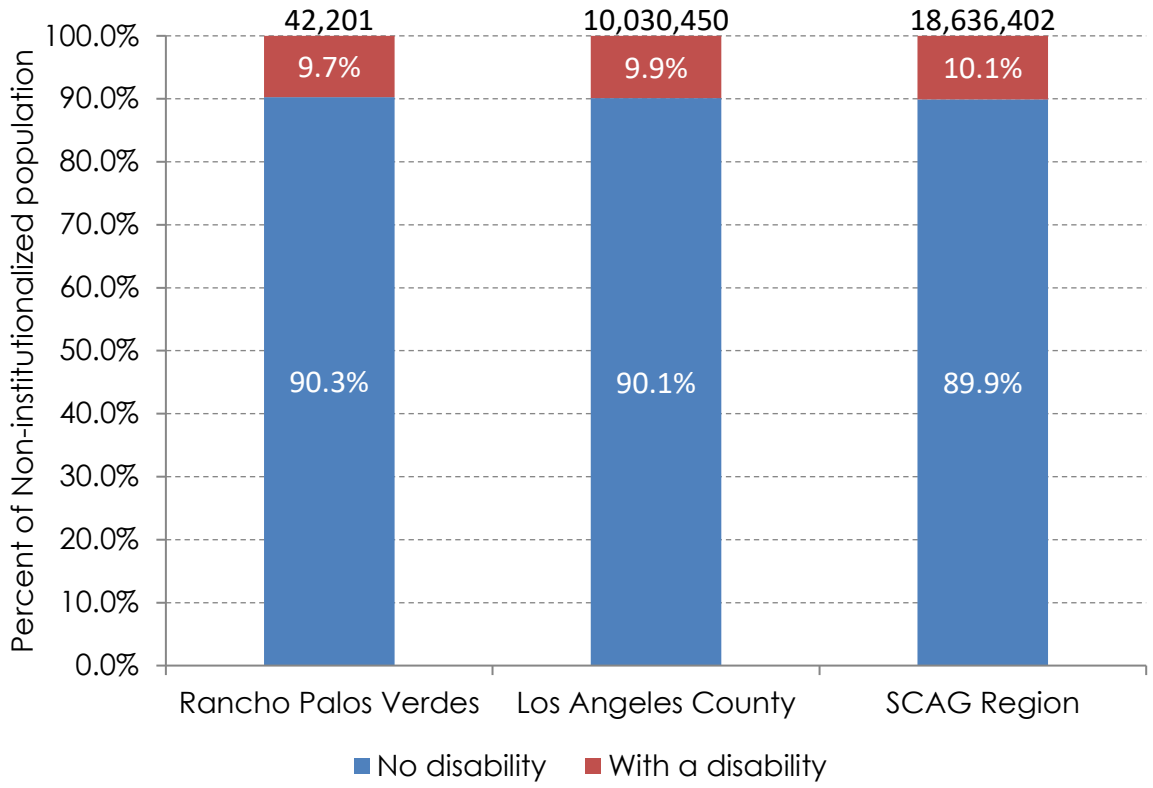
Notes:
These disabilities are counted separately and are not mutually exclusive, as an individual may report more than one disability. These counts should not be summed.
The Census Bureau provides the following definitions for these disability types:
--Hearing difficulty: deaf or has serious difficulty hearing. Universe: Civilian noninstitutionalized population.
--Vision difficulty: blind or has serious difficulty seeing even with glasses. Universe: Civilian noninstitutionalized population.
--Cognitive difficulty: has serious difficulty concentrating, remembering, or making decisions. Universe: Civilian noninstitutionalized population 5 and older.
--Ambulatory difficulty: has serious difficulty walking or climbing stairs. Universe: Civilian noninstitutionalized population 5 and older.
--Self-care difficulty: has difficulty dressing or bathing. Universe: Civilian noninstitutionalized population 5 and older.
--Independent living difficulty: has difficulty doing errands alone such as visiting a doctor's office or shopping. Universe: Civilian noninstitutionalized population 18 and older.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B18102, Table B18103, Table B18104, Table B18105, Table B18106, Table B18107.

Population by Disability Status

For Rancho Palos Verdes, approximately 4,100 of the City's civilian noninstitutionalized population (9.7 percent) are estimated to have one or more of the six disability types specified above. As shown in Figure 28, this proportion is similar to the proportions for Los Angeles County and the SCAG Region.

Figure 28: Population by Disability Status



Notes:
Universe: Civilian noninstitutionalized population

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2014-2018), Table B18101.

Developmental Disabilities by Age

State law also requires Housing Elements to examine the housing needs of people with developmental disabilities. Developmental disabilities are defined as severe, chronic, and attributed to a mental or physical impairment that begins before a person turns 18 years old. This can include Down's Syndrome, autism, epilepsy, cerebral palsy, and mild to severe intellectual disabilities. Some people with developmental disabilities are unable to work, rely on Supplemental Security Income, and live with family members. In Rancho Palos Verdes, children under the age of 18 make up 48 percent and adults make up 52 percent of the population with a developmental disability, as shown in Table 14.

Table 14: Population with Developmental Disabilities by Age

Age	Number	Percent
0 - 17 Years	196	48%
18+ Years	212	52%
Total	**408**	**100%**

Notes:
The California Department of Developmental Services provides data on developmental disabilities by age and type of residence. These data are collected at the ZIP-code level and were joined to the jurisdiction-level by SCAG. Totals may not match as counts below 11 individuals are unavailable and some entries were not matched to a ZIP code necessitating approximation.

Source: CA DDS consumer count by CA ZIP, age group and residence type for the end of June 2019.

Population with Developmental Disabilities by Residence

In addition to their specific housing needs, persons with developmental disabilities are at increased risk of housing insecurity if an aging parent or other family member is no longer able to care for them. As shown in Table 15, the vast majority of persons in Rancho Palos Verdes with developmental disabilities live in the homes of parents, other relatives, or legal guardians, indicating this as an area of concern with respect to housing needs in the City.

Table 15: City of Rancho Palos Verdes Type of Residence for Persons with Developmental Disabilities

Age	Number	Percent
Home of Parent/Family/Guardian	391	93%
Independent/Supported Living	5	1%
Community Care Facility	10	2%
Intermediate Care Facility	-	0%
Foster/Family Home	10	2%
Other	5	1%
Total	**421**	**100%**

Notes:
The California Department of Developmental Services provides data on developmental disabilities by age and type of residence. These data are collected at the ZIP-code level and were joined to the jurisdiction-level by SCAG. Totals may not match as counts below 11 individuals are unavailable and some entries were not matched to a ZIP code necessitating approximation.

Source: CA DDS consumer count by CA ZIP, age group and residence type for the end of June 2019.

People Experiencing Homelessness

One of the biggest challenges facing the SCAG region is homelessness. SCAG evaluated data from various city and county departments responsible for conducting 2019 homeless population point-in-time counts.

According to HUD, a person is considered homeless only when he/she resides in one of the places described below at the point-in-time of the count:

- An unsheltered homeless person resides in a place not meant for human habitation, such as cars, parks, sidewalks, abandoned buildings, or on the street.

- A sheltered homeless person resides in an emergency shelter or transitional housing for homeless persons who originally came from the streets or emergency shelters.

Homelessness by Shelter Status

According to the Housing Needs Assessment for the 5th Cycle Housing Element,

> City staff and the County Sheriff's Department occasionally see homeless persons as they drive through the City. An average of twelve homeless persons are seen every year. There are neither encampments nor homeless sleeping in the City parks or cars. Consequently, there are no recurring long-term homeless persons in the City.
>
> Emergency shelters are a permitted use in the Commercial General (CG) district. When combined, the CG district totals 36.53 acres in size, all of which are currently developed with no vacant properties. Emergency shelters are defined as follows: Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.

According to more current data provided by SCAG and summarized in Table 16, only one unsheltered homeless person was located by the point-in-time count for Rancho Palos Verdes in 2019, with no sheltered persons in the City.

Regionally, SCAG's homeless compilation for 2019 showed more than 53,000 unsheltered homeless persons and approximately 14,000 sheltered homeless persons in the SCAG region. Based on the demographic profile of Rancho Palos Verdes, it is likely that few persons currently living in the City are at risk of homelessness.

Table 16: Persons Experiencing Homelessness

	Sheltered	Unsheltered
Rancho Palos Verdes	0	1
SCAG Region	13,587	53,231

Source: 2019 City and county homelessness point-in-time counts processed by SCAG. Jurisdiction-level counts were not available in Imperial County and sheltered population (and thus total) counts were not available in Riverside County. As a result, SCAG region totals from this compilation of data sources likely undercount true totals.

Housing Preferences

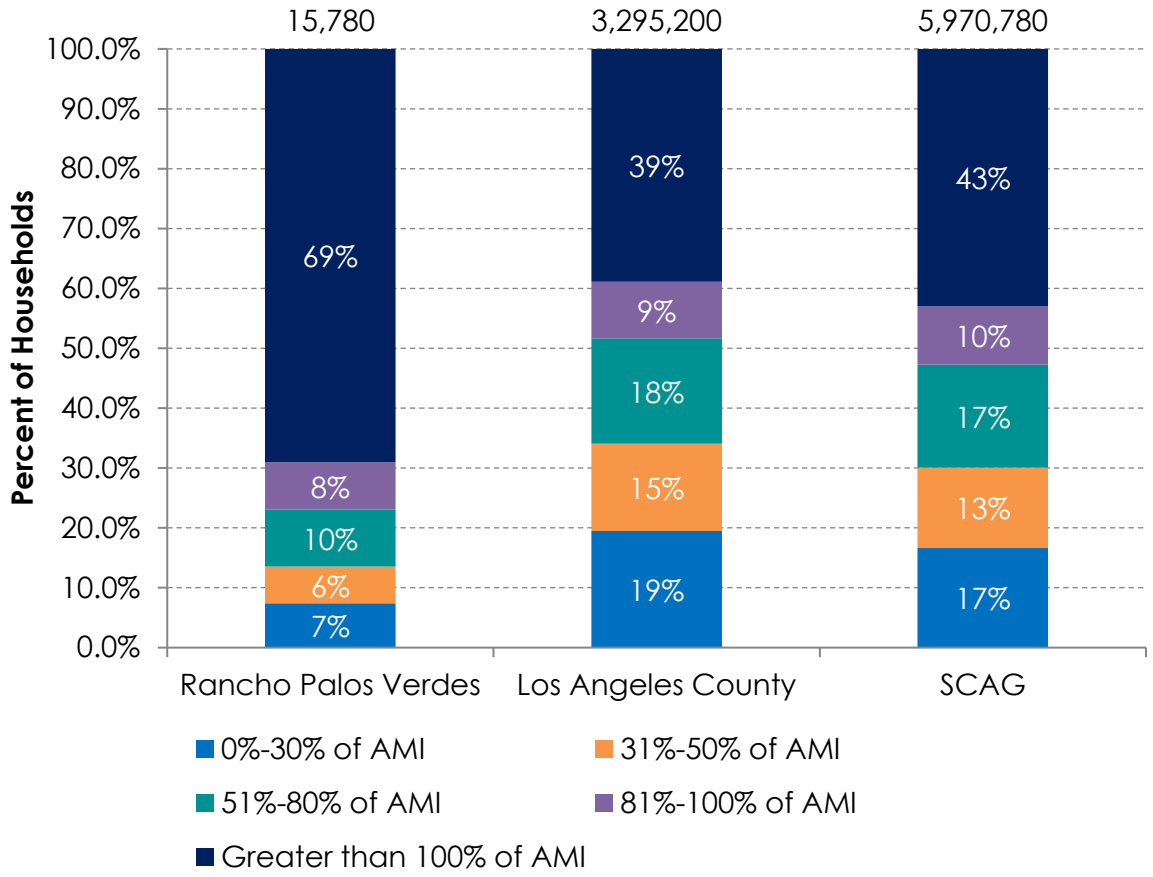
The circumstances surrounding homelessness vary widely by household, but often include economic hardship, alcohol or substance abuse, mental illness, and domestic violence, among other potential contributing factors. Housing solutions naturally differ depending on cause and the unique needs of the persons involved. Individuals with substance abuse problems may be averse to rules and regulations that often accompany some transitional housing options. Persons and families escaping domestic violence may seek more confidential transitional housing.

Extremely Low-Income Housing Needs

Households by Household Income Level

Rancho Palos Verdes has high household incomes relative to the County and the SCAG Region. As shown in Figure 29, nearly 70 percent of the households have incomes greater than 100 percent of AMI levels, in contrast to only 39 percent in Los Angeles County and 43 percent for the SCAG Region. However, there are still between 4,000 and 5,000 households below 100 percent AMI levels based on this analysis. While some of these may be asset-rich elderly households, those without assets may have difficulty affording their current housing given relatively high rents and house prices in Rancho Palos Verdes.

Figure 29: Households by Household Income Level



Sources: U.S. Department of Housing and Urban Development, 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) data; BAE, 2020.

CHAS data for the City of Rancho Palos Verdes indicate that the City has 1,119 extremely low-income households (below 30 percent of HUD adjusted area median income). Of those, the data in Figure 5 indicates that almost two-thirds of those are renters. Further, data in Table

27 indicates that African American, Asian, and Hispanic extremely low-income households are disproportionately impacted by housing problems (i.e., substandard housing, excessive cost burdens, or overcrowding).

Household Income Distribution by Race

Housing the extremely low-income population (below 30% of area median income) can be especially challenging. HUD's CHAS dataset provides a wealth of information on such households in Rancho Palos Verdes. Table 17 below provides a breakdown of extremely low-income households by race and ethnicity. The race/ethnicity with the highest share of extremely low-income households in Rancho Palos Verdes is Hispanic (12.1 percent compared to 7.1 percent of total population). In the SCAG region, the highest share of extremely low-income households is Black, non-Hispanic (27.1 percent compared to 17.7 percent of total households).

Table 17: City of Rancho Palos Verdes Extremely Low-Income Households by Race and Ethnicity

Race/Ethnicity	Total Households	Households below 30% HAMFI	Share below 30% HAMFI
White, non-Hispanic	9,950	670	6.7%
Black, non-Hispanic	350	30	8.6%
Asian and other, non-Hispanic	4,406	289	6.6%
Hispanic	1,075	130	12.1%
Total	**15,781**	**1,119**	**7.1%**

Source: HUD CHAS, 2012-2016. HAMFI refers to Housing Urban Development Area Median Family Income.

Poverty Status by Race

Table 18 reports the prevalence of poverty by race and ethnicity in the City of Rancho Palos Verdes between 2014 and 2018. Overall, poverty in Rancho Palos Verdes is low, at an overall rate of 4.2 percent of the population; it is also low for most race/ethnicity categories in the City, with most rates below five percent. The exception is for the Black population, who make up 6.7 percent of the overall population in poverty, with a poverty rate of 15.9 percent. This is still not above the overall level of 16.0 percent for Los Angeles County.

Summary of Extremely Low-Income Housing Needs

The data indicates that extremely low-income households are primarily renters and that minority households are disproportionately represented in the extremely low-income category and that extremely low-income minority households are disproportionately affected by housing problems. For those with extremely low incomes, the challenges created by rising housing costs and the limited availability of subsidized affordable housing are particularly acute because these individuals and households have the least amount of income and thus, the fewest options. These findings indicate that the City should focus efforts on assisting

extremely low-income households on programs that can assist renters, and should work to ensure that minority populations are made aware of available assistance programs. The Housing Element includes a program to assist extremely low-income households, with an emphasis on marketing the program to renters and minorities.

Table 18: Poverty by Race and Ethnicity, City of Rancho Palos Verdes, 2014-2018

	Below Poverty Line (a)			Total Population (a)	
Race (b)	**Number**	**Poverty Rate**	**% of All Races in Poverty**	**Number**	**Percent**
White	1,011	4.2%	57.2%	24,310	57.8%
White Non-Hispanic	*921*	*4.2%*	*52.2%*	*22,030*	*52.4%*
Black or African American	118	15.9%	6.7%	740	1.8%
American Indian and Alaska Native	0	0.0%	0.0%	96	0.2%
Asian	493	3.8%	27.9%	13,017	31.0%
Native Hawaiian & Other Pacific Islander	0	0.0%	0.0%	317	0.8%
Some other race alone	35	3.4%	2.0%	1,016	2.4%
Two or more races	109	4.3%	6.2%	2,543	6.0%
Total, All Races	**1,766**	**4.2%**	**100.0%**	**42,039**	**100.0%**
Hispanic or Latino	125	3.3%	7.1%	3,759	8.9%
Not Hispanic or Latino	1,641	4.3%	92.9%	38,280	91.1%
Total, Hispanic & Non-Hispanic	**1,766**	**4.2%**	**100.0%**	**42,039**	**100.0%**

Notes:
(a) Includes only those residents for whom poverty status was determined.
(b) Non-Hispanic population by race not separated out except for Whites.

Sources: U.S. Census Bureau, ACS 2018 five-year sample period, Table S1701; BAE, 2020.

Opportunities for Energy Conservation

State law requires that the Housing Element evaluate opportunities for energy conservation. At the community level, by planning to accommodate the City's RHNA for new housing development, identifying and removing governmental and non-governmental constraints to housing production, the City of Rancho Palos Verdes can contribute to State goals for energy conservation while also maintaining community quality of life. These actions, which will help to provide an adequate supply of housing, will help to reduce long commutes in search of affordable housing, while reducing traffic, energy use, and emissions. At the individual housing unit level, the City can encourage energy conservation through administration of the building code to ensure that new construction and renovation projects comply with State energy efficiency requirements. With continuation of the 2013-2021 Housing Element's Green Building incentive program, the City can encourage residential development projects to exceed standard energy efficiency requirements. Lower-income households can be affected by residential energy costs, because they often live in older, less efficient housing units and the increased energy usage translates to a need to spend a disproportionate amount of their limited incomes on energy bills. The City can help to mitigate these effects if it is able to identify new funding for a program to assist in retrofitting housing units occupied by lower-income people to improve energy conservation.

Water and Sewer Priority

Government Code Section 65589.7(a) requires that the housing element adopted by the legislative body and any amendments made to that element shall be immediately delivered to all public agencies or private entities that provide water or sewer services for municipal and industrial uses, including residential, within the territory of the legislative body. Each public agency or private entity providing water or sewer services shall grant a priority for the provision of these services to proposed developments that include housing units affordable to lower income households.

Rancho Palos Verdes' water supply is provided by the California Water Services Company. The Community Development Department will deliver to the District a copy of the Housing Element following its adoption by the City Council.

The Rancho Palos Verdes Public Works Department (PWD) manages the City's sanitary sewer collection system. The City's local sewers discharge into Los Angeles County Sanitation District facilities for conveyance, treatment and disposal. The Community Development Department will deliver a copy of the Housing Element to the PWD and the Sanitation District's Administrative Office following its adoption by the City Council.

ASSESSMENT OF FAIR HOUSING

With the adoption of AB 686, all Housing Elements completed January 1, 2019 or later must include a program that promotes and affirmatively furthers fair housing throughout the community for all persons, regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, disability, or any other characteristics that are protected by the California Fair Employment and Housing Act (FEHA), Government code Section 65008, and all other applicable State and federal fair housing and planning laws. Under State law, affirmatively furthering fair housing means "taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics."[5]

The law also requires that all Housing Elements completed as of January 1, 2021 or later include an Assessment of Fair Housing (AFH) that is consistent with the core elements of the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule from July 2015. The following subsection summarizes key findings from the Assessment of Fair Housing, which was completed in accordance with current HCD guidance regarding the application of the new AB686 requirements, as well as a detailed reading of the California Government Code.[6]

The main sources of information for the following analysis are the U.S. Census Decennial Census and ACS, the HCD AFFH Data and Mapping Resources Tool, the California Department of Fair Employment and Housing (DFEH), HUD Office of Fair Housing and Equal Opportunity (FHEO), the State Tax Credit Allocation Committee (TCAC), and the City of Rancho Palos Verdes.

Fair Housing Enforcement and Outreach

Fair housing complaints can be used as an indicator of the overall magnitude of housing complaints, and to identify characteristics of households experiencing discrimination in housing. Pursuant to the California Fair Employment and Housing Act [Government Code Section 12921 (a)], the opportunity to seek, obtain, and hold housing cannot be determined by an individual's "race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, veteran or military status, genetic information, or any other basis prohibited by Section 51 of the Civil Code." Federal Law also prohibits many kinds of housing discrimination.

[5] California Government Code § 8899.5 (a)(1)
[6] Olmstead, Z. (April 23, 2020). AB 686 Summary of Requirements in Housing Element Law Government Code Section 8899.50, 65583(c)(5), 65583(c)(10), 65583.2(a).

Housing discrimination complaints can be directed to either HUD's Office of Fair Housing and Equal Opportunity (FHEO) or the California Department of Fair Employment and Housing (DFEH).

Fair housing issues that may arise in any jurisdiction include but are not limited to:

- housing design that makes a dwelling unit inaccessible to an individual with a disability;
- discrimination against an individual based on race, national origin, familial status, disability, religion, sex, or other characteristic when renting or selling a housing unit;
- and, disproportionate housing needs including cost burden, overcrowding, substandard housing, and risk of displacement.

Very few complaints have been filed with FHEO over housing discrimination in Rancho Palos Verdes in recent years. From 2013 through 2020, only three complaints were recorded, as shown below; one of these complaints was dismissed for lack of cause. For all of Los Angeles County, approximately 2,000 complaints were filed; 1,177 were dismissed for lack of cause.

Table 19: FHEO Fair Housing Complaints by Resolution Type, 2013 to 2020

City of Rancho Palos Verdes

Resolution	Total, 2013-2020	Percent of Total
Conciliated/Settled	2	66.7%
No Cause	1	33.3%
Withdrawal Without Resolution	0	0.0%
FHAP Judicial Consent Order	0	0.0%
Failed to Cooperate	0	0.0%
Dismissed for Lack of Jurisdiction	0	0.0%
Subtotal, All Complaints	**3**	**100.0%**

Los Angeles County

Resolution	Total, 2013-2020	Percent of Total
Conciliated/Settled	647	31.8%
No Cause	1,177	57.8%
Withdrawal Without Resolution	150	7.4%
FHAP Judicial Consent Order	2	0.1%
Failed to Cooperate	60	2.9%
Dismissed for Lack of Jurisdiction	0	0.0%
Subtotal, All Complaints	**2,036**	**100.0%**

Sources: HUD, Office of Fair Housing and Equal Opportunity, 2020; BAE, 2020.

In addition to data from the FHEO, this analysis also reviewed data from the California Department of Fair Employment and Housing (DFEH). As reported in Table 20, there were only four fair housing complaints filed with the DFEH between 2018 and 2021 to date (as of

August 2021) in Rancho Palos Verdes. Of those, three were related to disabilities and one regarding family status. One complaint was withdrawn by the complainant without resolution, one resulted in conciliation and a successful settlement, and two were determined to be without cause and dismissed.

Table 20: DFEH Fair Housing Complaints in Rancho Palos Verdes by Class, Practice and Resolution Type, 2018-2021

Basis Type (a)	**Total, All Years**	**Percent of Total**
Disability	3	75.0%
Familial Status	1	25.0%
Total, All Complaints	**4**	**100.0%**
Discriminatory Practice (a)		
Denied rental/lease/sale	1	25.0%
Denied reasonable accommodation	1	25.0%
Denied equal terms and conditions	2	50.0%
Total, All Practices	**4**	**100.0%**
Resolution		
Complaint Withdrawn by Complainant Without Resolution	1	25.0%
Conciliation/Settlement Successful	1	25.0%
No Cause Determination	2	50.0%
Total, All Resolutions	**4**	**100%**

Note:
(a) Each complaint may involve more than one basis type or discriminatory practices, but there is only one resolution per complaint.

Sources: California Department of Fair Employment and Housing, 2021; BAE, 2021.

City of Rancho Palos Verdes Fair Housing Services

The City of Rancho Palos Verdes contracts with the Housing Rights Center (HRC) for fair housing services. The HRC provides assistance with monitoring and enforcing fair housing rights for residents of all of Los Angeles County including Rancho Palos Verdes, as well as all of Ventura County. Services provided include landlord tenant counseling, outreach and education, and discrimination investigation. The City of Rancho Palos Verdes publicizes fair housing services on its website (http://www.rpvca.gov/899/Housing-Programs-Services) and also provides hard copy brochures regarding available fair housing services in the Community Development Department lobby.

HRC does direct outreach and works with partners to ensure an active presence in Rancho Palos Verdes and surrounding communities. The agency distributes educational literature, conducts tenant and landlord workshops, takes/makes referrals, participates in resource fairs or community events, and otherwise collaborates with organizations including the South Bay Literacy Council, St. Margaret's Center, the South Bay Center for Dispute Resolution, Harbor Community Health Centers, and more. HRC staff attend SPA 8 meetings to maintain and

develop these relationships, and they run regionally targeted multilingual advertisements in news media such as El Clasificado. Since March 2020, HRC has had to shift to remote services. HRC currently offers four free online workshops per week on fair housing, COVID-19 tenant protections and resources, and other important topics in English and Spanish. These workshops cover local Los Angeles County information and are watched on social media by anywhere from 30 to several hundred people.

If the City receives a fair housing complaint from an existing or prospective resident, the City will direct the involved party to HRC for further consideration and analysis. According to HRC, the organization received 33 inquiries about housing issues in the City of Ranch Palos Verdes over the 7-1-2018 to 6-30-2021 time period. Table 21 is a summary of the number of complaints during this time, and the nature of the complaints.

Table 21: Housing Rights Center Inquiries, Rancho Palos Verdes, 7/1/2018-6/30/2021

Complaint/Inquiry Type	Number
Eviction	2
Harassment	1
Illegal Entry	1
L/T General Information	5
Lease Terms	2
Mental Disability	1
Notices	5
Other Issue	1
Physical Disability	2
Rent Increase	1
Repairs	2
Seeking Housing	4
Substandard Conditions	6
Total	**33**

Source: Housing Rights Center, 2021

~~These~~ This data indicates that fair housing issues are not a widespread problem in Rancho Palos Verdes. According to staff from HRC, most of the inquiries are from people seeking information and general assistance, and only three of these inquiries resulted in discrimination investigations. The agency was able to resolve the three discrimination investigations by providing counseling and information.

According to the agency, complaints from Rancho Palos Verdes to HRC increased in the first half of the last decade but have remained fairly steady for the second half. All discrimination cases during this time were on the basis of mental or physical disability, particularly the refusal to grant reasonable accommodations, which is consistently a top issue regionally and nationally as well. While the inquiries originate from a fairly distributed area, there was a slight cluster in the area bounded by Golden Meadow Dr. to the west and Highridge Blvd. to the east.

This is an area that includes a significant number of single-family homes and is also a location where a portion of Rancho Palos Verdes' multifamily-housing is located.

Integration and Segregation Patterns and Trends

Race and Ethnicity

As noted above, Rancho Palos Verdes shows a race and ethnicity mix quite different than the County overall. Slightly more than half of the 2014-2018 population was White Non-Hispanic, nearly one-third was Asian Non-Hispanic, and nine percent was Hispanic, while countywide the largest group was the Hispanic population at nearly half (48.5 percent) of the total, with slightly over one-quarter White Non-Hispanic, 14 percent Asian Non-Hispanic, and eight percent Black Non-Hispanic. Non-Hispanic Whites, Non-Hispanic Asians, persons of two or more races, and of Hispanic persons of all races, are the only groups that make up more than two percent of the population of Rancho Palos Verdes.

Historic Patterns of Racial Discrimination

As shown above in Figure 11, virtually all of the housing in Rancho Palos Verdes was built after 1950. This was after racially restrictive housing covenants were struck down by the US Supreme Court in 1948. The City was not incorporated until 1973.

In 1980 following incorporation, the City was nearly three-fourths White non-Hispanic (see Table 22), with non-Hispanic Asian and Pacific Islanders making up the largest minority population with 20 percent of the City's population. Since 1980, the White non-Hispanic population has been in decline, with the non-Hispanic Asian Pacific Islander population and the Hispanic population showing strong growth. The non-Hispanic Black population has not changed substantially, at between 1.8 and 2.4 percent over the 1980 to 2018 period. The non-Hispanic American Indian/Alaska Native population has declined but has been a very small portion of the City's overall population since 1980 (less than 0.5 percent). In summary, while the population of the City was still majority non-Hispanic White as of the 2014-2018 ACS period, the City has grown more diverse over time.

One ethnic group present on the Palos Verdes Peninsula well before the City was incorporated was a community of Japanese farmers, who established numerous farms in the area beginning in the early 1900s, with the farms concentrated in the Portuguese Bend area. In what has come to be seen as a racist act, these families were removed from their community to internment camps at the beginning of World War II, and only a few returned after the war. Over time, housing and other uses replaced the farms, with the last small farm plots reportedly shut down in 2012 after the last remaining farmer died. [7]

[7] For more on the Japanese farm community, see https://maureenmegowan.com/last-palos-verdes-peninsula-japanese-farmer/, https://patch.com/california/palosverdes/palos-verdes-and-south-bay-japanese-farmers, and https://www.latimes.com/archives/la-xpm-2010-jan-01-la-me-photo-story1-2010jan01-story.html.

Table 22: Rancho Palos Verdes Race by Ethnicity, 1980 to 2014-2018

Number

Not Hispanic nor Latino by Race	1980 Number	1990 Number	2000 Number	2010 Number	2014-2018 Number	Change 1980 to 2014-18
White	30,910	30,063	25,979	23,323	22,121	-8,789
Black or African American	705	771	803	988	754	49
American Indian and Alaska Native	102	92	40	54	65	-37
Asian/Pacific Islander	3,678	8,478	10,682	12,037	13,296	9,618
Other (a)	87	40	1,302	1,685	2,242	2,155
Total, Not Hispanic nor Latino	**35,482**	**39,444**	**38,806**	**38,087**	**38,478**	**2,996**
Hispanic or Latino	**1,095**	**2,215**	**2,339**	**3,556**	**3,793**	**2,698**
Total, All Races	**36,577**	**41,659**	**41,145**	**41,643**	**42,271**	**5,694**

Percent

Not Hispanic nor Latino by Race	1980 Percent	1990 Percent	2000 Percent	2010 Percent	2014-2018 Percent	Change 1980 to 2014-18
White	84.5%	72.2%	63.1%	56.0%	52.3%	-28.4%
Black or African American	1.9%	1.9%	2.0%	2.4%	1.8%	7.0%
American Indian and Alaska Native	0.3%	0.2%	0.1%	0.1%	0.2%	-36.3%
Asian/Pacific Islander	10.1%	20.4%	26.0%	28.9%	31.5%	261.5%
Other (a)	0.2%	0.1%	3.2%	4.0%	5.3%	2477.0%
Total, Not Hispanic nor Latino	**97.0%**	**94.7%**	**94.3%**	**91.5%**	**91.0%**	**8.4%**
Hispanic or Latino	**3.0%**	**5.3%**	**5.7%**	**8.5%**	**9.0%**	**246.4%**
Total, All Races	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**15.6%**

Note: The Census Bureau has changed how it gathers race and Hispanic origin data over time, so findings about trends should be noted with caution. Especially significant was the addition in 2000 of the respondents' ability to specify more than one race; this change is evidenced by the sharp increase in the "other" category, between 1990 and 2000, as it includes persons of two or more races starting in 2000.
(a) For 1980 and 1990, this category consists of persons of some other race alone. Beginning in 2000, it also includes persons of two or more races.

Sources: U.S. Census Bureau, 1980, 1990, and 2000 Decennial Census; American Community Survey, 2014-2018 five-year sample data, B03002, BAE, 2020.

Dissimilarity Index

One of two key metrics recommended for use in fair housing analysis as part of the federal AFFH rule is the dissimilarity index. This index measures the evenness with which two groups are distributed across the geographic units that make up a larger area, such as Census block groups within a City. The index can range from zero to 100, with zero meaning no segregation, or spatial disparity, and 100 indicating complete segregation between the two groups. The index score can be interpreted as the percentage of one of the two groups that would have to

move to produce an even distribution. An index score above 55 is considered high, while 40 to 55 is considered moderate, and below 40 is considered low.[8]

The sub-city analysis, including the calculation of both the dissimilarity and isolation indexes, relies on the use of block group and Census tract level data from the U.S. Census Bureau. While the block groups and Census tracts selected cover all of Rancho Palos Verdes, the block groups and tracts selected also include small areas of Rolling Hills Estates and Lomita. The calculations summarized below necessarily reflect the characteristics of entire block groups and tracts, including the portions of those block groups and tracts that extend beyond the City limits. Note that the City maps only highlight the portions of the block groups and tracts within Ranch Palos Verdes.

Rancho Palos Verdes shows high variability between index scores by race/ethnicity (see Table 23). For the 2014 through 2018 period, the scores range from 28.0 for non-Hispanic persons of two or more races to 96.9 for non-Hispanic persons of some other race alone. It should be noted that, as discussed above, several minority groups make up a very small proportion of the City's population; their higher dissimilarity index scores in part may reflect segregation resulting from their limited numbers. Most of the groups show an increase in the dissimilarity index between 2010 and the 2014 through 2018 period, due in part to a decline in the non-Hispanic White population, but the index is particularly sensitive to the changes for the minorities with very small populations in the City.

Table 23: Dissimilarity Index, City of Rancho Palos Verdes, 2010 and 2014-2018

	Dissimilarity Index Score	
Not Hispanic nor Latino by Race	**2010**	**2014-2018**
Black or African American alone	23.9	41.9
American Indian and Alaska Native alone	35.7	88.2
Asian alone	25.6	28.9
Native Hawaiian and Other Pacific Islander alone	47.7	74.4
Some other race alone	26.7	96.9
Two or more races	11.0	28.0
Hispanic or Latino	19.3	30.6

Sources: U.S. Census Bureau, 2010 Decennial Census, Table P9, ACS 2014-2018 five-year sample data, Table B03002; BAE, 2020.

[8] Cloud Nine Technologies and Brent Mast, (2017). *Affirmatively Furthering Fair Housing Data and Mapping Tool (AFFH-T) Data Documentation*. HUD Office of Policy Development and Research, and Massey, D.S. and N.A. Denton. (1993). *American Apartheid: Segregation and the Making of the Underclass*. Cambridge, MA: Harvard University Press.

Isolation Index

The other key metric recommended under the federal AFFH rule is the Isolation Index, which compares a group's share of the overall population to the average share within a given block group. Ranging from 0 to 1, the isolation index represents the percentage of residents of a given race or ethnicity in a block group where the average resident of that group lives, correcting for the fact that this number increases mechanically with that group's share of the overall Citywide population. Using Hispanic or Latino residents as an example, an aggregate isolation index of 0.16 indicates that the average Hispanic or Latino resident lives in a block group where the Hispanic or Latino share of the population exceeds the overall Citywide average by roughly 16 percent. Isolation index values that equal close to zero indicate that members of that minority group live in relatively integrated neighborhoods.[9] [10]

Table 24 summarizes isolation index scores by racial and ethnic minority affiliation. The data indicate that most racial and ethnic subpopulations live in areas with relatively high degrees of racial and ethnic integration, with the exception of non-Hispanic White and Asian residents. Non-Hispanic Whites, the majority single race/ethnic group in Rancho Palos Verdes, also have the highest isolation index score. Asian non-Hispanics make up the second largest race/ethnic group in the City, and also show the second highest isolation index score. The isolation indexes showed very limited change over the 2010 to 2014-2018 period; thus, the metric does not indicate increasing isolation over time by race/ethnicity in Rancho Palos Verdes.

Table 24: Isolation Index, City of Rancho Palos Verdes, 2010 and 2014-2018

	Isolation Index	
Racial and/or Ethnic Group	**2010**	**2014-2018**
Non-Hispanic White	0.58	0.55
Black or African American alone	0.04	0.04
American Indian and Alaska Native alone	0.00	0.01
Asian alone	0.34	0.38
Native Hawaiian and Other Pacific Islander alone	0.00	0.03
Some other race alone	0.00	0.03
Two or more races	0.04	0.07
Hispanic or Latino	0.11	0.16

Sources: U.S. Census Bureau, 2010 Decennial Census, Table P9, ACS 2014-2018 five-year sample data, Table B03002; BAE, 2021.

Geographic Distribution of Residents by Race and Ethnicity

Figure 30 through Figure 38 below illustrate the geographic concentrations of the overall non-White population and the populations of non-Hispanic White, Asian, non-Hispanic persons of

[9] HUD. (2013). *AFFH Data Documentation*. Available at: http://www.huduser.org/portal/publications/pdf/FR-5173-P-01_AFFH_data_documentation.pdf

[10] Glaeser, E. and Vigdor, J. (2001). *Racial Segregation in the 2000 Census: Promising News*. Washington, DC: The Brookings Institution, Center on Urban and Metropolitan Policy. Available at: http://www.brookings.edu/es/urban/census/glaeser.pdf

two or more races, and Hispanic or Latino residents by Census block group, for both Rancho Palos Verdes and the entirety of Los Angeles County. As shown above in Table 4, no other race category makes up more than five percent of the City's population. Countywide, the distribution is somewhat different, with the Hispanic/Latino population making up nearly half the total, with the non-Hispanic White population at about only one-fourth of the total population. The Asian population is a smaller proportion than in the City, and Black persons constitutes slightly less than eight percent of the County total.

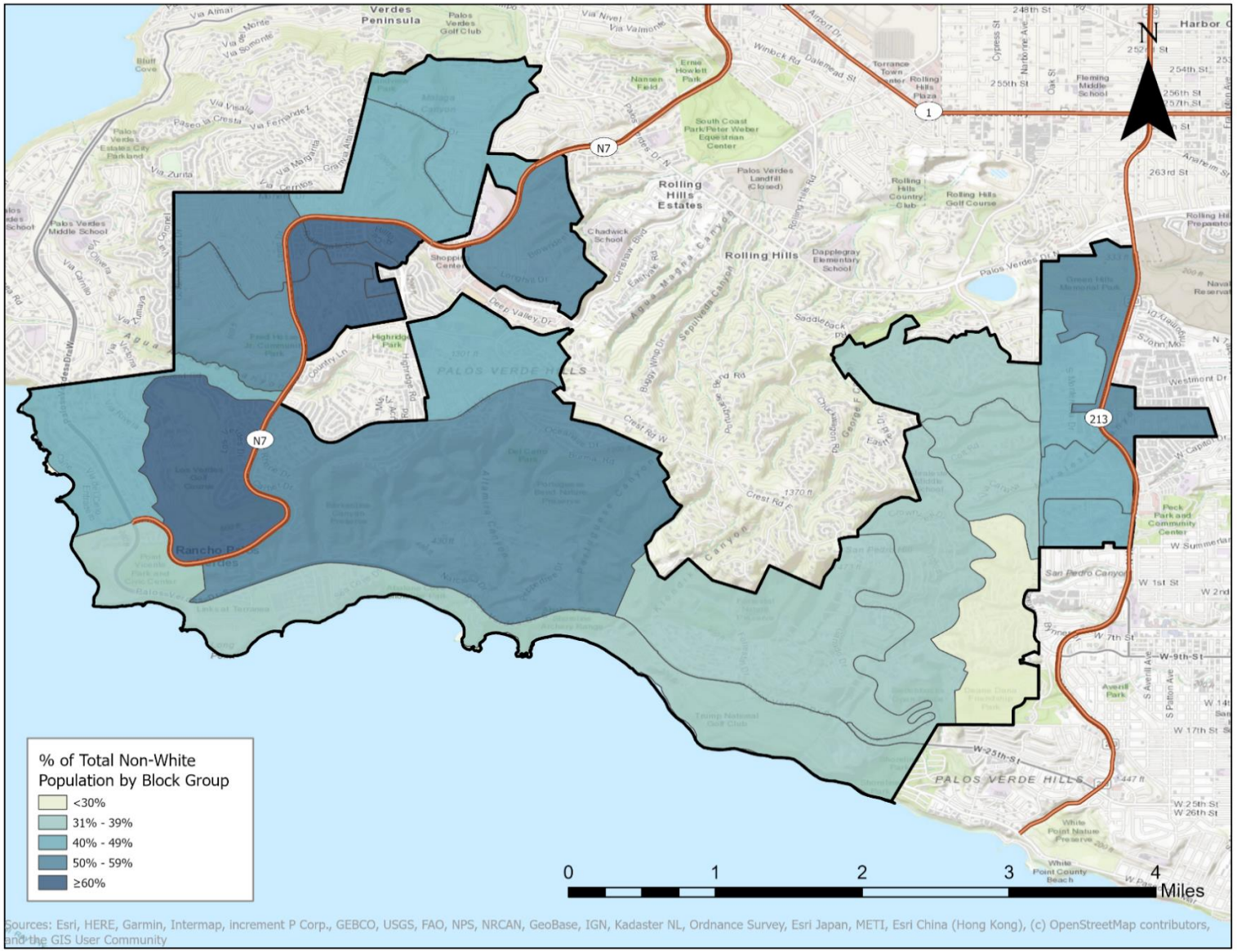
While approximately half of the City population overall is White Non-Hispanic, the proportion of the total population of other race/ethnic groups varies considerably by Census block group, as shown in Figure 30, ranging from 28 percent to 68 percent. Correspondingly, the percentage of White non-Hispanic persons ranges from 32 percent to 72 percent (see Figure 32). Countywide, the proportion of White non-Hispanic persons by block group varies from zero to 100 percent, and as a result, the percentage of other race/ethnic groups also varies from zero to 100 percent (see Figure 31 and Figure 33). The lowest concentrations of the White non-Hispanic population tend to be in the City of Los Angeles and other urbanized areas of the County.

Non-Hispanic Asians make up the second-largest race/ethnic group in Rancho Palos Verdes and the third-largest group in Los Angeles County, at approximately 30 percent of the total population in the City and 14 percent in the County. By block group in Rancho Palos Verdes, the concentration of this group ranges from 11 percent to slightly more than 50 percent (see Figure 34). In the County, the concentration ranges from zero percent to slightly above 90 percent (see Figure 35). The highest concentrations are in the San Gabriel Valley.

The next largest minority population in the City is the Hispanic or Latino population, at slightly below ten percent of the City total, as shown in Figure 36. This group is most concentrated in the northeast corner of the City, where four block groups have populations that are 15 percent or more of Hispanic origin. Countywide, there are areas with a much higher concentration of the Hispanic of Latino population, with the proportions at 90 percent or greater in over eight percent of the county's block groups. The highest concentrations are generally in eastern Los Angeles County and to the east in the upper San Gabriel Valley (see Figure 37).

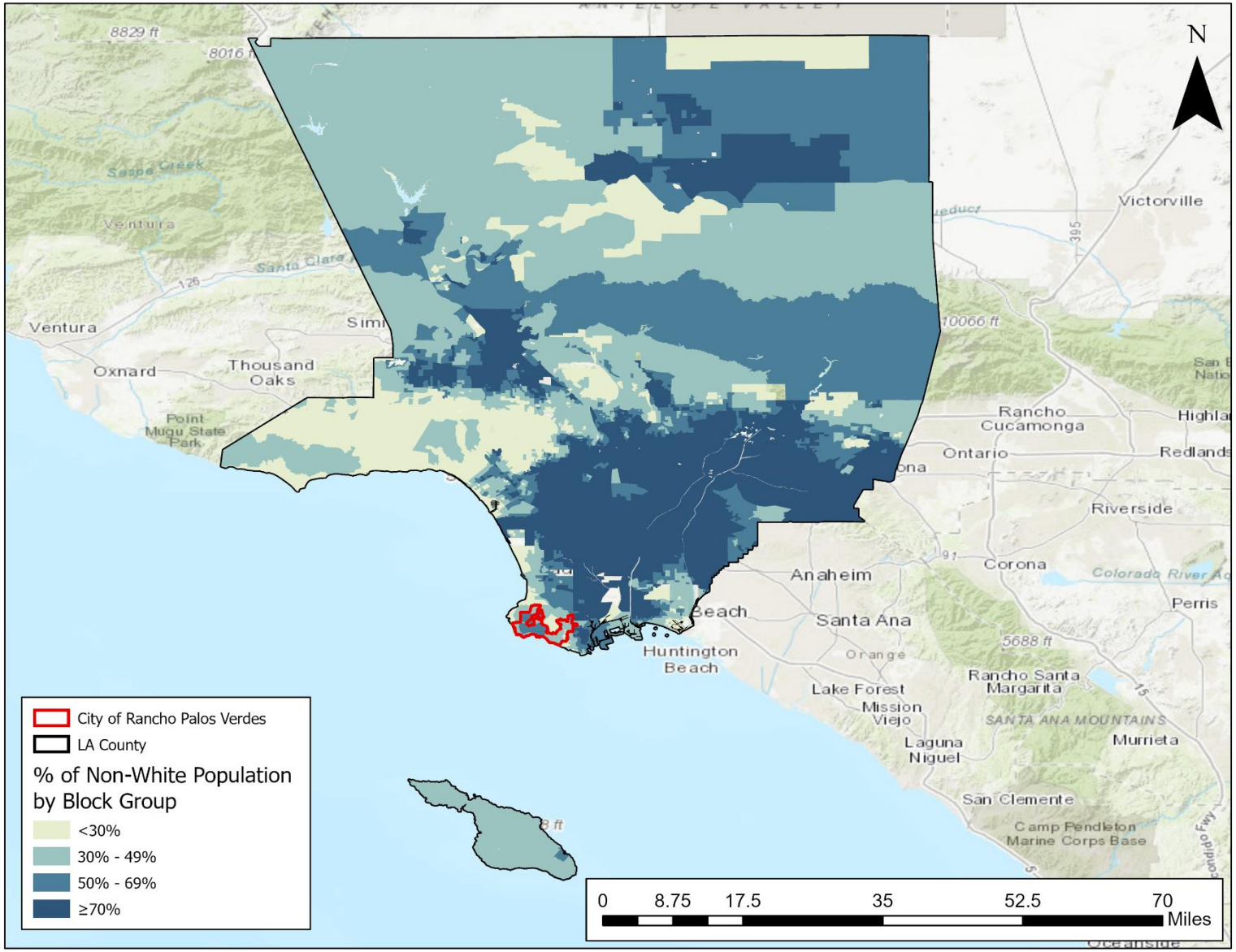
The final maps presented in this section (Figure 38 and Figure 39) are for the non-Hispanic population of two or more races; this is the only other race category with a substantial population in Rancho Palos Verdes. This group is scattered throughout the City, with the proportion by block group only ranging from 3.2 percent to 6.6 percent. For Los Angeles County, the concentrations by block group are 10 percent or less except for a few block groups with almost no population. The highest concentrations tend to be in the less urban portions of the County.

Figure 30: Census Block Groups by Percent Non-White, Rancho Palos Verdes



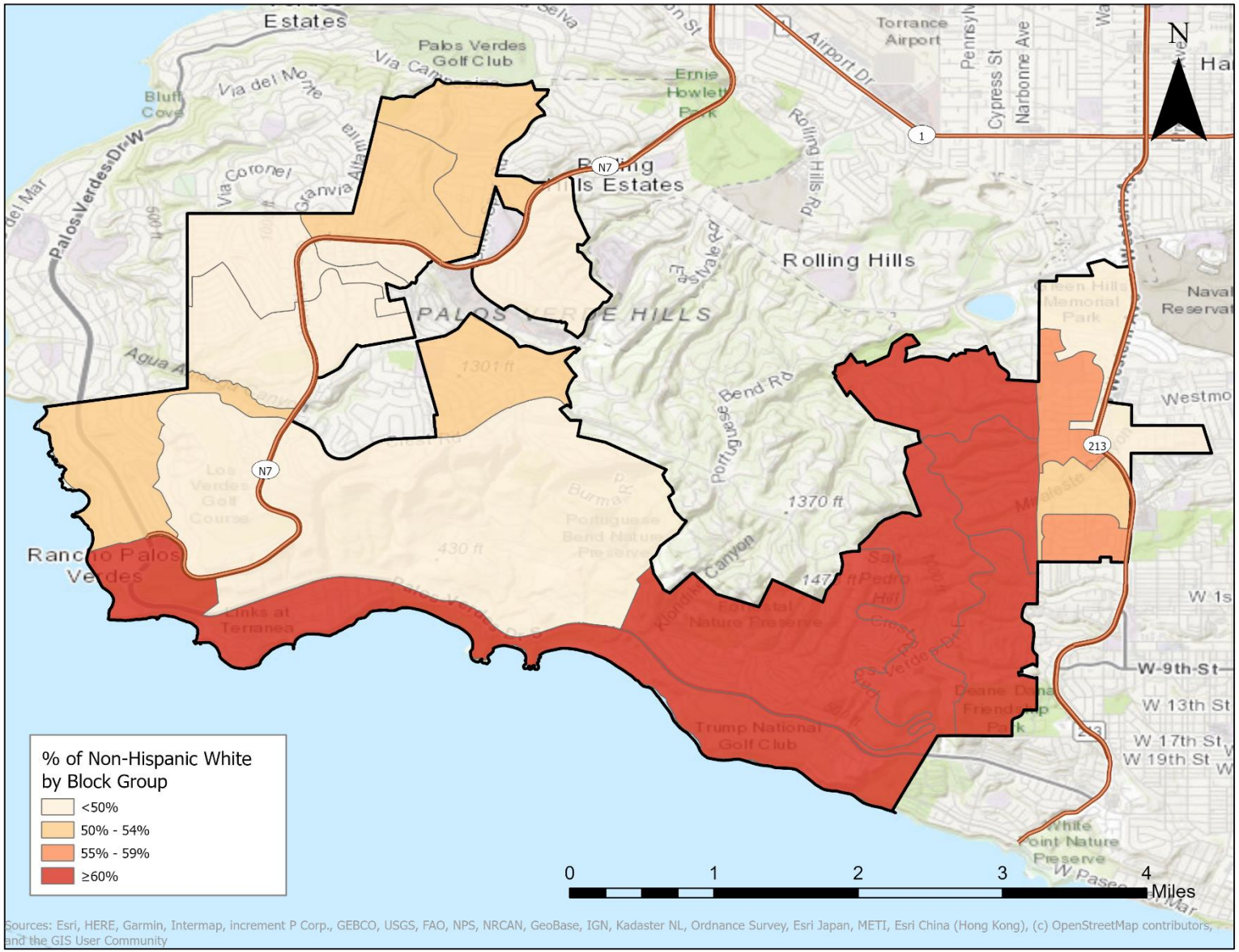
Note: Includes all categories except non-White non-Hispanic persons.
Source: Esri 2018.

Figure 31: Census Block Groups by Percent Non-White, Los Angeles County



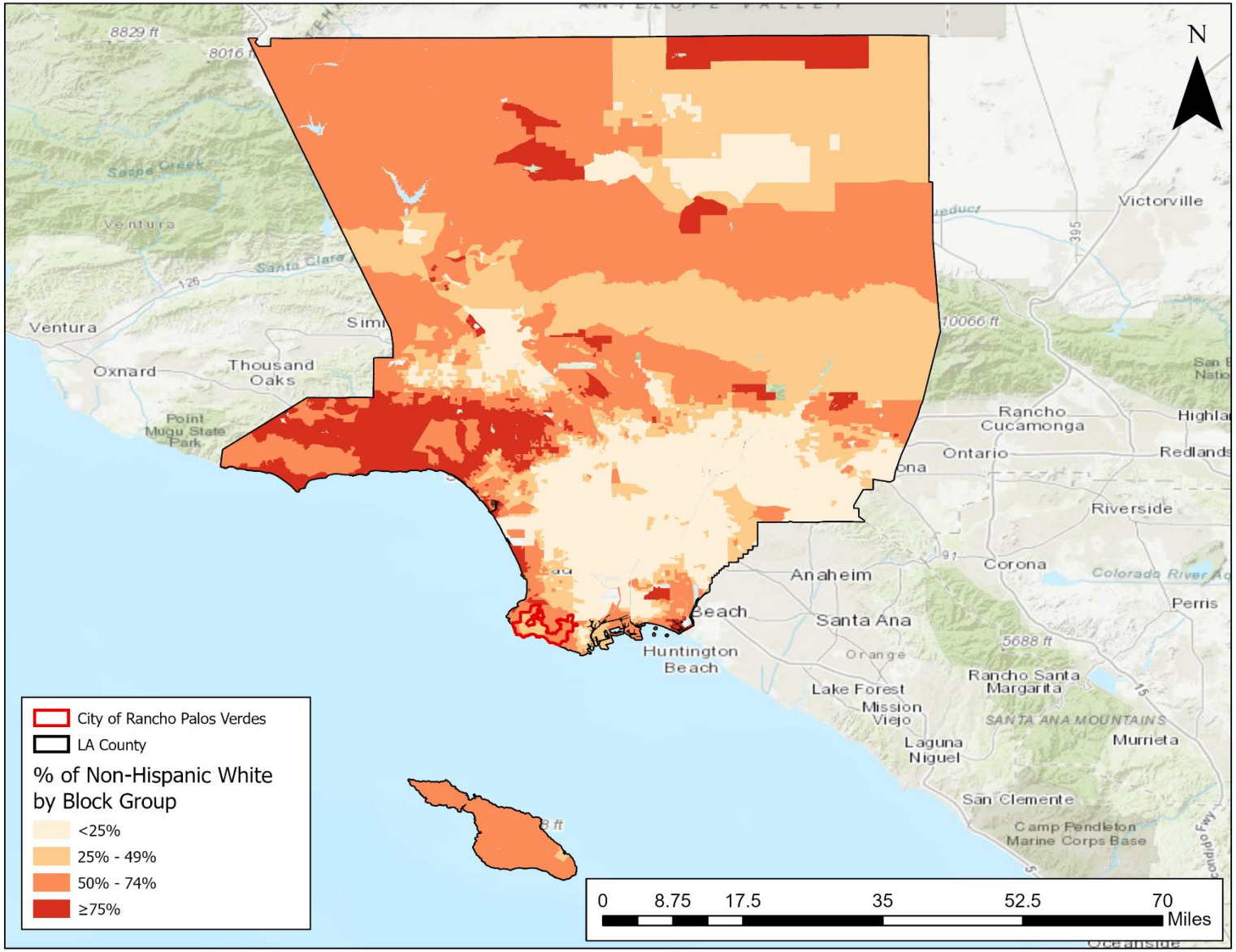
Note: Includes all categories except non-White non-Hispanic persons.
Source: Esri 2018.

Figure 32: Census Block Groups by Percent Non-Hispanic White, Rancho Palos Verdes



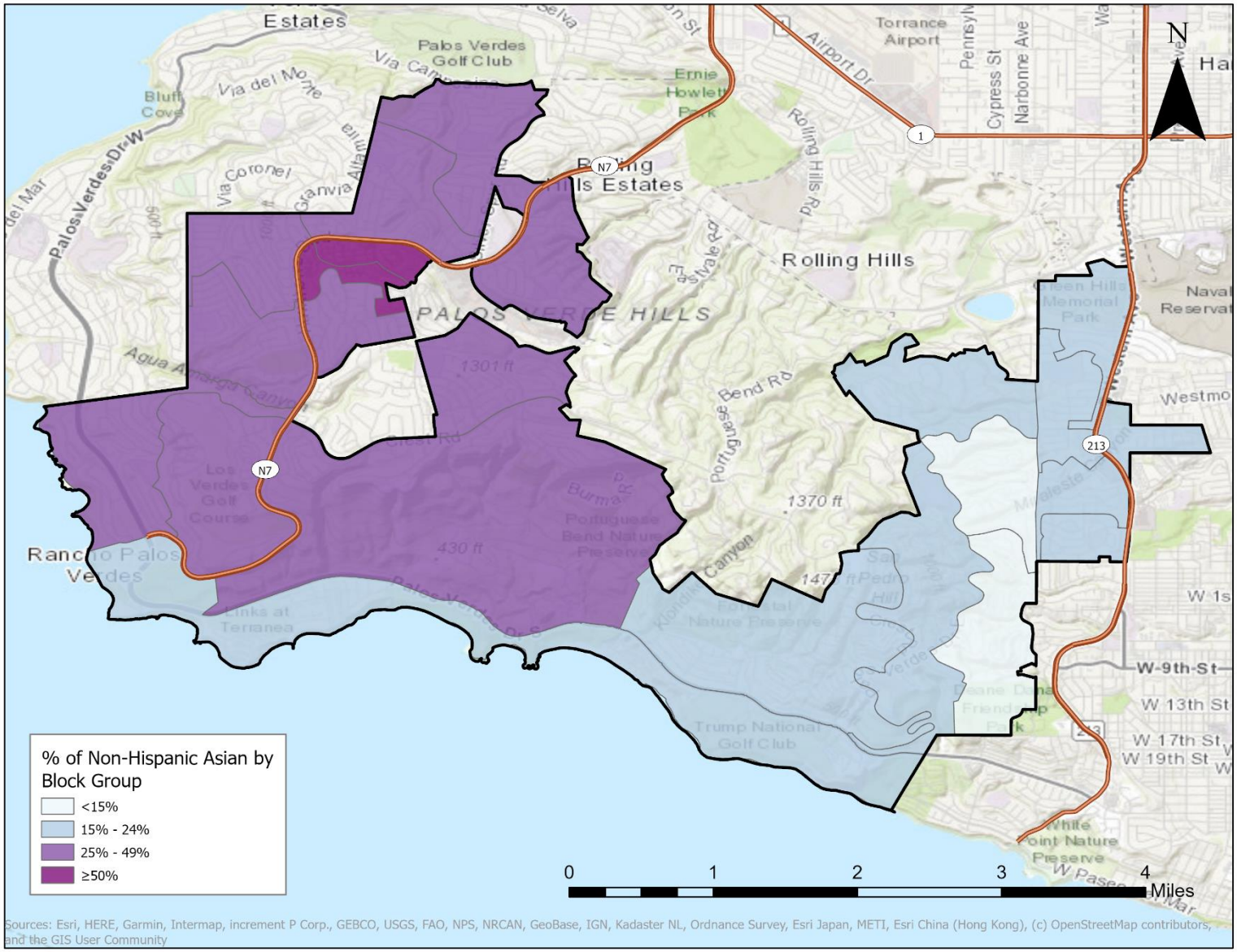
Source: Esri 2018.

Figure 33: Census Block Groups by Percent Non-Hispanic White, Los Angeles County



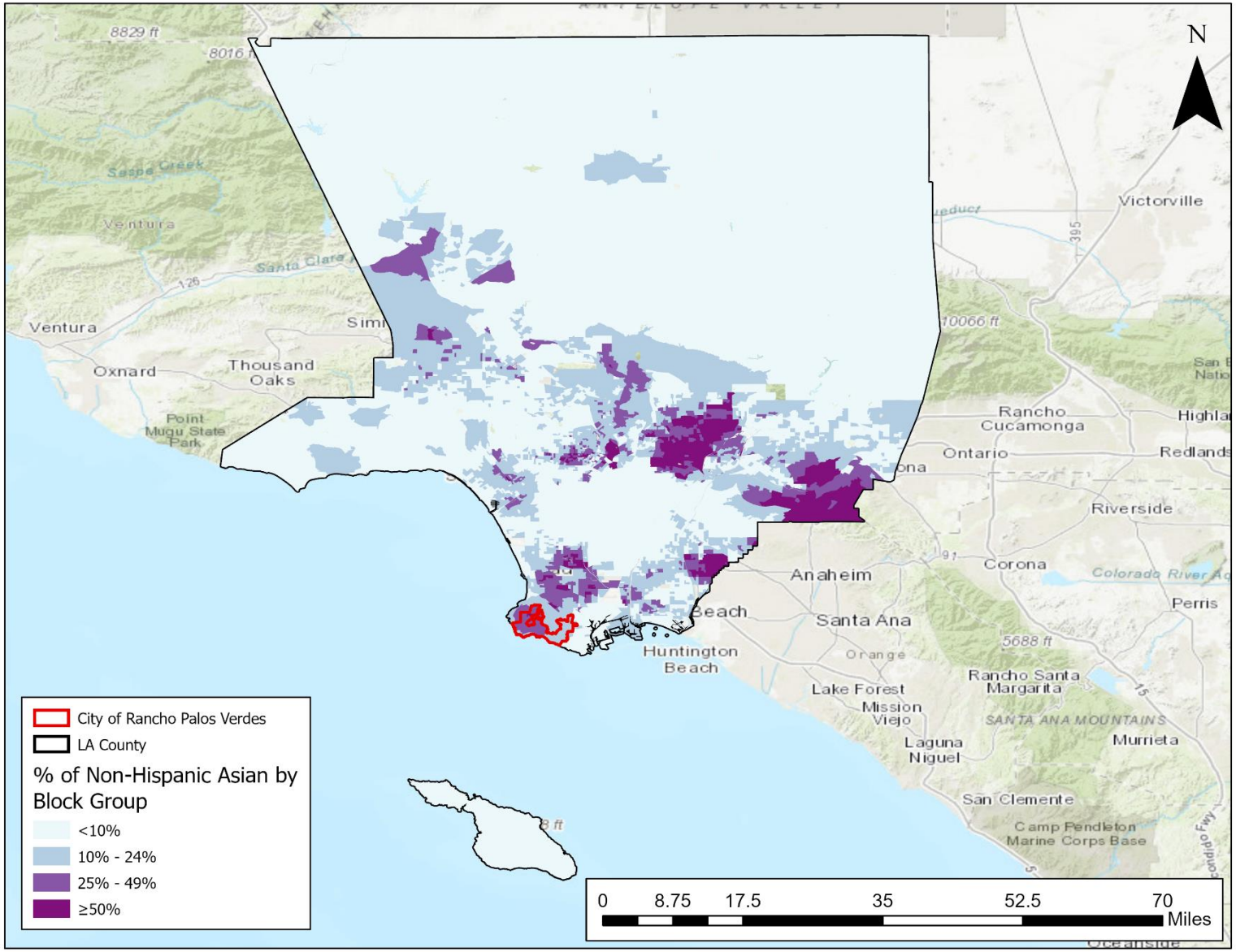
Source: Esri 2018.

Figure 34: Census Block Groups by Percent Non-Hispanic Asian, Rancho Palos Verdes



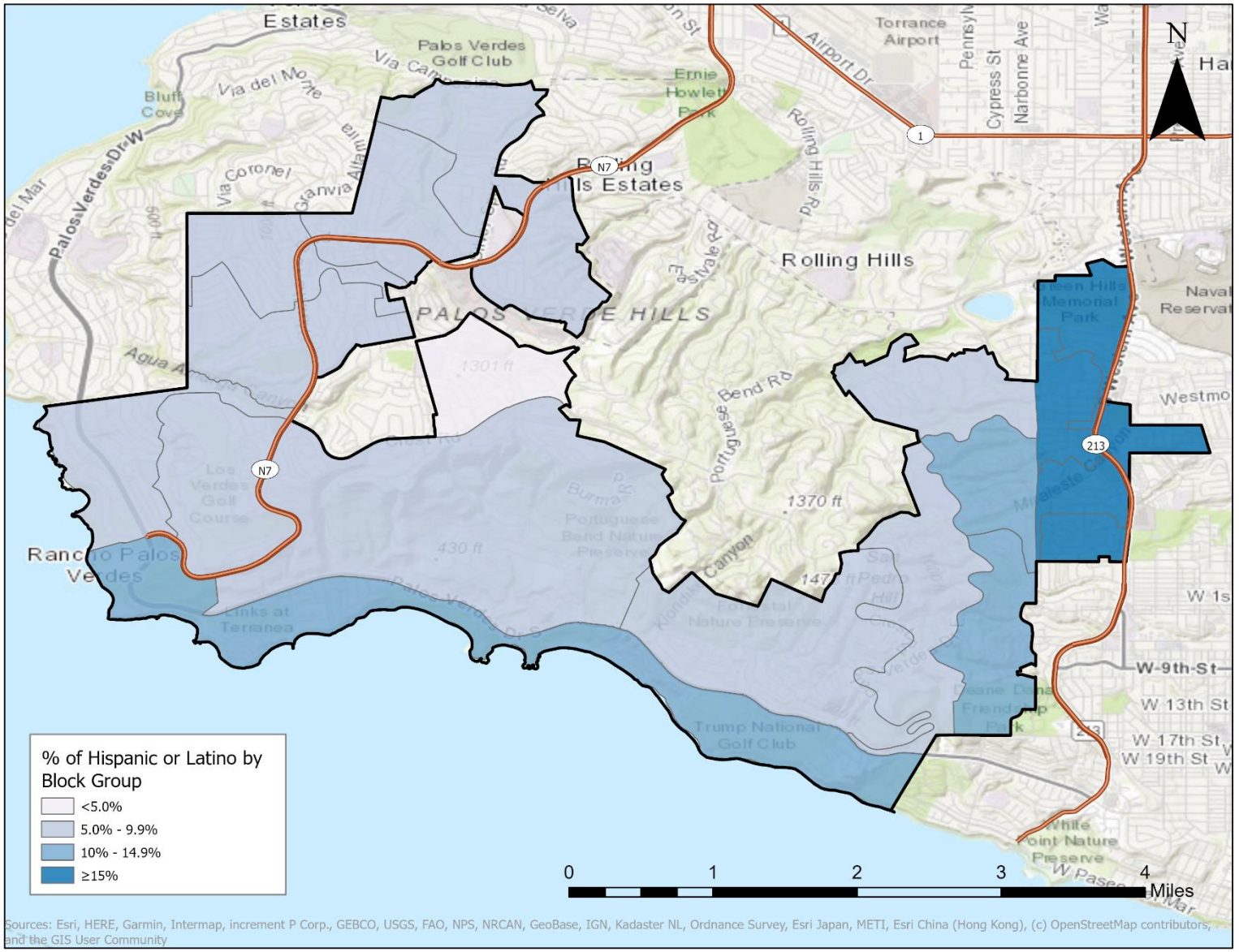
Source: Esri 2018.

Figure 35: Census Block Groups by Percent Non-Hispanic Asian, Los Angeles County



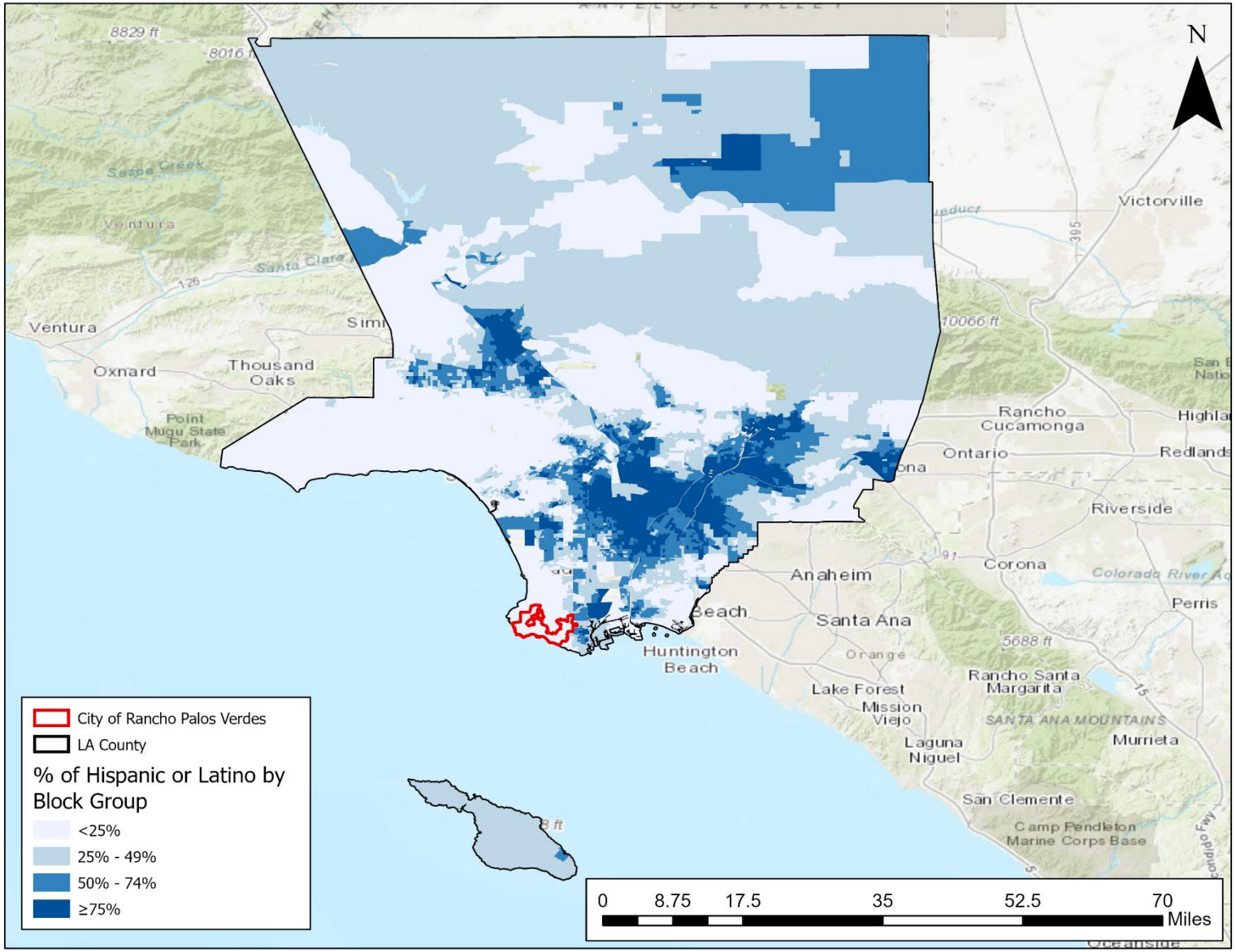
Source: Esri 2018.

Figure 36: Census Block Groups by Percent Hispanic or Latino, Rancho Palos Verdes



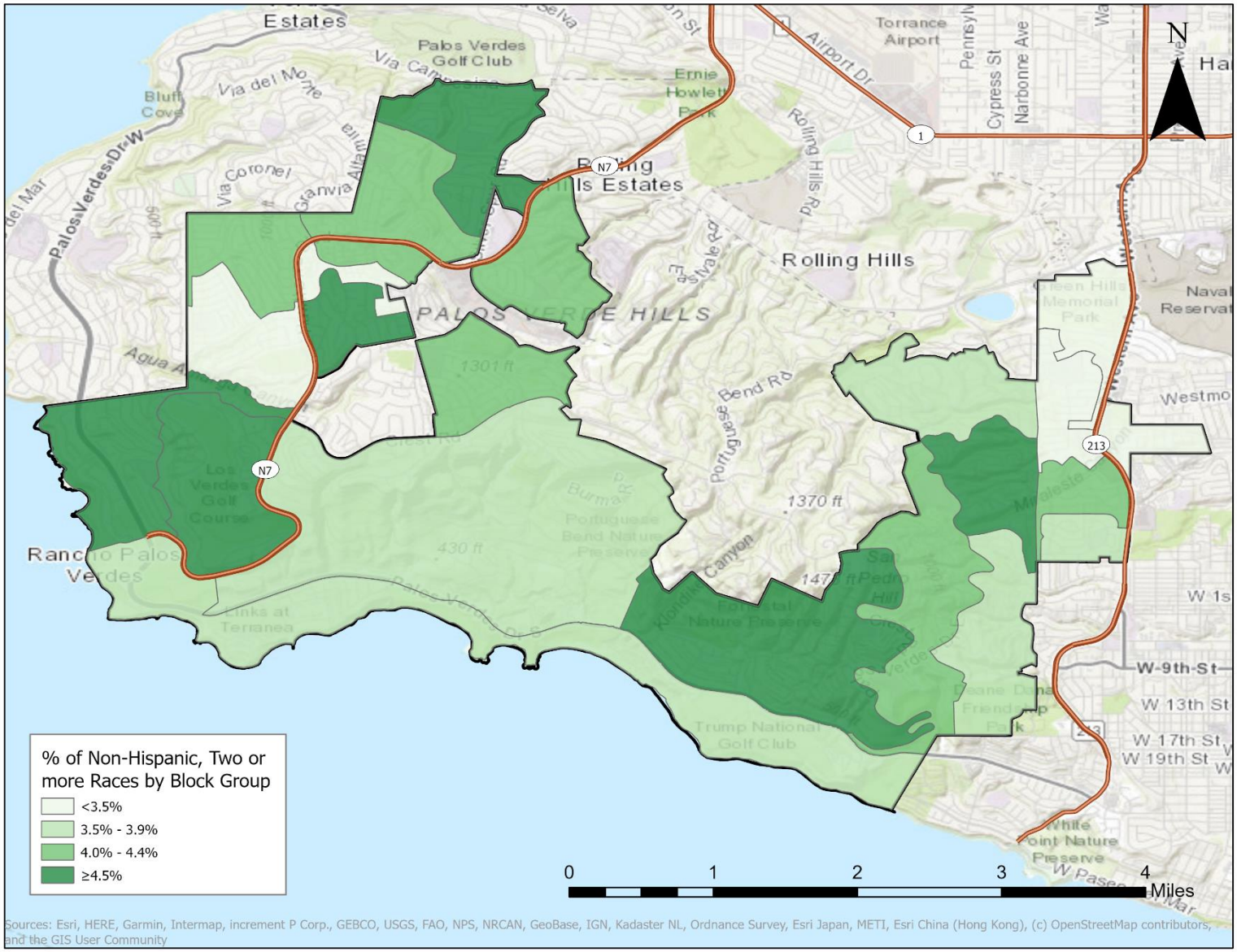
Source: Esri 2018.

Figure 37: Census Block Groups by Percent Hispanic or Latino, Los Angeles County



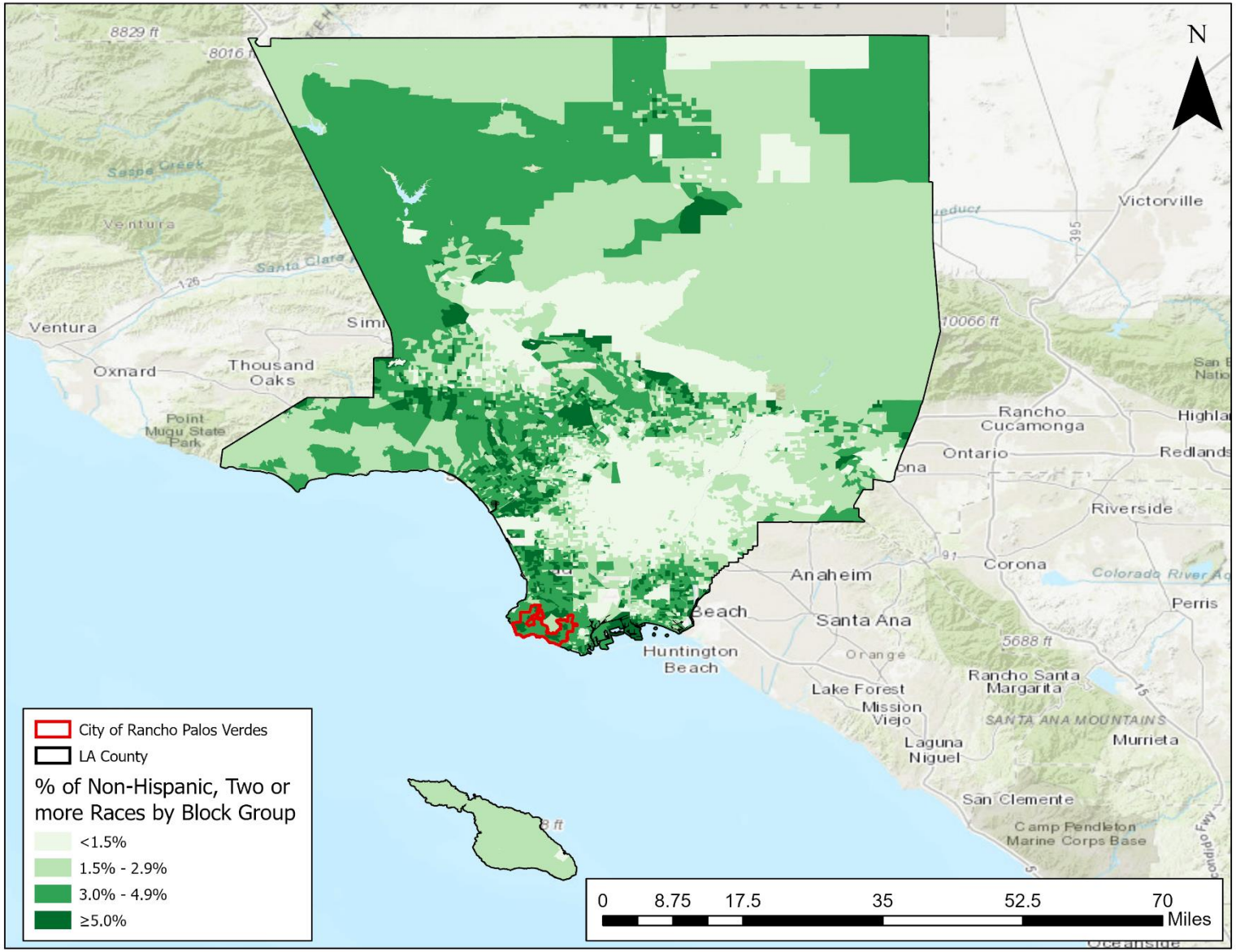
Source: Esri 2018.

Figure 38: Census Block Groups by Percent Non-Hispanic Persons of Two or More Races, Rancho Palos Verdes



Source: Esri 2018.

Figure 39: Census Block Groups by Percent Non-Hispanic Persons of Two or More Races, Los Angeles County



Source: Esri 2018.

Persons with a Disability

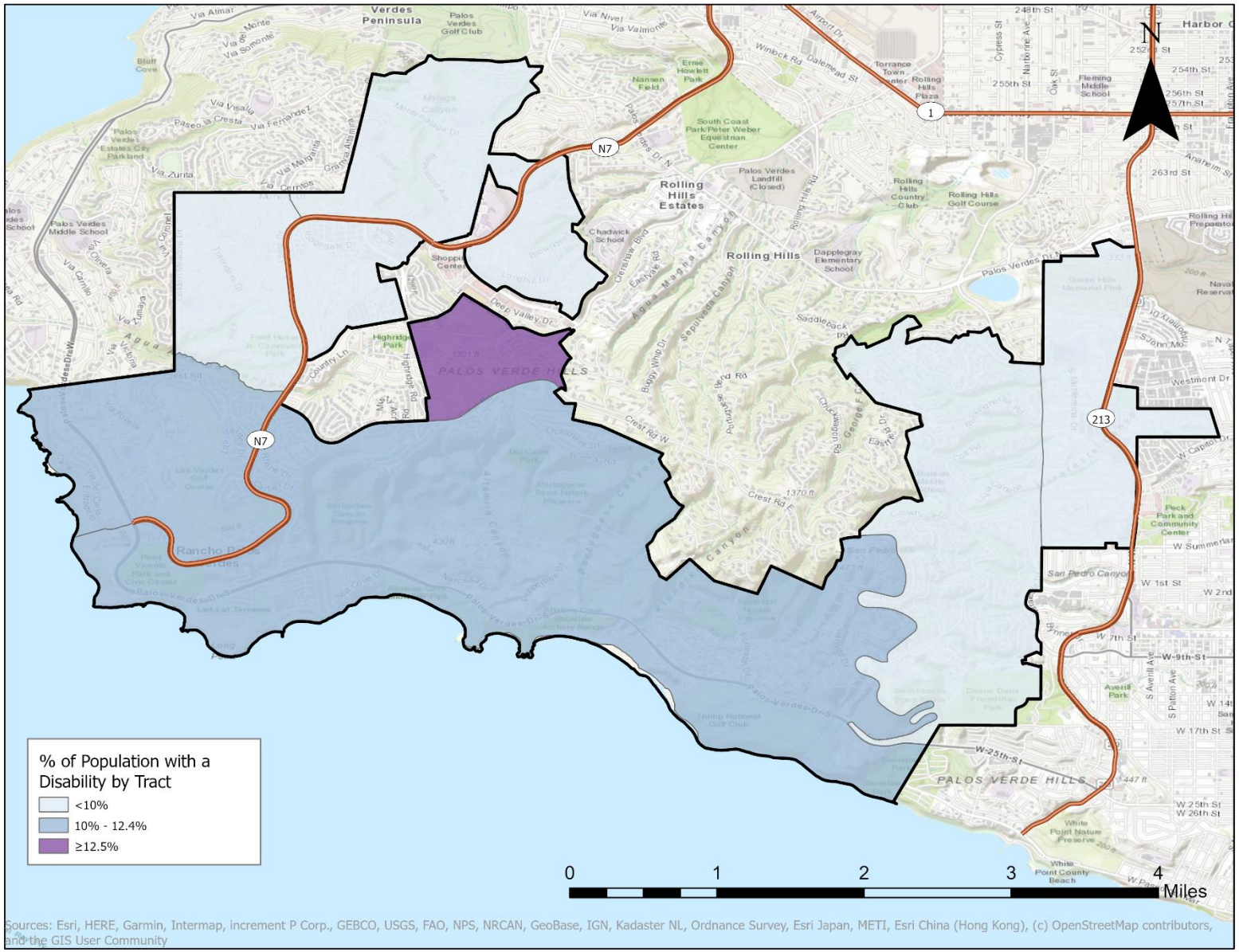
As shown in Figure 28 and discussed previously, approximately 4,100 persons in the civilian noninstitutionalized population (9.7 percent) in Rancho Palos Verdes are estimated to have one or more of the six disability types specified in Figure 27. This proportion is similar to the proportions for Los Angeles County and the SCAG Region.

Figure 40 shows the percent of persons with a disability by Census tract in the City using ACS data from 2015-2019. The one tract with the highest proportion of persons with a disability contains two senior living developments that likely account for this higher proportion of persons with a disability.

As shown in Figure 41, Census tracts with high proportions of disabled persons are scattered throughout Los Angeles County. Less than 1.4 percent of tracts show 20 percent or more of the population with one or more disability.

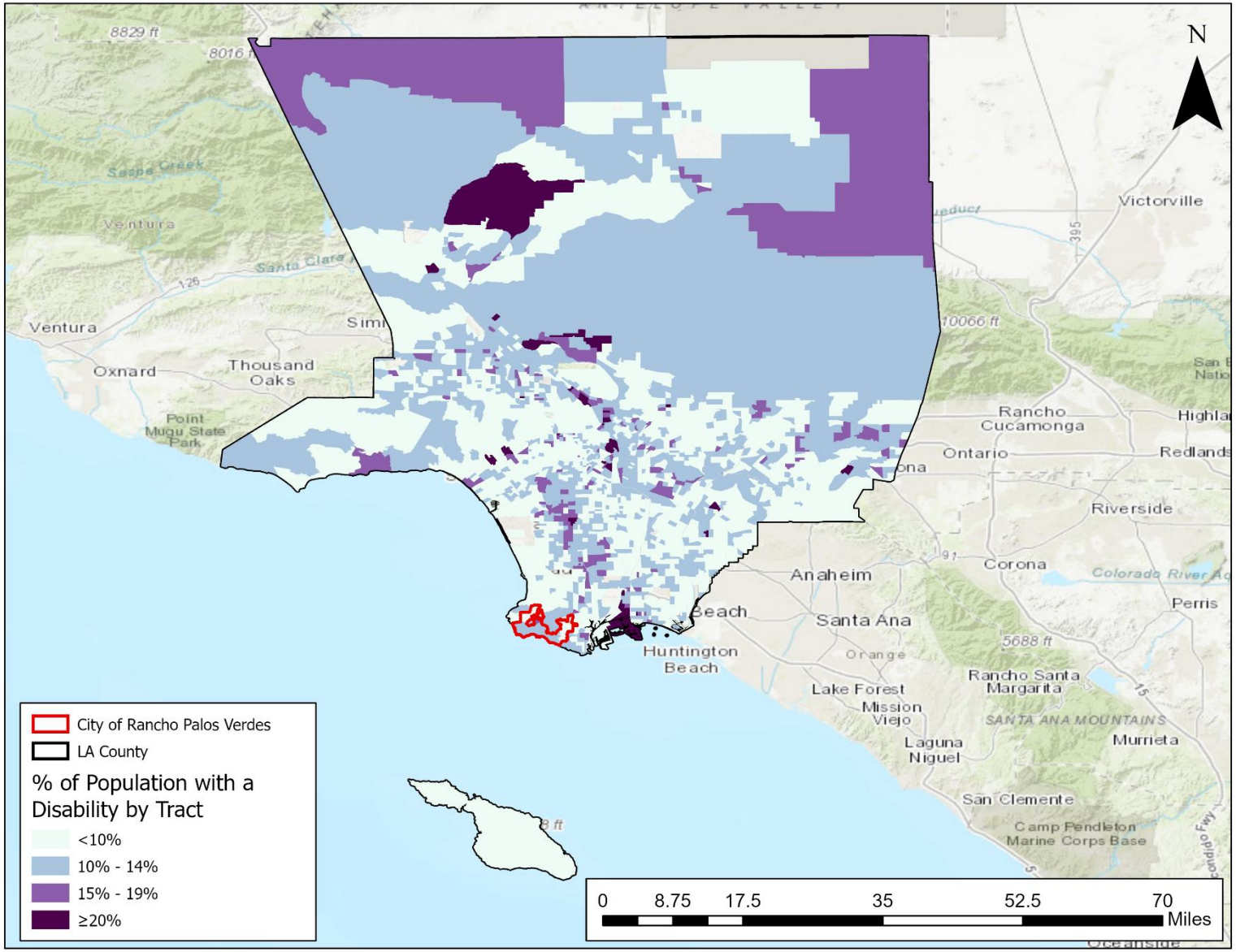
While disabled persons may face difficulty finding suitable housing in the City and elsewhere, these findings do not indicate any geographic pattern of housing discrimination for disabled persons in Rancho Palos Verdes.

Figure 40: Population with a Disability by Census Tract, Rancho Palos Verdes



Source: U.S. Census American Community Survey, 2015-2019 data.

Figure 41: Population with a Disability by Census Tract, Los Angeles County



Source: U.S. Census American Community Survey, 2015-2019 data.

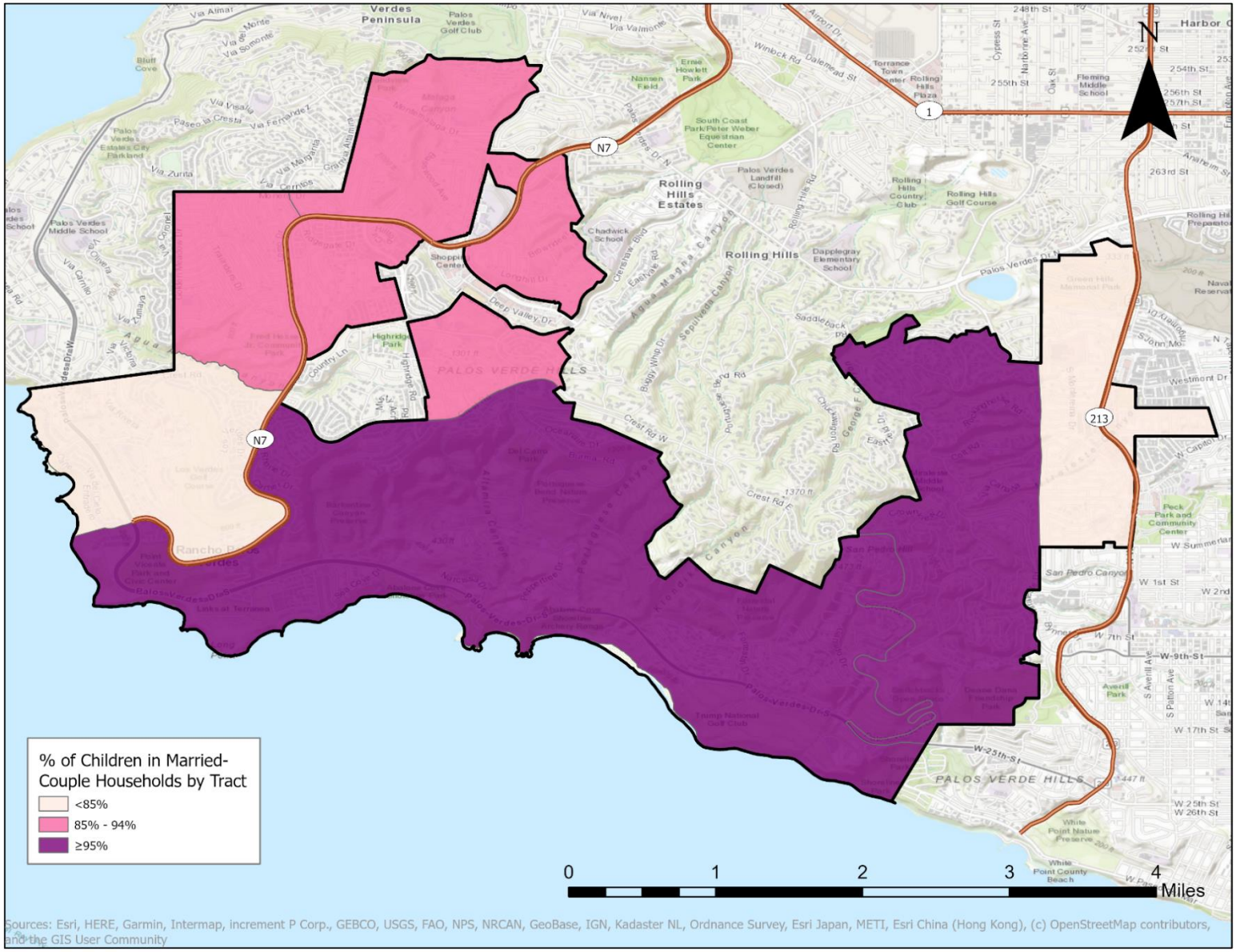
Familial Status

Rancho Palos Verdes has a high proportion of married-couple households compared to Los Angeles County and the SCAG Region, with over two-thirds of households reporting as married-couple families compared to less than half for the County and the Region (see Figure 7 above). Most children in Rancho Palos Verdes live in married-couple households. By Census tract, between 80 percent and 100 percent of children reside in married-couple households (as shown in Figure 42), indicating no areas within the City with a concentration of children in single-parent or other non-married couple households. For Los Angeles County overall, there are numerous tracts with less than 50 percent of children living in a married-couple household; these tracts are most prevalent in the City of Los Angeles (see Figure 43).

Figure 44 shows the local distribution by tract of the percent of children in female-headed households with no spouse or partner present, with the proportion of children in this type of households ranging from none to 17 percent. The highest concentration is found in a single tract and three other tracts show concentrations between 10 and 14 percent. Some of the Los Angeles County tracts with an extremely high proportion of children in single-parent households with a female householder are in areas just to the east of Rancho Palos Verdes (as shown in Figure 45).

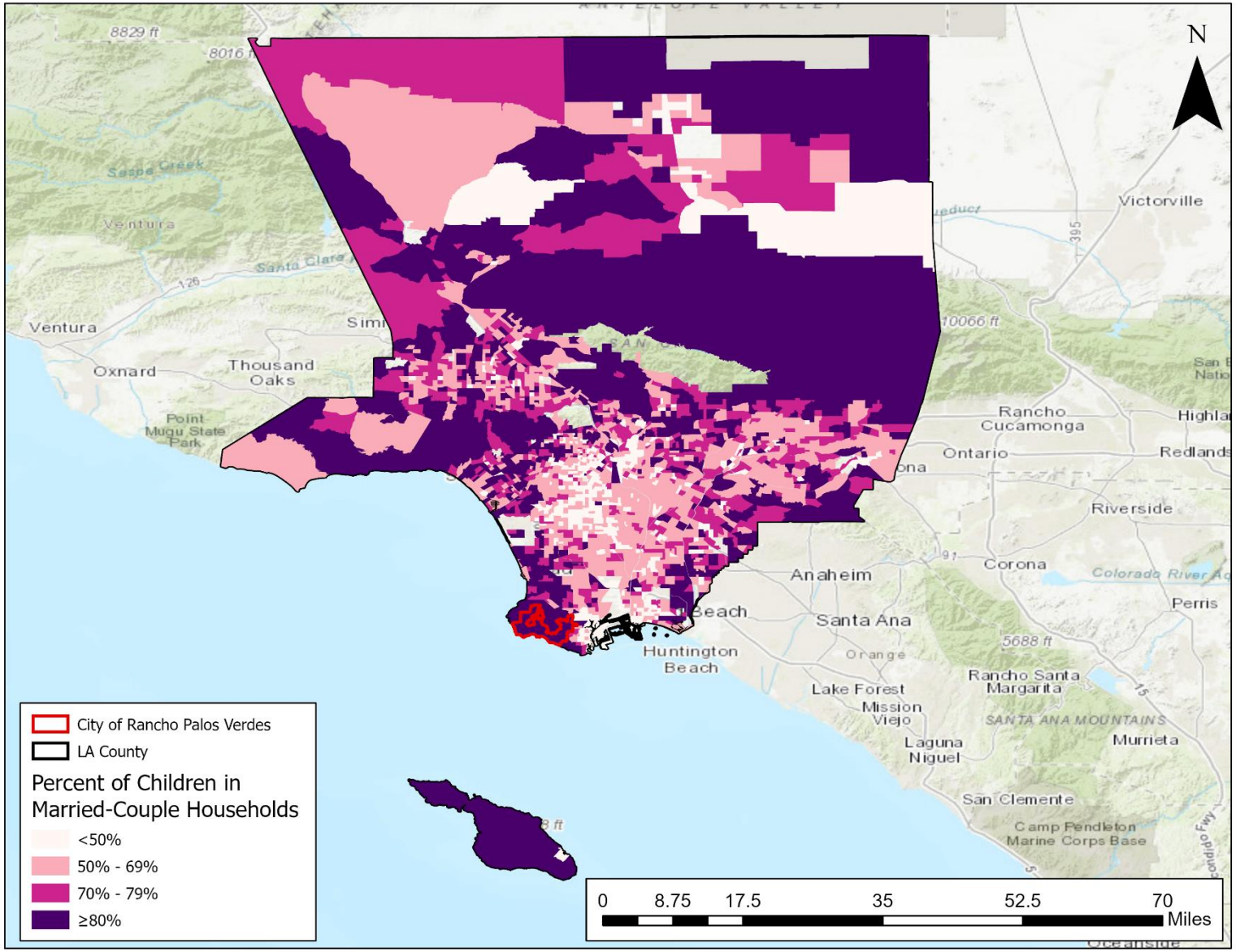
The high proportions of married-couple households with children in Rancho Palos Verdes in large part ~~reflects~~reflect the predominance of single-family detached houses in the City. Although the low proportion of single-parent households does not indicate a distinct fair housing issue, the small number of female-headed households is likely the result of the limited supply of housing in Rancho Palos Verdes that is affordable for single-headed, single-income households with children.

Figure 42: Percent of Children in Married-Couple Households, 2015-2019, Rancho Palos Verdes



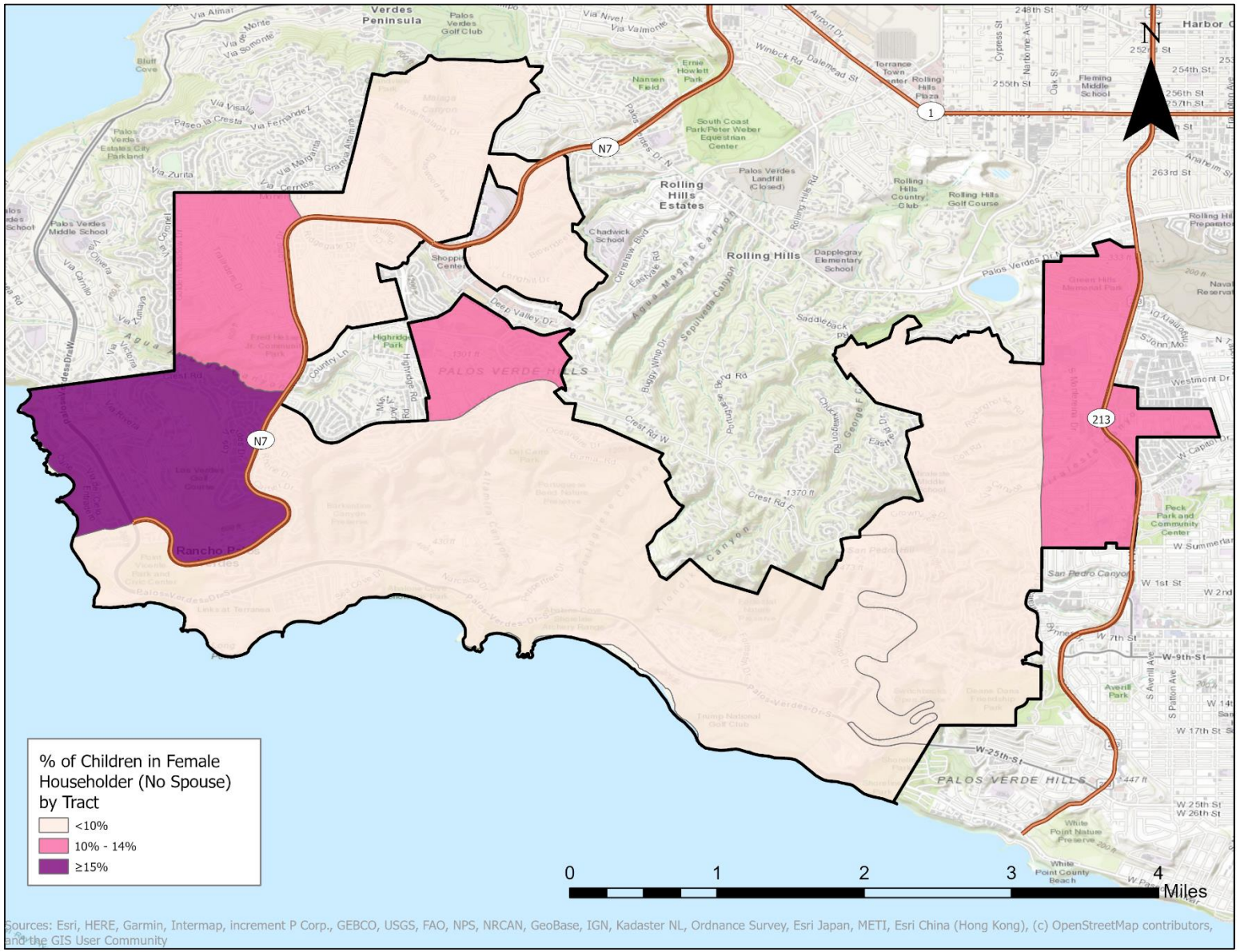
Source: U.S. Census American Community Survey, 2015-2019 data.

Figure 43: Percent of Children in Married-Couple Households, 2015-2019, Los Angeles County



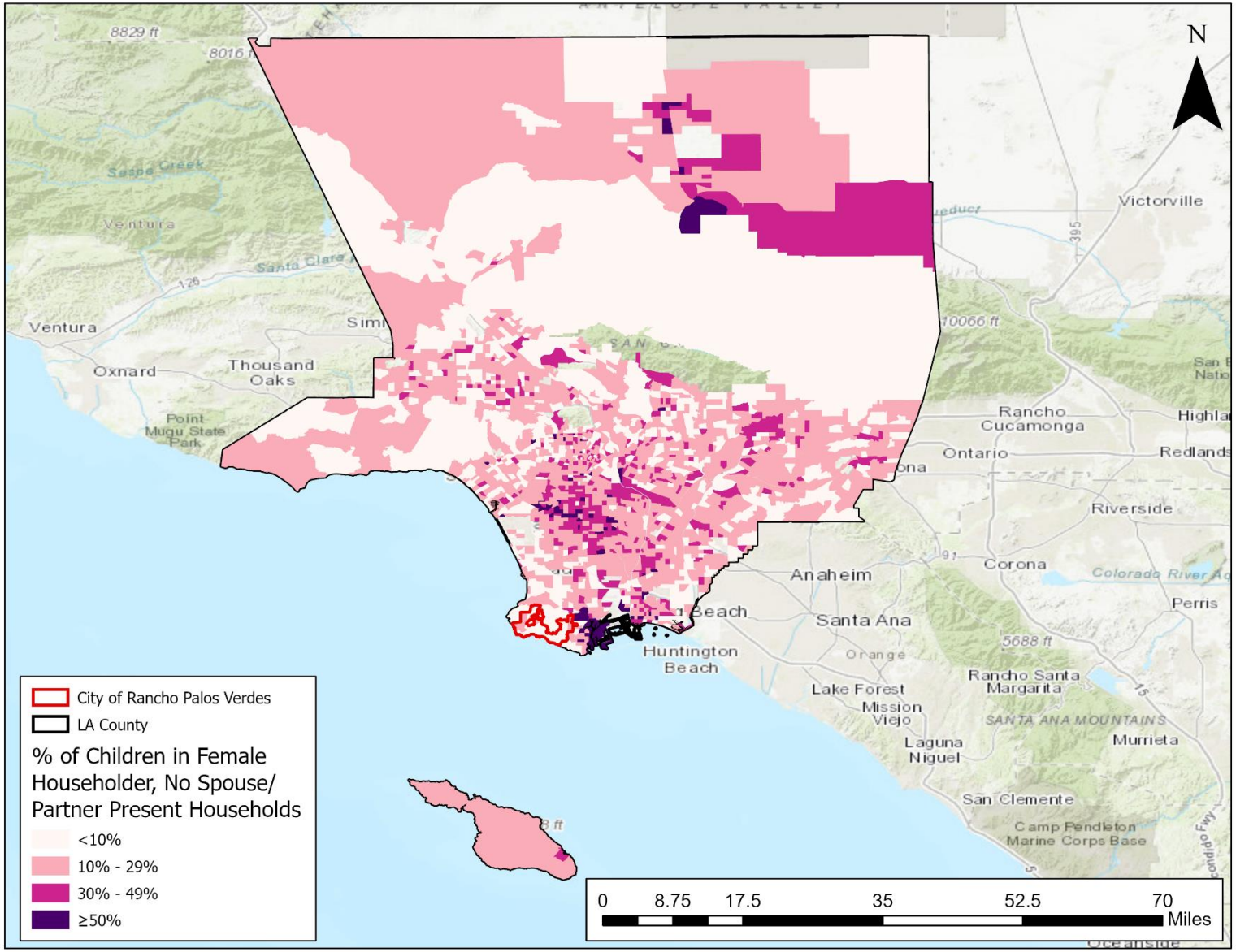
Source: U.S. Census American Community Survey, 2015-2019 data.

Figure 44: Percent of Children in Single-Female Headed Households, Rancho Palos Verdes



Source: U.S. Census American Community Survey, 2015-2019 data.

Figure 45: Percent of Children in Single-Female Headed Households, Los Angeles County



Source: U.S. Census American Community Survey, 2015-2019 data.

Income

The City of Rancho Palos Verdes shows high household incomes relative to Los Angeles County overall. As shown in Table 25, for the 2014-2018 ACS survey period the median annual household income in Rancho Palos Verdes, at $133,286 was over twice that of the County. Only 8.6 percent of the City's households reported incomes below $25,000, in contrast to 19.9 percent for the County. For the upper end of the income scale, 44.5 percent of the City's households had incomes of $150,000 or more, while only 16.6 percent of Los Angeles County's households had income in that range.

Table 25: Household Income Distribution and Median Income, 2014-2018

Rancho Palos Verdes

	2014-2018	
Household Income	**Number**	**Percent**
Less than $14,999	667	4.3%
$15,000 to $24,999	673	4.3%
$25,000 to $34,999	711	4.6%
$35,000 to $49,999	686	4.4%
$50,000 to $74,999	1,661	10.7%
$75,000 to $99,999	1,471	9.4%
$100,000 to $149,999	2,777	17.8%
$150,000 and above	6,927	44.5%
Total Households	**15,573**	**100.0%**
Median Household Income	**$133,286**	

Los Angeles County

	2014-2018	
Household Income	**Number**	**Percent**
Less than $14,999	361,072	10.9%
$15,000 to $24,999	296,864	9.0%
$25,000 to $34,999	282,438	8.5%
$35,000 to $49,999	386,040	11.7%
$50,000 to $74,999	534,611	16.2%
$75,000 to $99,999	396,793	12.0%
$100,000 to $149,999	500,603	15.1%
$150,000 and above	547,688	16.6%
Total Households	**3,306,109**	**100.0%**
Median Household Income	**$64,251**	

Notes:
Incomes are in 2018 dollars.

Sources: U.S. Census Bureau, American Community Survey, 2014-2018 five-year sample period, B19001 and S1903; BAE, 2021.

Figure 46 below shows the geographic distribution of households by median annual household income by block group in Rancho Palos Verdes. The lowest median income by block group is slightly more than $75,000, and the highest is over $250,000. The highest medians are clustered in three block groups in the eastern part of the City, but the whole City has relatively high median incomes. Countywide, median annual household incomes fall across a much

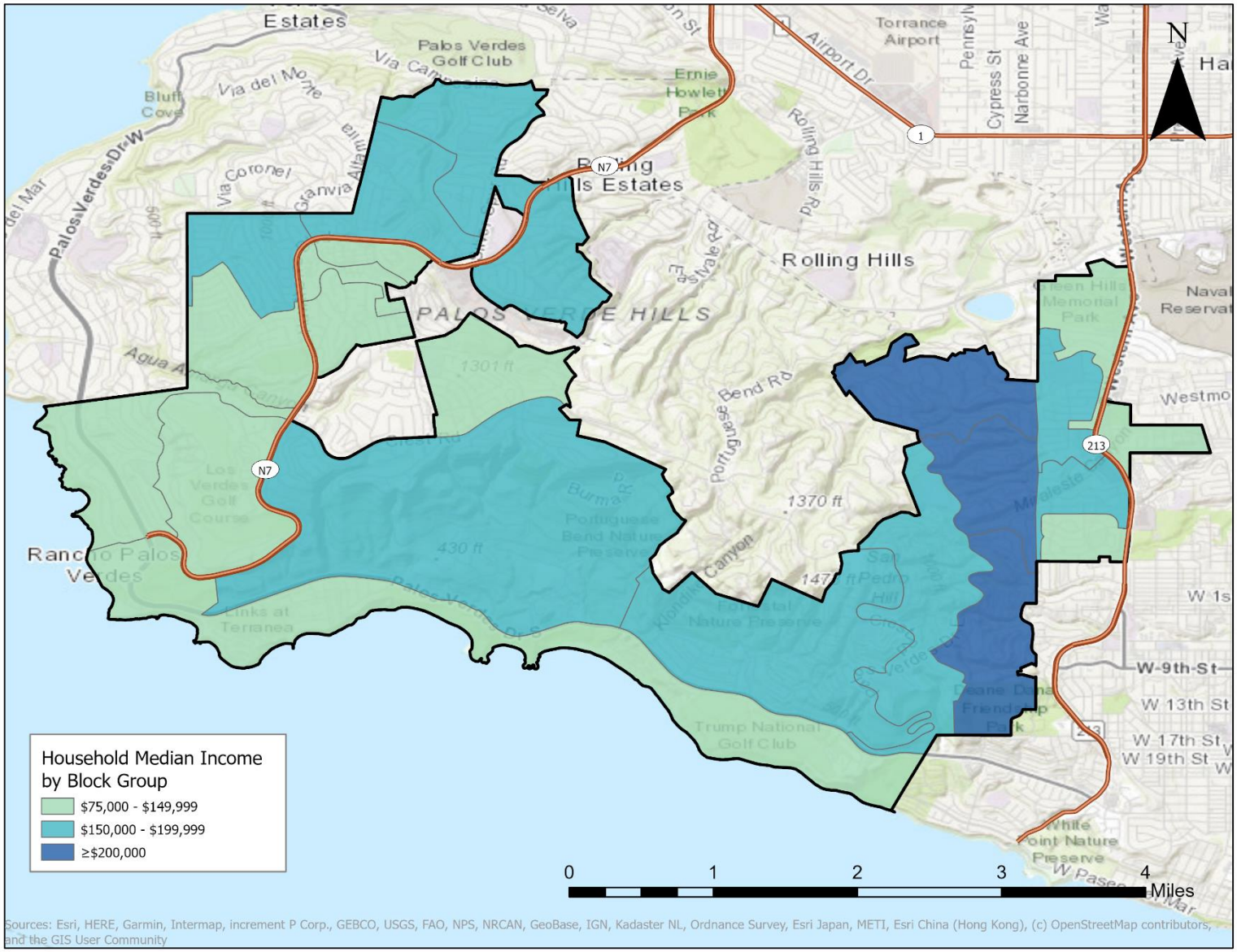
broader range, from less than $10,000 to more than $200,000. As shown in Figure 47, the lower incomes were concentrated in City of Los Angeles, with the higher incomes along the coast and in peripheral areas of the County.

Figure 48 displays additional information regarding income levels in Rancho Palos Verdes by showing the percentage of low- to moderate-income households by Census tract. The percentage by tract ranges from 13 percent to 28 percent, with the higher percentages in the Census tracts associated with the lower median income areas of the City shown in Figure 46. Los Angeles County shows a broader range, with the percentage of low- to moderate-income households by tract ranging from zero to 100 percent. As shown in Figure 49, the largest cluster of tracts where 75 percent or more of the households fall in this category are found in City of Los Angeles and nearby urbanized areas.

As shown in Figure 50, which displays poverty status by Census tract in the City, the percentage of population in poverty ranges from 1.8 percent to 7.6 percent, indicating that while the population in poverty is limited, there are persons living in poverty in Rancho Palos Verdes. The highest concentrations are in the tracts bordering the Pacific Ocean. It should be noted that some of these persons may be elderly who are income-poor but asset rich. As might be expected, the County contains substantial areas with a higher proportion of the population in poverty, ranging up to almost 80 percent for those tracts with a population of 500 or more persons. The higher-poverty tracts tended to be found in City of Los Angeles and nearby urbanized areas, mirroring the distribution of low- and moderate-income tracts.

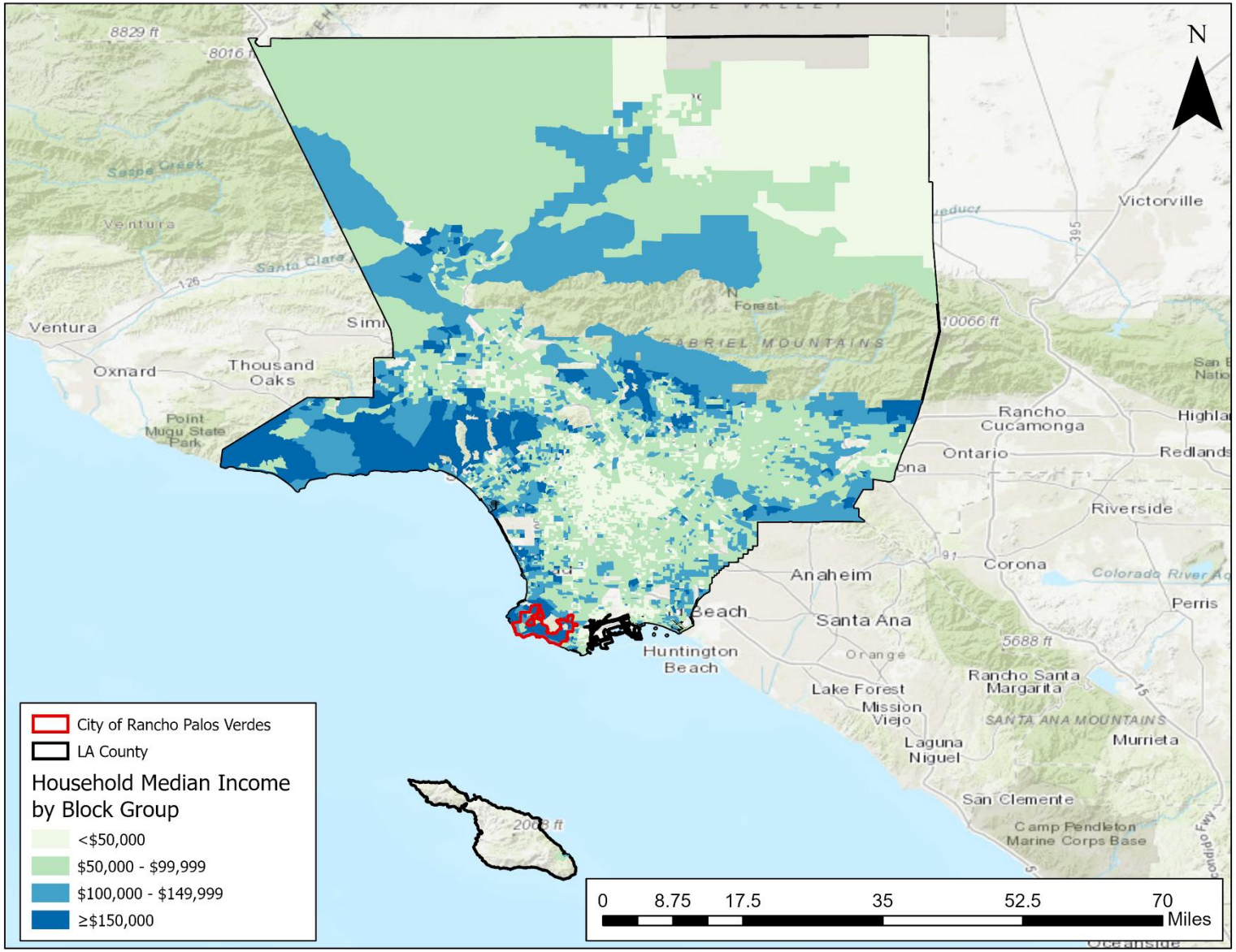
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Figure 46: Distribution of Median Income by Block Group, Rancho Palos Verdes



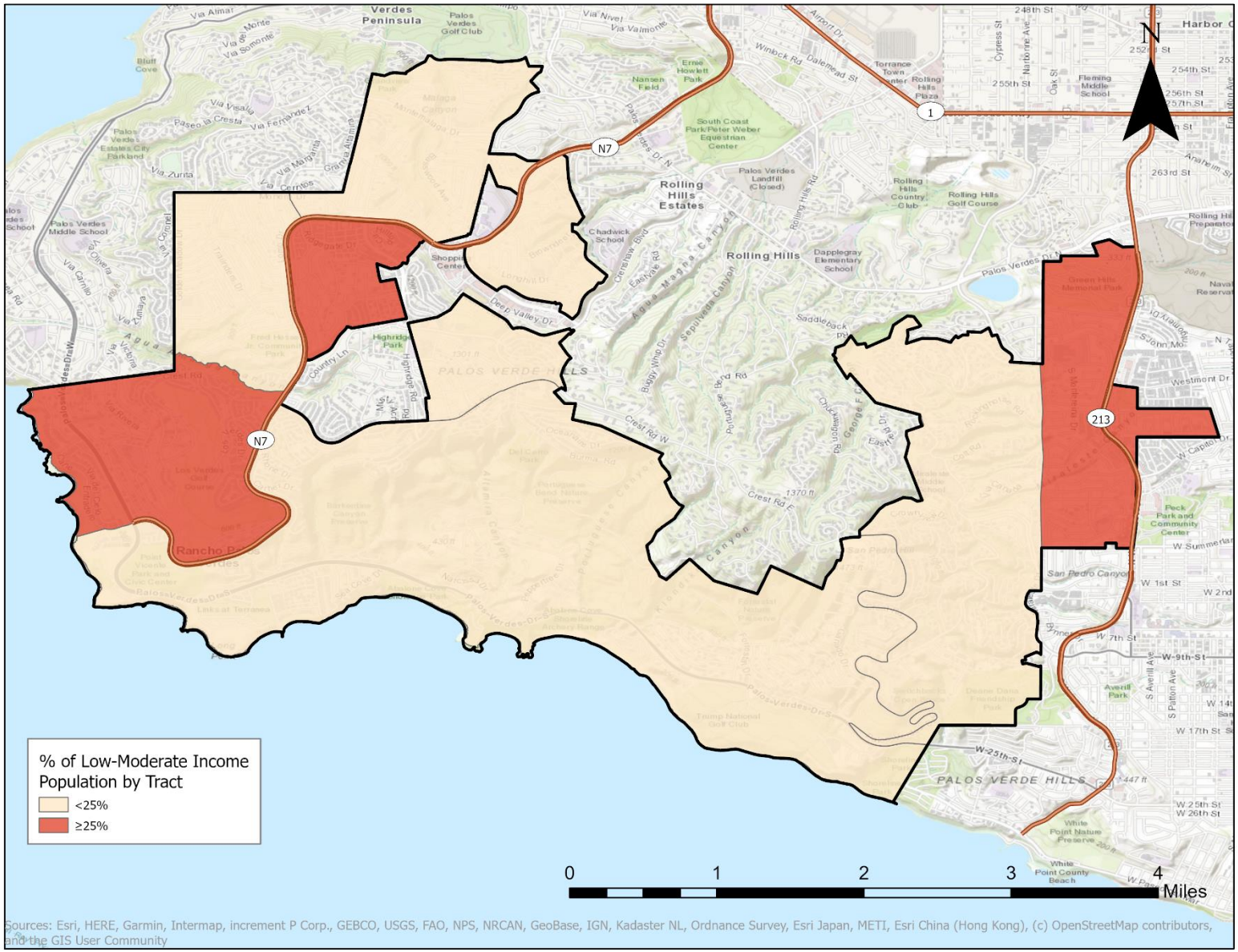
Source: U.S. Census American Community Survey, 2015-2019 data.

Figure 47: Distribution of Median Income by Block Group, Los Angeles County



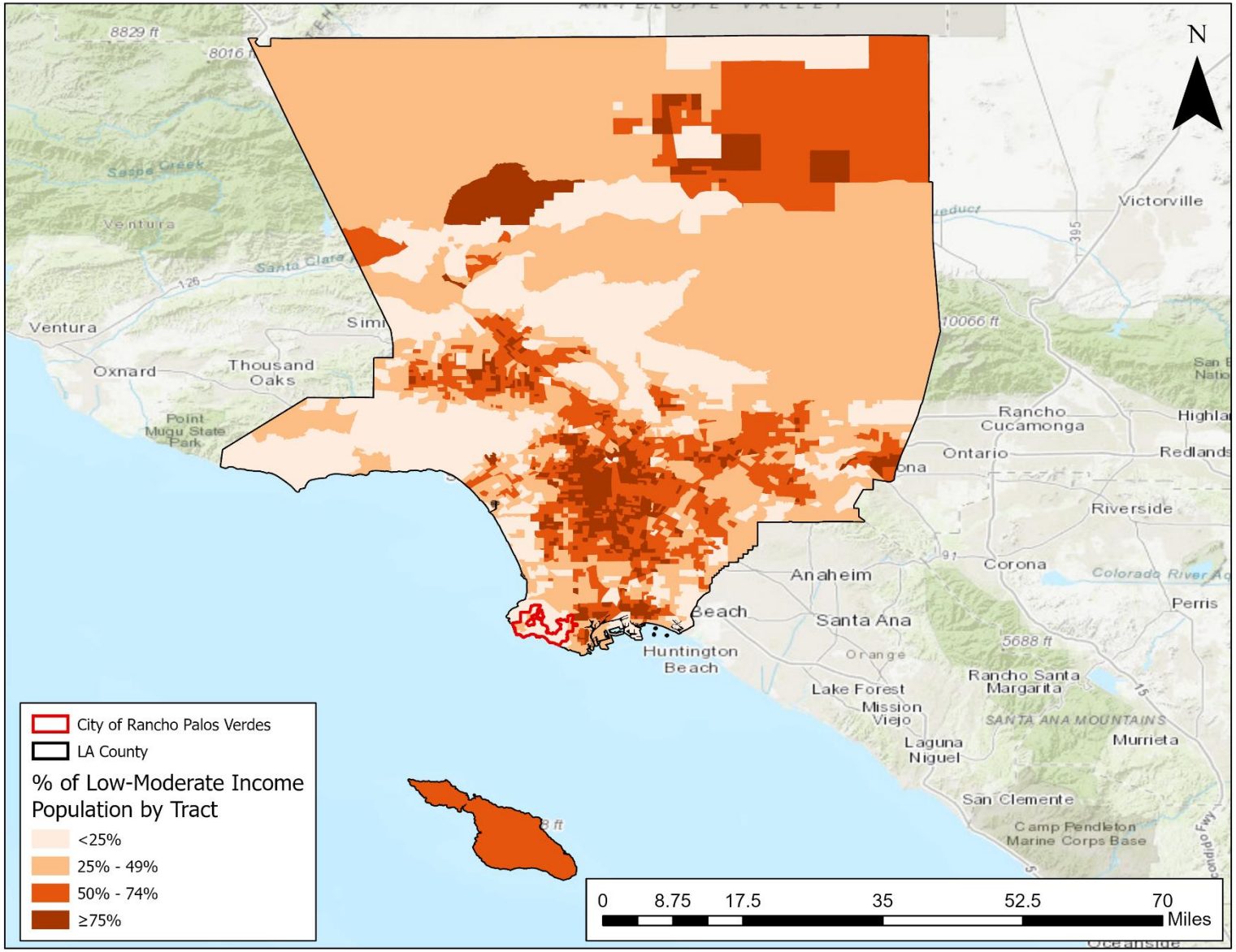
Source: U.S. Census American Community Survey, 2015-2019 data.

Figure 48: Percent of Low to Moderate Income Households by Census Tract, Rancho Palos Verdes



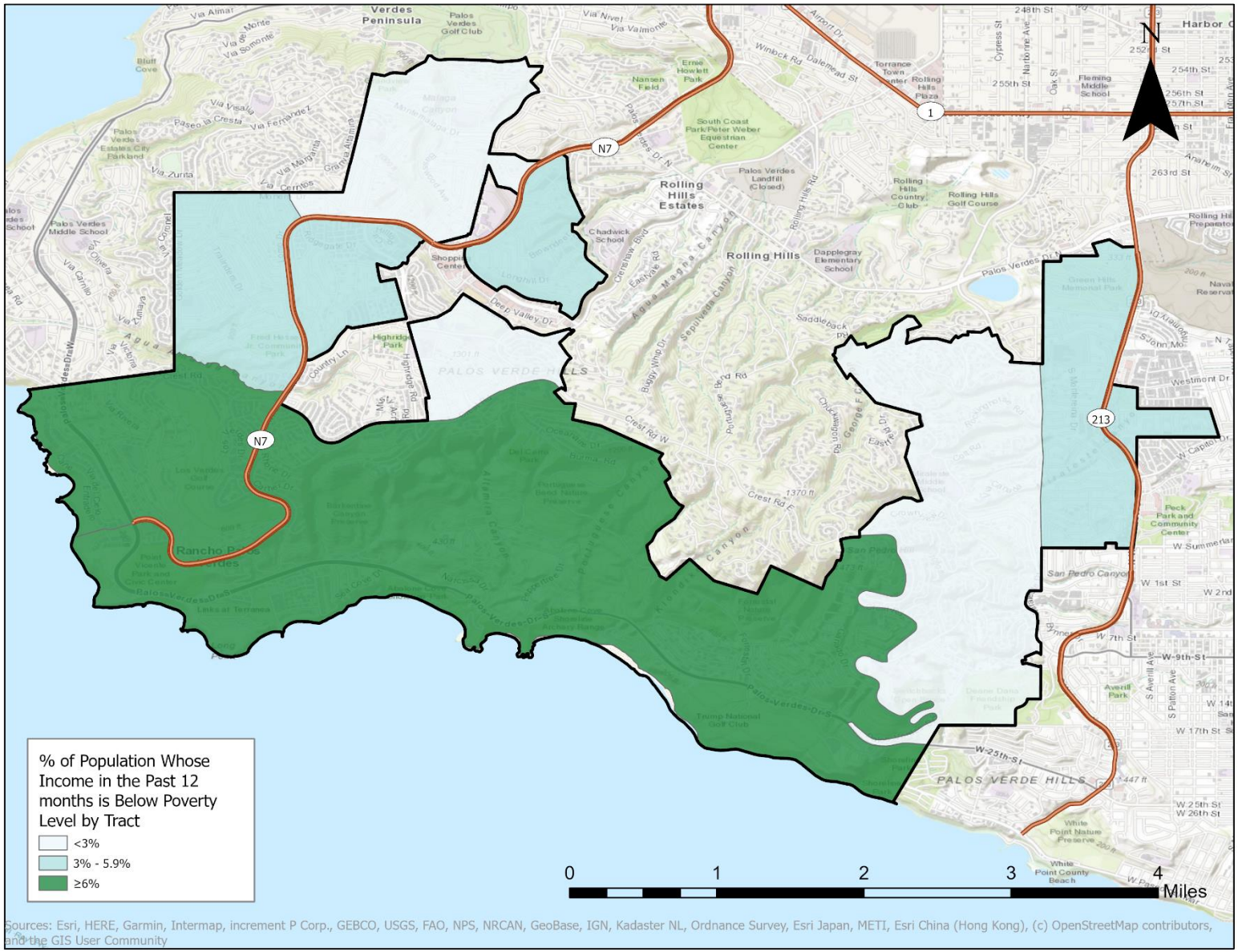
Sources: HUD; U.S. Census American Community Survey, 2011-2015 data.

Figure 49: Percent of Low to Moderate Income Households by Census Tract, Los Angeles County



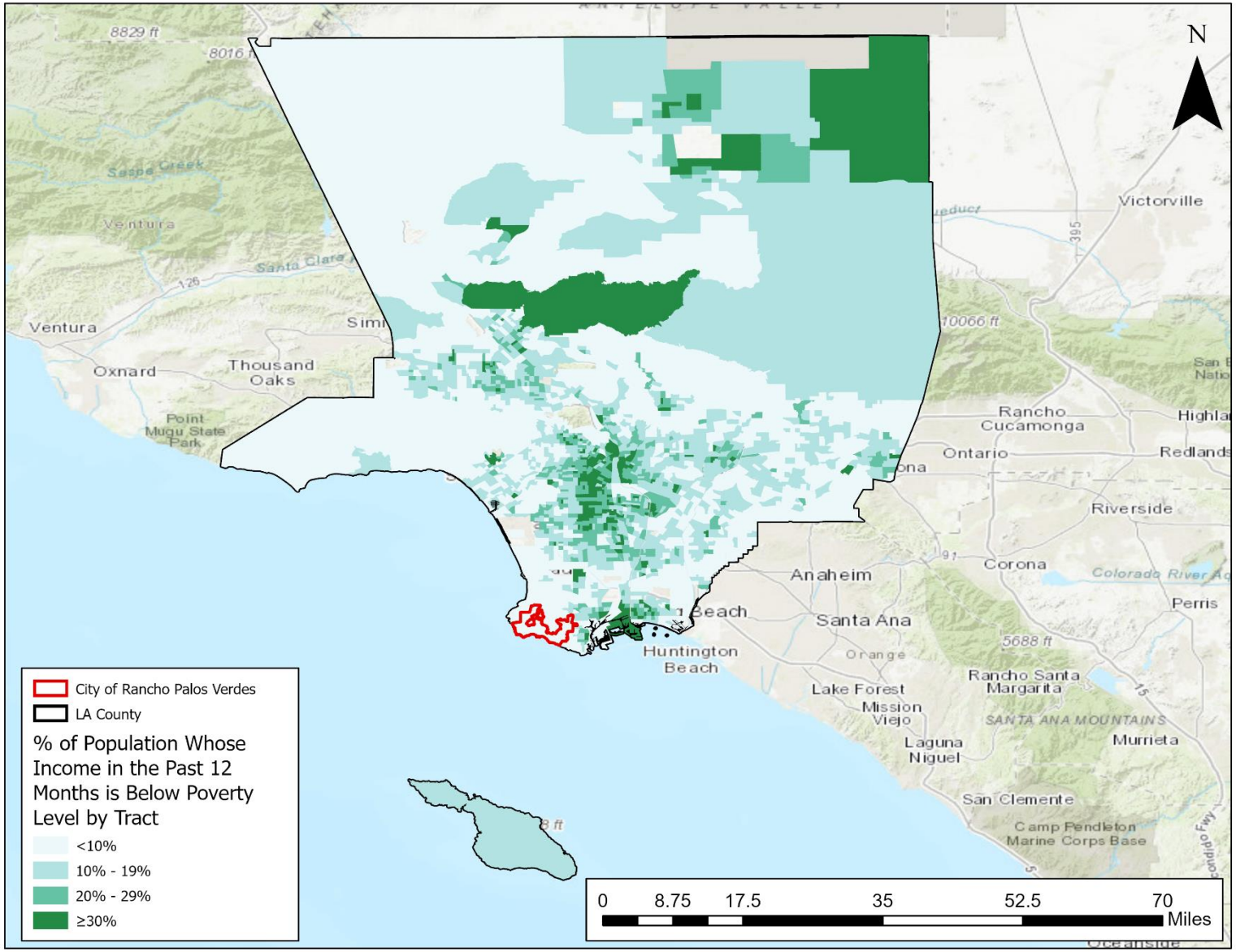
Sources: HUD; U.S. Census American Community Survey, 2011-2015 data.

Figure 50: Poverty Status, Rancho Palos Verdes



Source: U.S. Census American Community Survey, 2015-2019 data.

Figure 51: Poverty Status, Los Angeles County



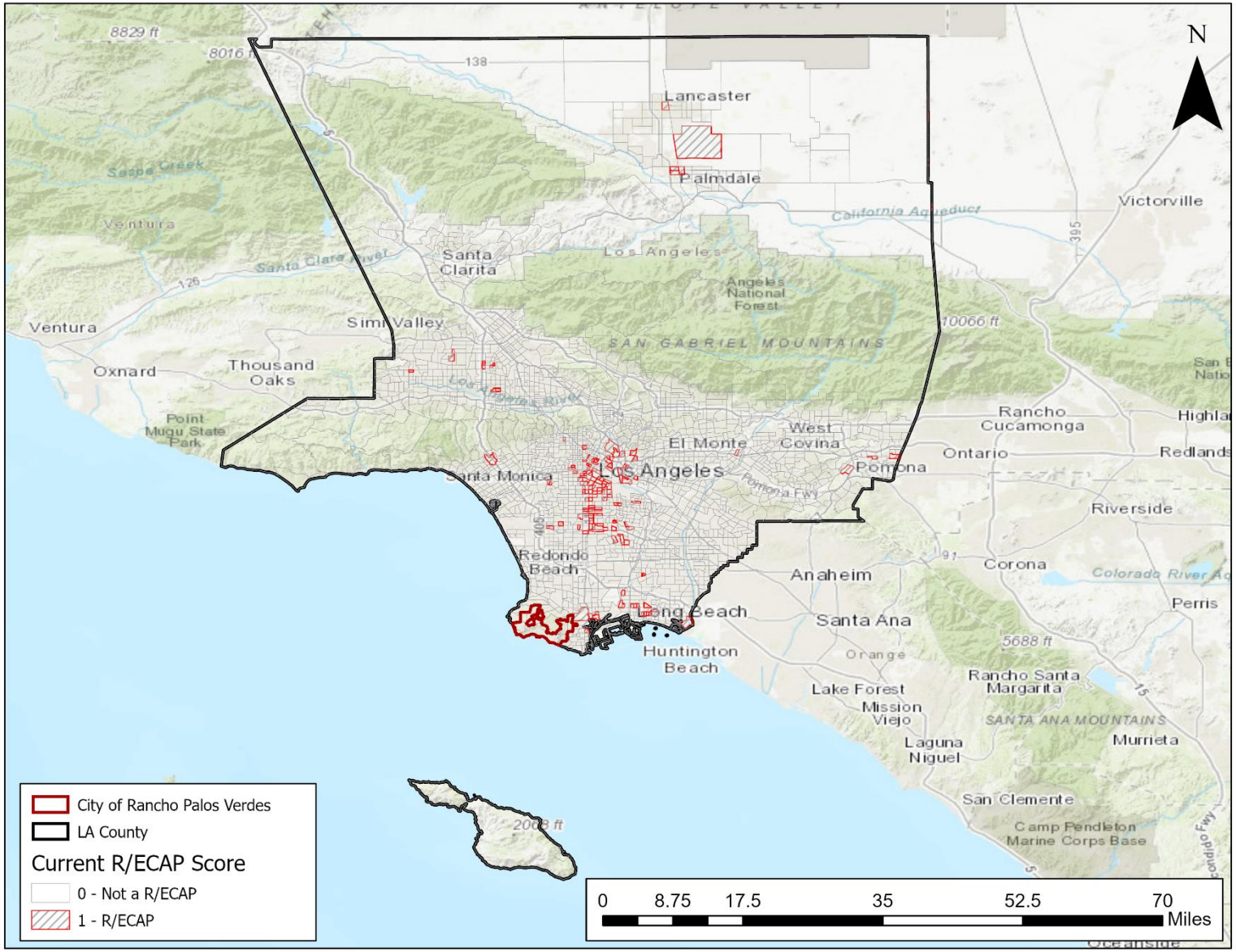
Source: U.S. Census American Community Survey, 2015-2019 data.

Racially and Ethnically Concentrated Areas of Poverty

The overall poverty rates by race for Rancho Palos Verdes are discussed above and are shown in Table 18. To assist communities in identifying racially and ethnically concentrated areas of poverty (also known as RCAPs and ECAPs), HUD developed a definition that relies on a racial and ethnic concentration threshold, as well as a poverty test. The racial and ethnic concentration threshold requires that an RCAP or ECAP have a non-White population of 50 percent or more. The poverty test defines areas of "extreme poverty" as those where 40 percent or more of the population lives at or below the federal poverty line, or those where the poverty rate is three times the average poverty rate in the metropolitan area, whichever is less. Based on these criteria, there are no R/ECAP areas in Rancho Palos Verdes.

Echoing the distributions by poverty status and low- and moderate-income households, the R/ECAP Census tracts countywide are for the most part concentrated in the City of Los Angeles, with a few other nodes scattered throughout the County (see Figure 52).

Figure 52: Racially and Ethnically Concentrated Areas of Poverty, Los Angeles County



Sources: U.S. Census Bureau, American Community Survey, 2014-2018 five-year sample data; HUD; BAE, 2020

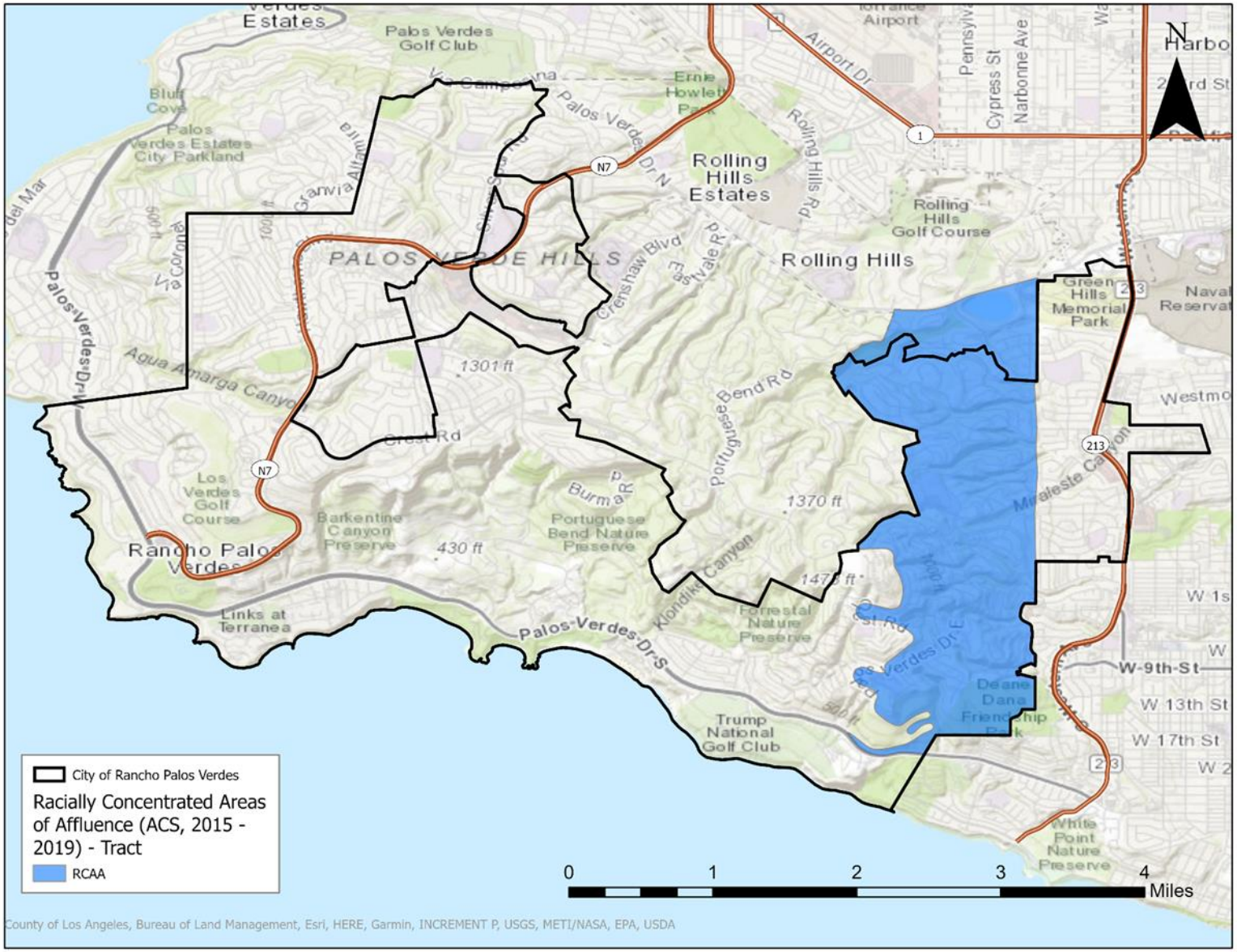
Racially and Ethnically Concentrated Areas of Affluence

R/ECAPs show one side of concentrations by race and wealth. On the other side are "areas of affluence" where non-minority affluent populations are concentrated. HCD devised a measure which calls out Census tracts with relatively high concentrations of both White population and higher household incomes, as detailed in the HCD AFFH Data and Mapping Tool. These areas are designated as "Racially Concentrated Areas of Affluence," or RCAAs.

As shown in Figure 53, there is one Census tract that is partially in Rancho Palos Verdes and several others nearby that are categorized as RCAAs, due to high household incomes and relatively high concentrations of White persons. Not surprisingly, this tract includes much of the area of the City with high concentrations of non-Hispanic Whites as shown in Figure 30, and the highest median incomes as shown in Figure 46.

Elsewhere in the County, the largest concentration of RCAAs is in populated areas in the west and near the coast, including parts of Malibu, Santa Monica, City of Los Angeles, and some nearby unincorporated areas, as shown in Figure 54.

Figure 53: Racially Concentrated Areas of Affluence, Rancho Palos Verdes



Sources: U.S. Census American Community Survey, 2015-2019 data; HCD; HUD.

Figure 54: Racially Concentrated Areas of Affluence, Los Angeles County



Sources: U.S. Census American Community Survey, 2015-2019 data; HCD; HUD.

Disparities in Access to Opportunity

AB 686 requires the needs assessment to include an analysis of access to opportunities. To facilitate this assessment, HCD and the State Tax Credit Allocation Committee (TCAC) convened an independent group of organizations and research institutions under the umbrella of the California Fair Housing Task Force, which produces an annual set of Opportunity Maps. The maps identify areas within every region of the state "whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families – particularly long-term [positive] outcomes for children."[11]

TCAC and HCD created these "Opportunity Maps," using reliable and publicly available data sources to derive 21 indicators to calculate opportunity index scores for Census tracts in each region in California. The TCAC/HCD Opportunity Map categorizes Census tracts into five groups based on the opportunity index scores:

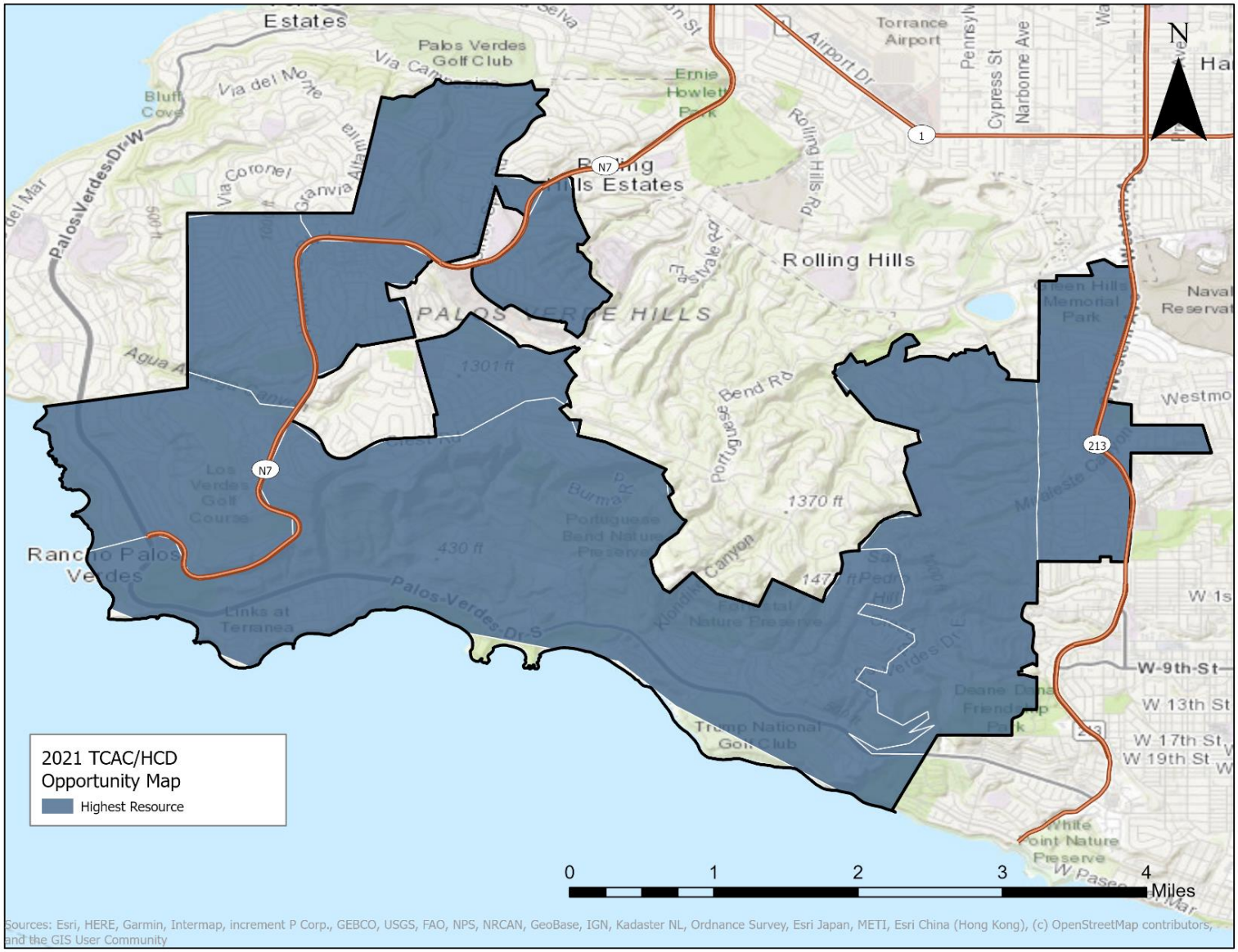
- Highest Resource
- High Resource
- Moderate Resource/Moderate Resource (Rapidly Changing)
- Low Resource
- High Segregation & Poverty

Before an area receives an opportunity index score, Census tracts are filtered into the High Segregation & Poverty category. The filter identifies Census tracts where at least 30 percent of population is below the federal poverty line and there is a disproportionate share of households of color. After filtering out High Segregation and Poverty areas, the TCAC/HCD Opportunity Map allocates the 20 percent of tracts in each region with the highest relative opportunity index scores to the Highest Resource designation and the next 20 percent to the High Resource designation. The remaining non-filtered tracts are then evenly divided into Low Resource and Moderate Resource categories.

As illustrated in Figure 55, all tracts within the City of Rancho Palos Verdes are identified as being at the Highest Resource level. This indicates that these Census tracts are among the top 20 percent in the Los Angeles Region for access to resources and indicates no disparities in opportunity within the City. Relative to Los Angeles County overall, Rancho Palos Verdes has higher opportunity and greater access to resources for its residents. The County's highest resource tracts tend to be in communities extending north and west from Rancho Palos Verdes, with the low resource areas concentrated in City of Los Angeles and urbanized areas near that city (see Figure 56).

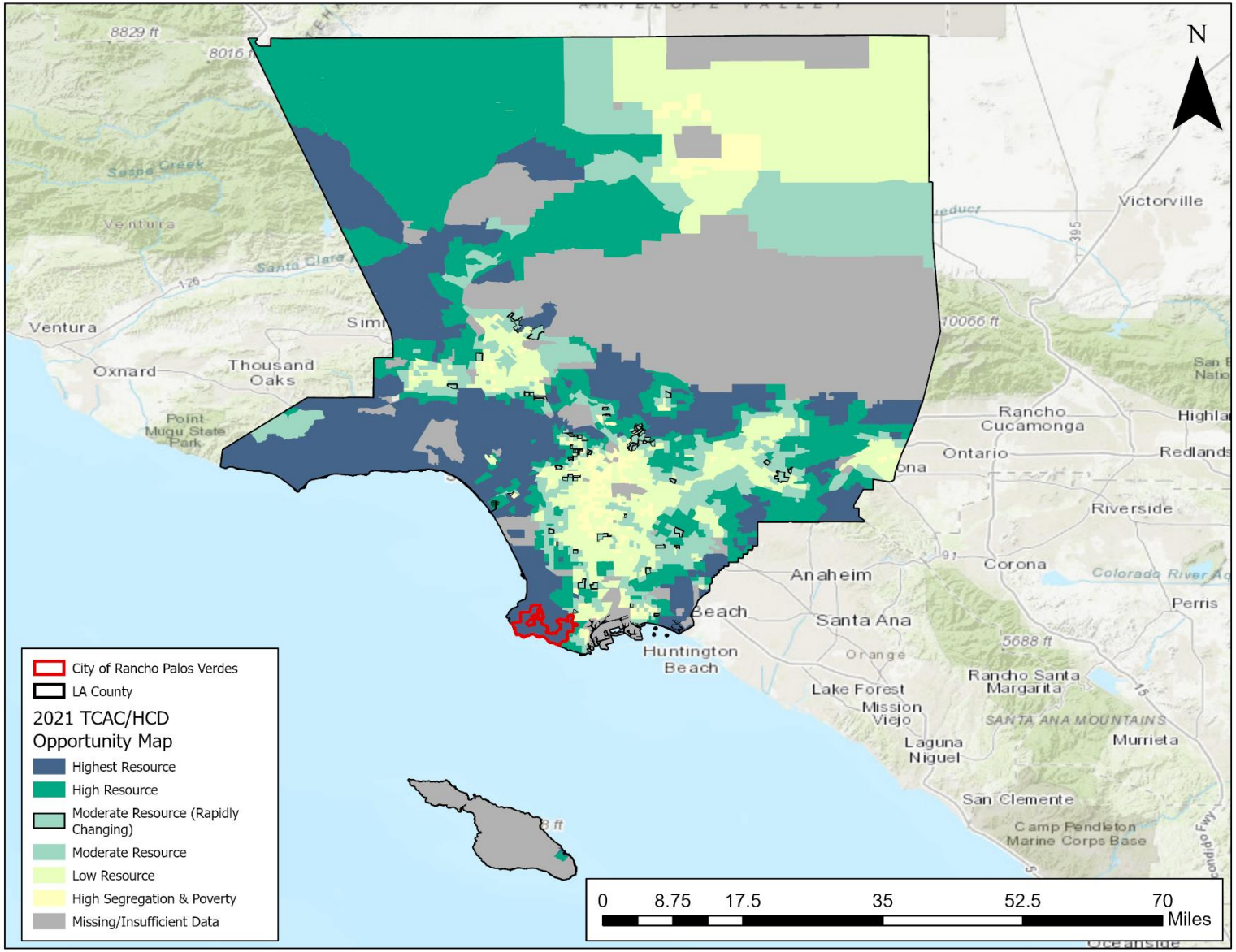
[11] California Fair Housing Task Force. December 2020. *Methodology for the 2021 TCAC/HCD Opportunity Map.* Available at: https://www.treasurer.ca.gov/ctcac/opportunity/2021-hcd-methodology.pdf

Figure 55: 2021 TCAC/HCD Opportunity Map by Census Tract, Rancho Palos Verdes



Sources: California Tax Credit Allocation Committee; HCD; U.S. Census Bureau, American Community Survey, 2014-2018 five-year sample data; BAE, 2021.

Figure 56: 2021 TCAC/HCD Opportunity Map by Census Tract, Los Angeles County



Sources: California Tax Credit Allocation Committee; HCD; U.S. Census Bureau, American Community Survey, 2014-2018 five-year sample data; BAE, 2021.

Access to Education

One of the factors used as part of the Opportunity Index discussed previously is education. The Opportunity Index considers three education criteria in equal measure: math proficiency for 4th graders, reading proficiency for 4th graders, high school graduation rates, and the student poverty rate, to create an "Education Domain" score ranging from 0 to 1 for each Census tract (or in some cases, rural block group), with a higher score representing better educational opportunities.[12]

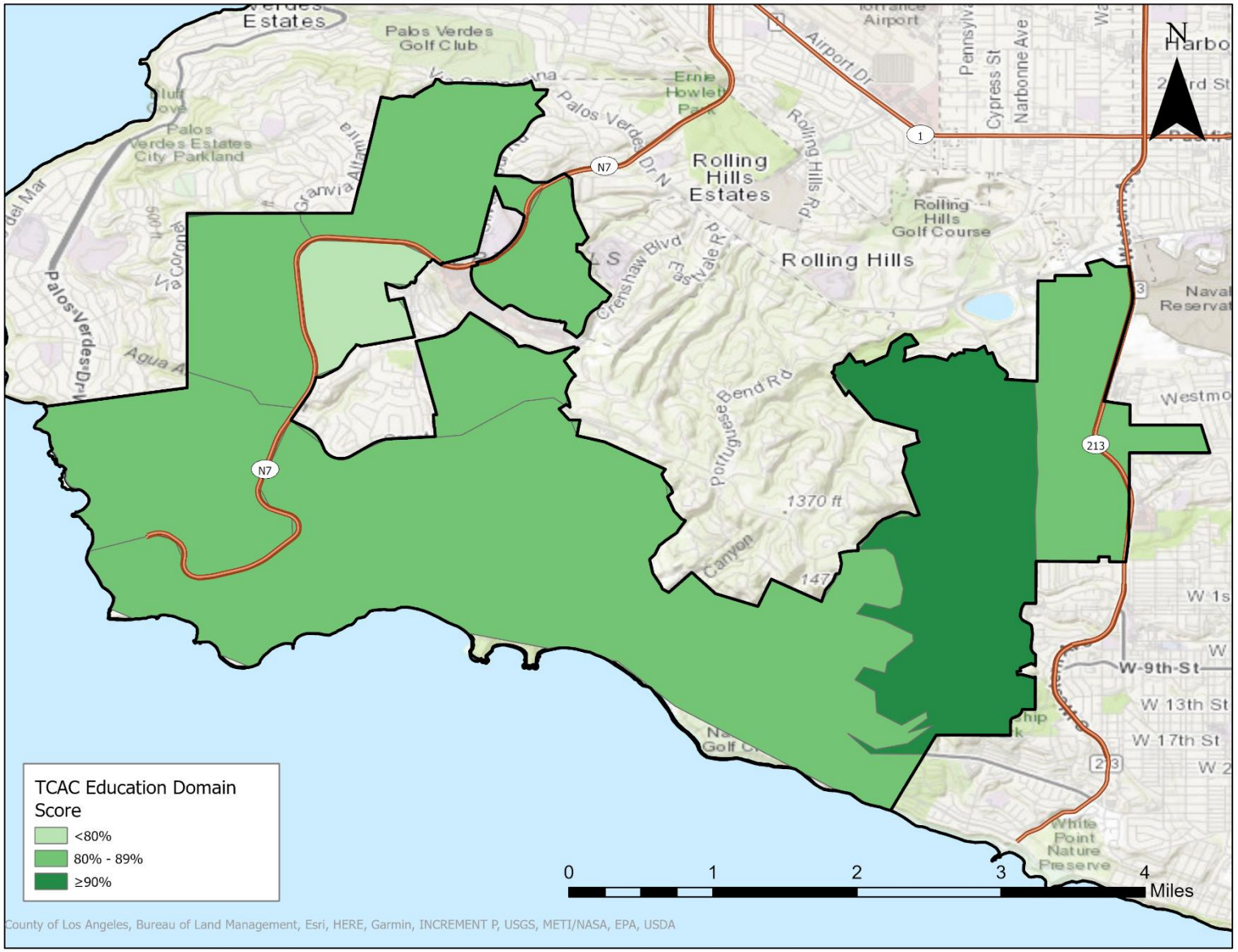
Figure 57 shows the Education Domain scores for subareas of Rancho Palos Verdes. Most of Rancho Palos Verdes shows high scores, with a score above 80 percent for most of the City. This is another measure likely associated with the City's higher incomes, higher education levels, and other key socioeconomic factors.

As illustrated in Figure 58, the level of the scores across the County tend to mirror the scores of the overall Opportunity Index, with high scores along the coast and in areas to the north and west of Rancho Palos Verdes, and low scores in the more urban core of City of Los Angeles and associated urbanized areas.

As noted in the 2018 AI prepared by the LACDC, the largest aggregations of ~~high~~ High School Proficiency Index scores in Los Angeles County can be found in areas around Rancho Palos Verdes and the western and eastern ends of the county, while the largest concentration of low scores occur near Downtown Los Angeles. The AI also noted "populations with the most exposure to low-scoring areas being Hispanics and native Spanish speakers. Conversely, Chinese-born residents, Asian, and White residents live near more highly-scored areas, leading to greater access to proficient schools. As a generally high-opportunity area, Rancho Palos Verdes can benefit minority populations that may not have historically had access to high quality schools by expanding the local housing supply, particularly for lower-income households where minorities are disproportionately represented.

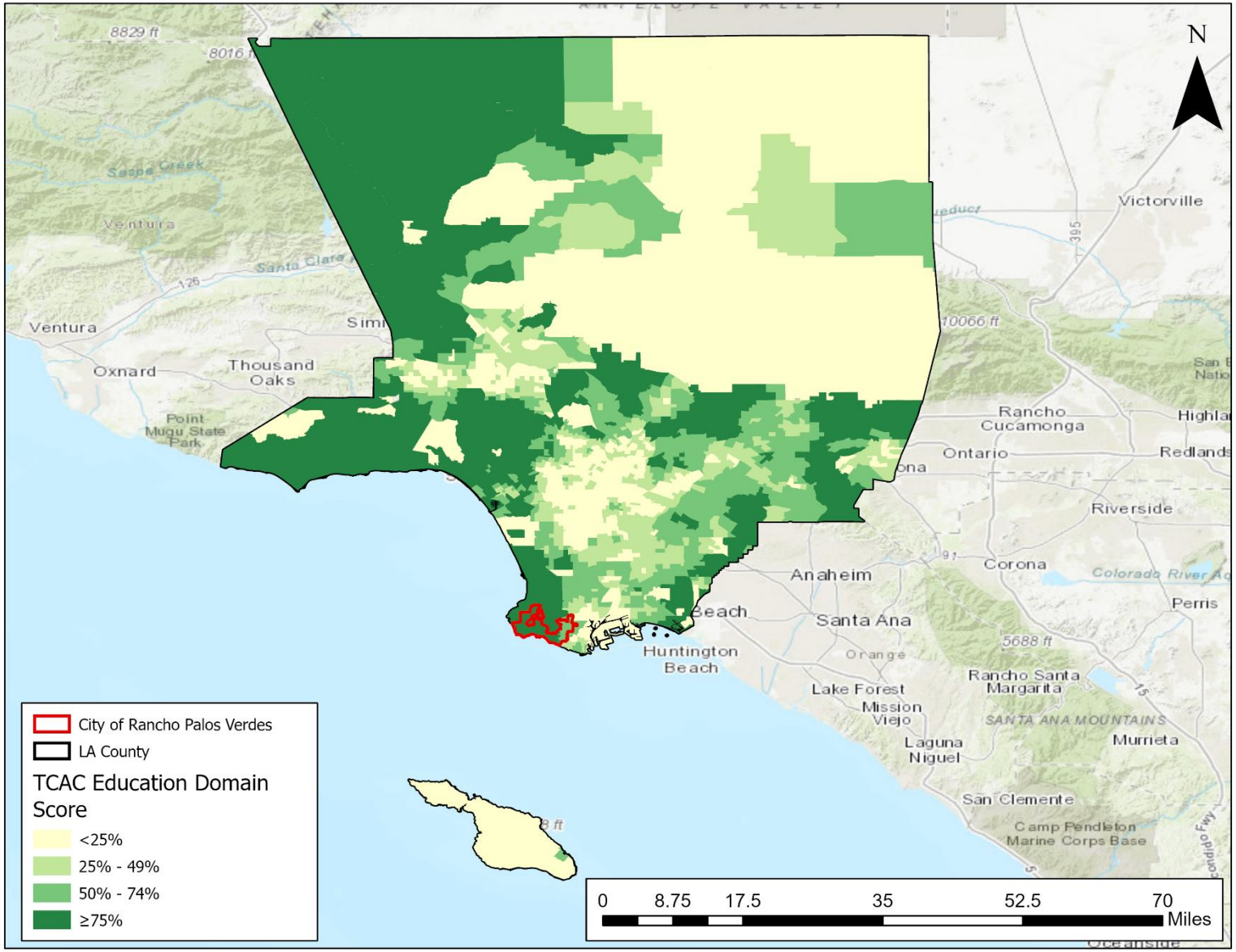
[12] The methodology for this can be found in https://www.treasurer.ca.gov/ctcac/opportunity/2021-hcd-methodology.pdf.

Figure 57: TCAC Education Domain Score, Rancho Palos Verdes



Sources: California Tax Credit Allocation Committee; HCD, 2021; BAE, 2021.

Figure 58: TCAC Education Domain Score, Los Angeles County



Sources: California Tax Credit Allocation Committee; HCD, 2021; BAE, 2021.

Access to Employment

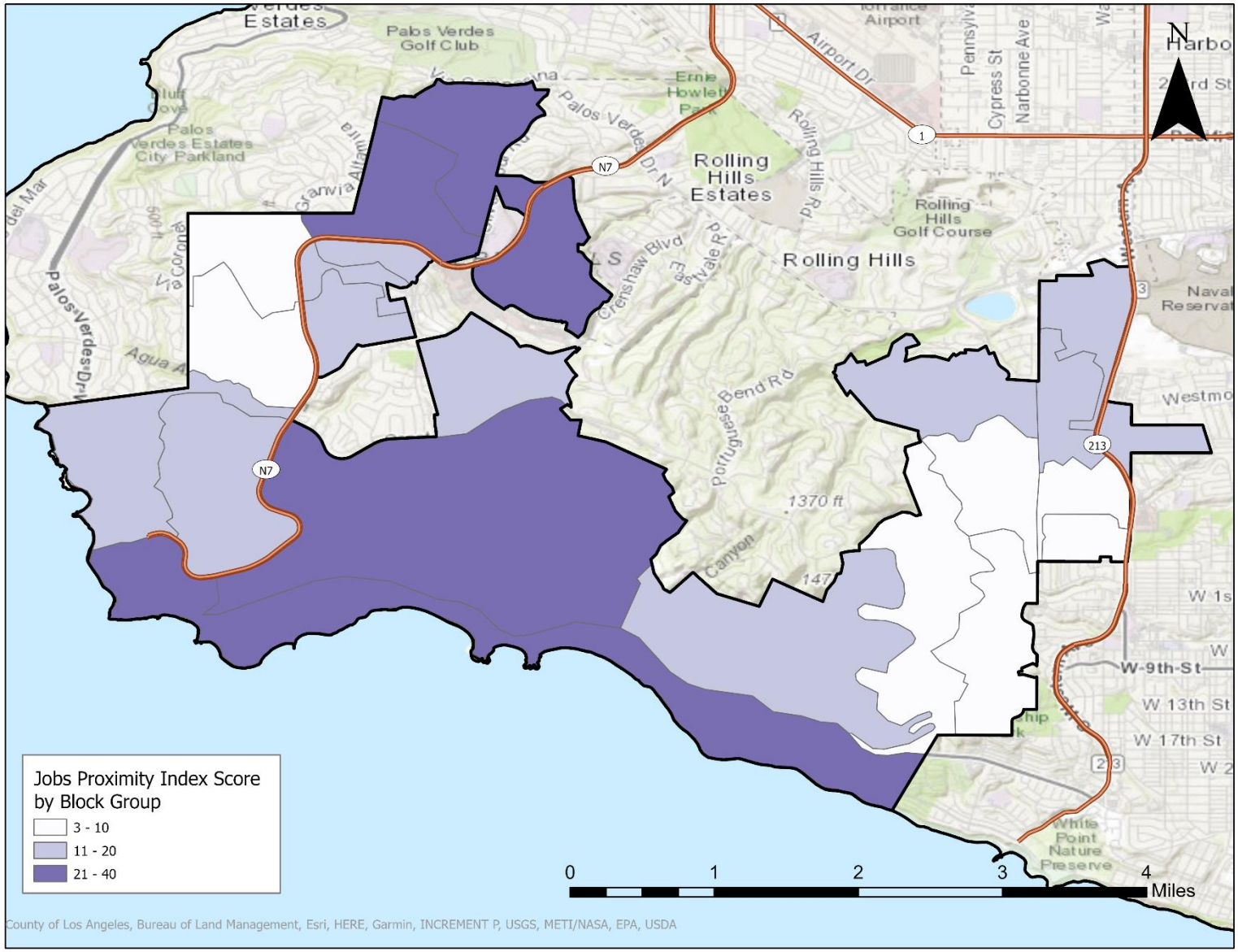
For AFFH reports, HUD has developed the Jobs Proximity Index as a way to measure access to employment. As stated by HUD:

> The Jobs Proximity Index quantifies the accessibility of a given residential neighborhood (Census Block Group) as a function of its distance to all job locations within a CBSA, with larger employment centers weighted more heavily.
>
> The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a CBSA, with larger employment centers weighted more heavily. Specifically, a gravity model is used, where the accessibility (Ai) of a given residential block group is a summary description of the distance to all job locations, with the distance from any single job location positively weighted by the size of employment (job opportunities) at that location and inversely weighted by the labor supply (competition) to that location. More formally, the model has the following specification: Where i indexes a given residential block-group, and j indexes all n block groups within a CBSA. Distance, d, is measured as "as the crow flies" between block-groups i and j, with distances less than 1 mile set equal to 1. E represents the number of jobs in block-group j, and L is the number of workers in block-group j. …. Interpretation Values are percentile ranked with values ranging from 0 to 100. The higher the index value, the better the access to employment opportunities for residents in a neighborhood.[13]

Block groups covering Rancho Palos Verdes, as shown in Figure 59, have low to moderate job proximity indexes, due to the largely residential character of the City and limited local employment. There are numerous clusters of very high index scores (75 or higher) in the County, indicating areas with better access to jobs for the workers living in the area (see Figure 60). The lower scores for Rancho Palos Verdes indicate that low- and moderate-income households in the City could be faced with limited job opportunities or long commutes.

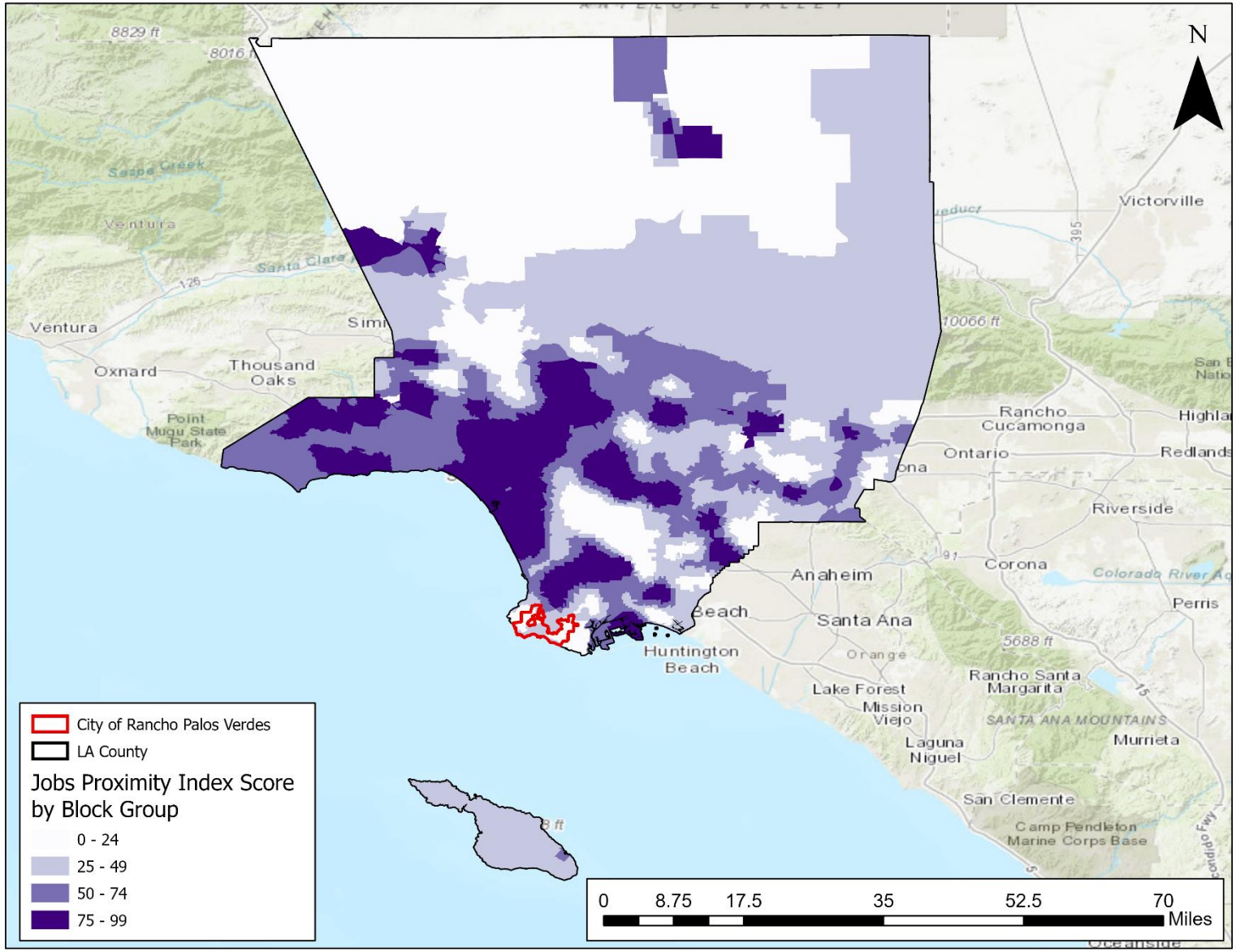
[13] https://hudgis-hud.opendata.arcgis.com/datasets/HUD::jobs-proximity-index/about. The index is currently based on U.S. Census Longitudinal Employer-Household Dynamics data from 2014.

Figure 59: Jobs Proximity Index Score, Rancho Palos Verdes



Source: HUD, based on U.S. Census Longitudinal Employer-Household Dynamics, 2014 Data.

Figure 60: Jobs Proximity Index Score, Los Angeles County



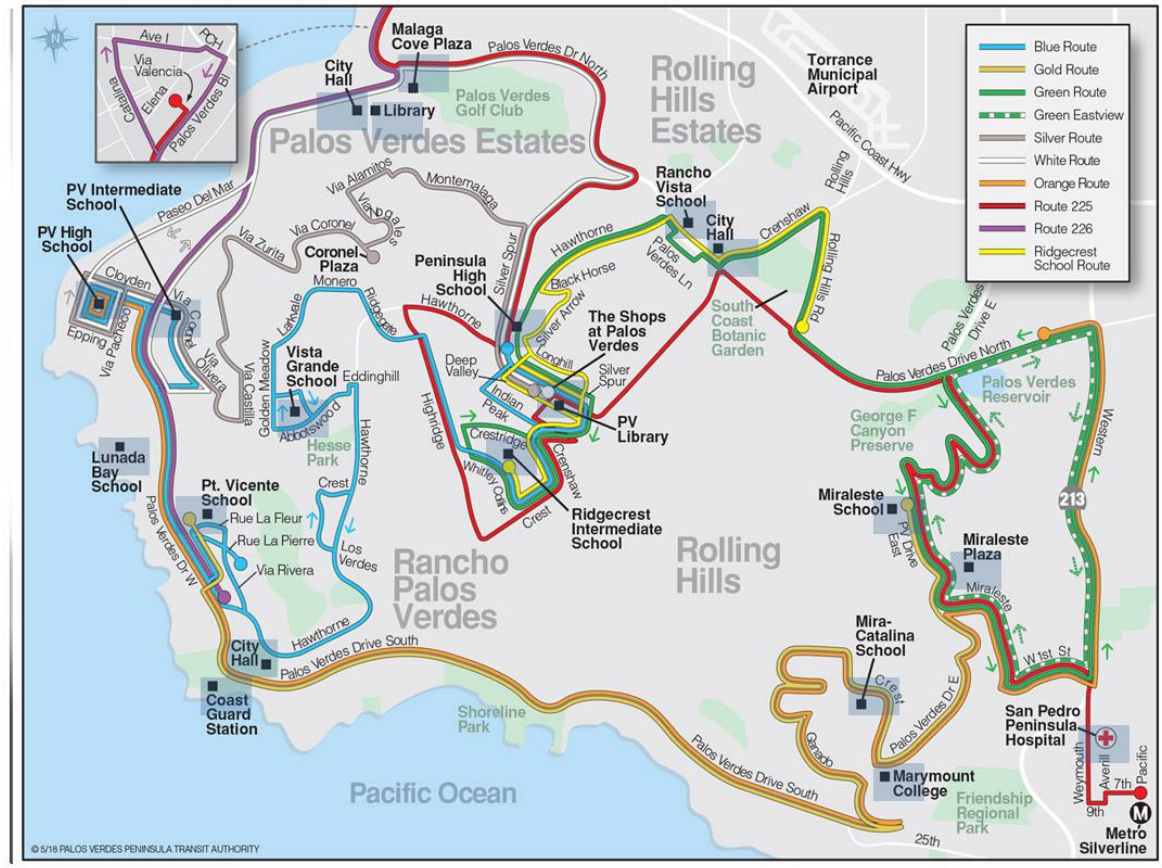
Source: HUD, based on U.S. Census Longitudinal Employer-Household Dynamics, 2014 Data.

Transportation

Public Transit

Public transit in Rancho Palos Verdes and nearby surrounding areas is provided by the Palos Verdes Peninsula Transit Authority ("PV Transit"), which runs several bus routes, as shown below in Figure 61. Service is provided on weekdays only, and some routes only operate on school days. Route 225 provides a connection to the Metro Silverline to access the larger region, and also provides dial-a-ride service for seniors and persons with disabilities on the Peninsula and to nearby medical facilities.

Figure 61: PV Transit Route Map



Source: http://www.palosverdes.com/pvtransit/pv-route-map2.cfm

Los Angeles Metro also runs several bus routes that serve Rancho Palos Verdes. Route 205 serves Western Avenue with connections to San Pedro and Harbor City on weekdays and weekends. Route 344 has stops on Hawthorne Boulevard with connections to Palos Verdes Estates and Rolling Hills Estates, Torrance, and Gardena on weekdays and weekends.

Transportation Costs

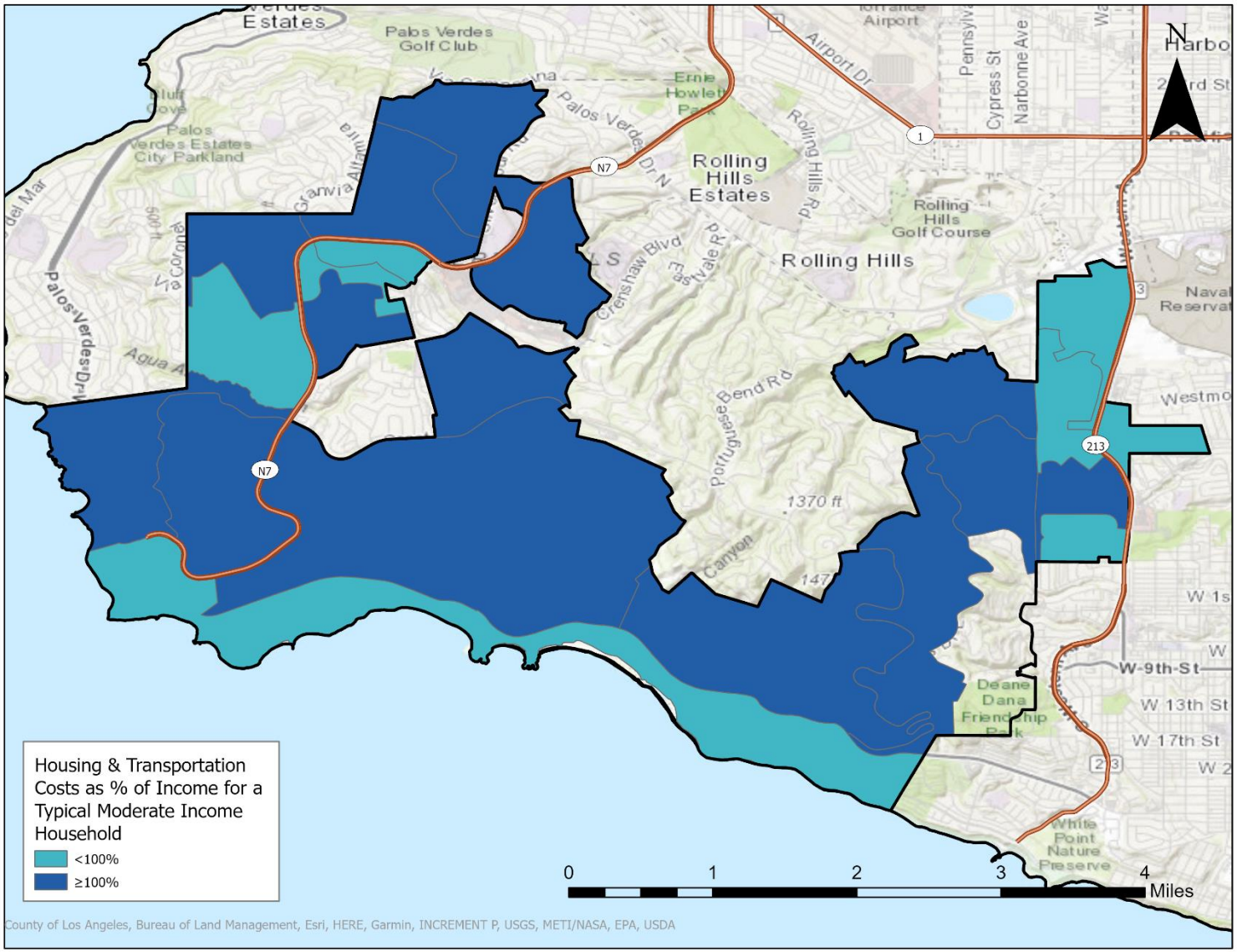
The Center for Neighborhood Technology (CNT)[14] has developed a metric, the H+T (Housing and Transportation) Index that takes into account housing and transportation costs for a typical household. By their metric, in order to remain affordable housing costs plus transportation costs should equal 45 percent or less of total household income. They estimate this burden at the Census block group level, so disparities in this total estimated cost can be seen at a local or a regional level.

Based on their estimates, for the Census block groups that include Rancho Palos Verdes, for much of the City, the costs of housing plus transportation would be greater than 100 percent of the income of what CNT calls a typical moderate-income household, as shown in Figure 62. This means that a household with an income in this range would, on average, be severely cost-burdened when considering combined housing and transportation costs. However, as income data as discussed previously indicate, Rancho Palos Verdes has predominantly higher income households rather than moderate income households, and those households likely have high housing costs and rely largely on automobiles for transportation rather than public transit; these households may be able to sustain these higher housing and transportation costs. However, the combined costs act to restrain the ability of households at moderate and low incomes to live in Rancho Palos Verdes.

Regionally, much of the County has combined housing and transportation costs that would be a burden on a typical moderate-income household; the highest costs for housing plus transportation are concentrated on the Palos Verdes Peninsula and farther north along the coast and in nearby areas. For the most part, costs below 50 percent of income for typical moderate-income households are found in the inland areas of the City of Los Angeles and nearby urbanized areas, as shown in Figure 63; the ability of such a household to avoid high cost burdens is constrained in much of Los Angeles County. These findings are an indicator of the need for additional affordable housing in Rancho Palos Verdes and much of the County.

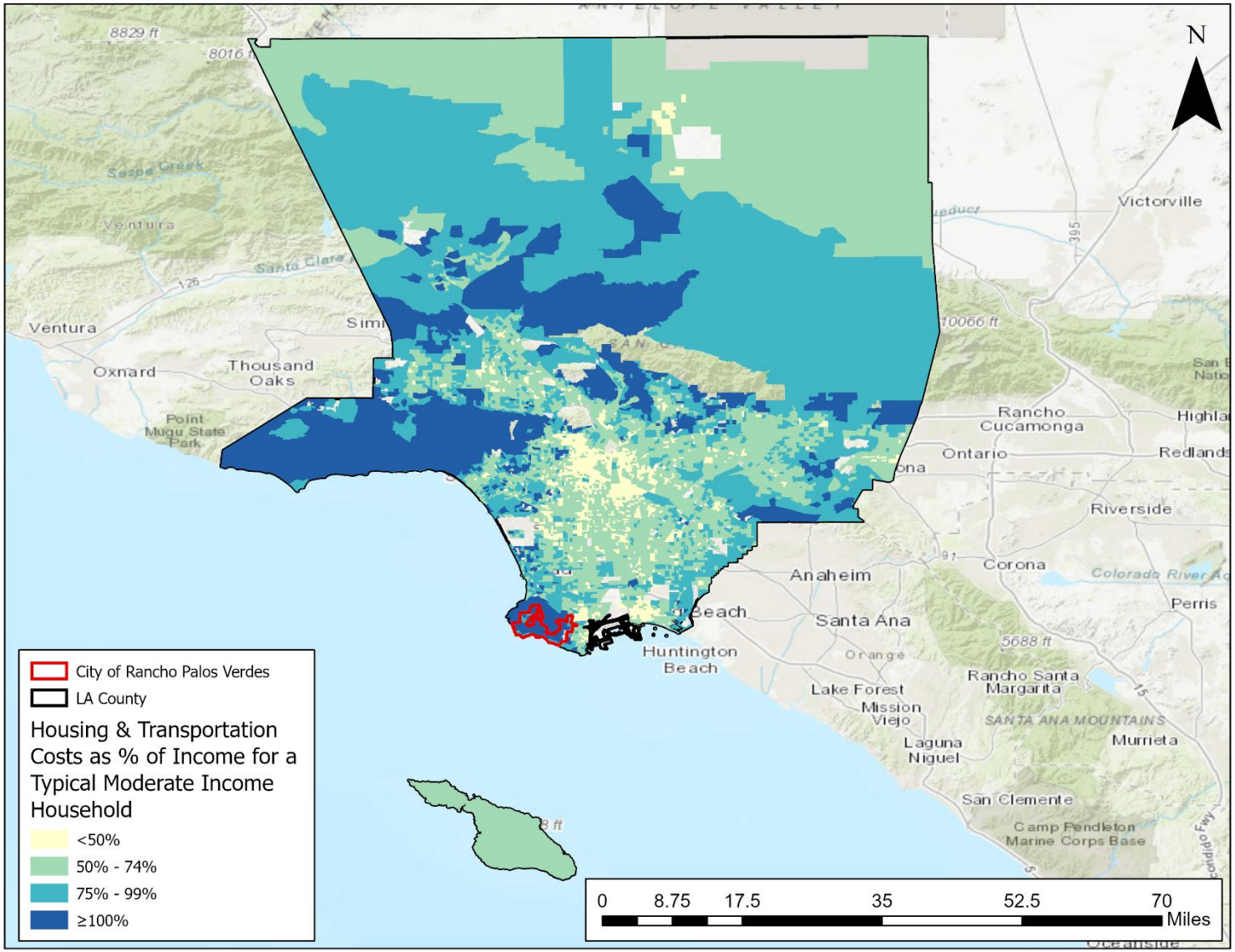
[14] https://htaindex.cnt.org/. For more on the methodology, see https://htaindex.cnt.org/about/HTMethods_2016.pdf.

Figure 62: Percent of Income to Housing + Transportation for a Typical Moderate-Income Household in Rancho Palos Verdes



Source: Housing + Transportation Index, Center for Neighborhood Technology.

Figure 63: Percent of Income to Housing + Transportation for a Typical Moderate-Income Household in Los Angeles County



Source: Housing + Transportation Index, Center for Neighborhood Technology.

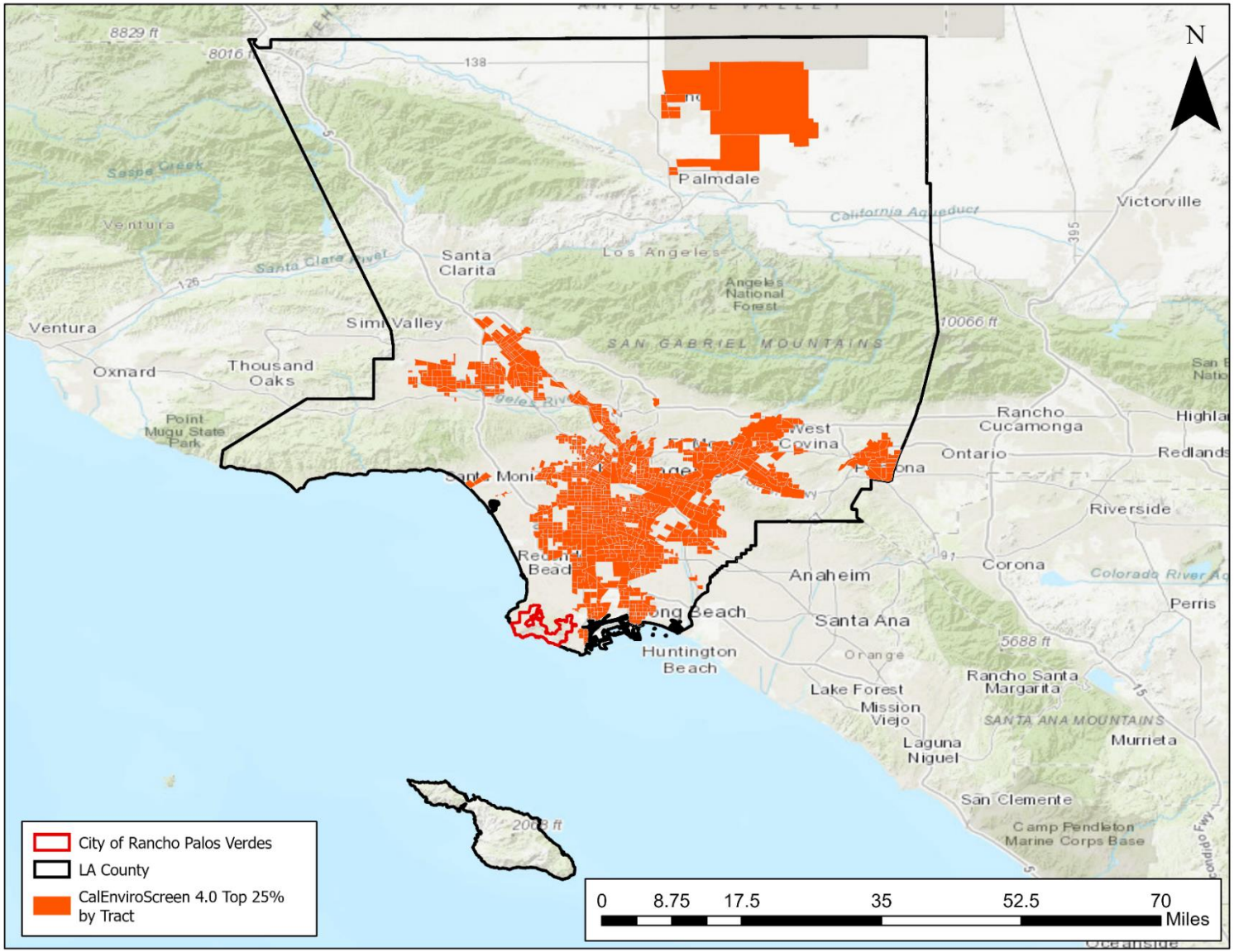
Access to a Clean Environment

CalEnviroScreen provides a methodology to assist in identifying whether a local community is disproportionately burdened by pollution. For every Census tract in the state, CalEnviroScreen produces a score using environmental, health, and socioeconomic information derived from government sources, with higher scores associated with a higher pollution burden. The original layer was developed by California's Office of Environmental Health Hazard Assessment on behalf of the California Environmental Protection Agency and released January 30, 2017.[15]

The analysis here uses the draft CalEnviroScreen version 4.0, released in the first half of 2021; Figure 64 below highlights Census tracts scoring in the highest 25 percent (i.e., worst scores for pollution) for Los Angeles County. Rancho Palos Verdes has no Census tracts above this threshold, perhaps due in part to its location on the ocean away from major sources of pollution. Countywide, the tracts scoring in the highest 25 percent tend to be found in the urbanized areas inland, with the exception of some tracts to the east of Rancho Palos Verdes near the Ports of Long Beach and Los Angeles. The high-pollution tracts tend to also be those with lower incomes and larger non-White populations, indicating regional disparities in access to a clean environment.

[15] For more information, go to https://oehha.ca.gov/calenviroscreen.

Figure 64: Areas of High Pollution in Los Angeles County



Sources: CalEnviroScreen Version 4.0 DRAFT

Disproportionate Housing Needs and Displacement Risk

The following section assesses the extent to which protected classes, particularly members of racial and ethnic minority groups, experience disproportionate housing needs and are at risk for displacement.

Minority Homeownership Rates

Rates of home ownership often vary widely by race and ethnicity, both within local jurisdictions and throughout larger regions. In Rancho Palos Verdes, 78 percent of all households are homeowners, considerably higher than the 46 percent rate for Los Angeles County overall. With the exception of Black householders, the rates for major race and ethnic categories as shown in Table 26 in Rancho Palos Verdes are also higher than that of the regional average. Black householders are homeowners at the regional average rate of 46 percent, and the Some Other Race category is at 61 percent; other categories are all at 70 percent or above.

Table 26: Distribution of Homeowners by Race/Ethnicity, City of Rancho Palos Verdes

Householder by Race	Household Tenure		Total Household	Ownership Rate
	Owner	Renter		
White Alone	8,209	2,046	10,255	80%
Non-Hispanic White Alone	*7,718*	*1,901*	*9,619*	*80%*
Black or African American Alone	129	152	281	46%
Asian Alone	3,153	957	4,110	77%
Some other race alone (a)	233	146	379	61%
Two or more races	424	124	548	77%
Total, All Races	**12,148**	**3,425**	**15,573**	**78%**
Hispanic or Latino	722	270	992	73%

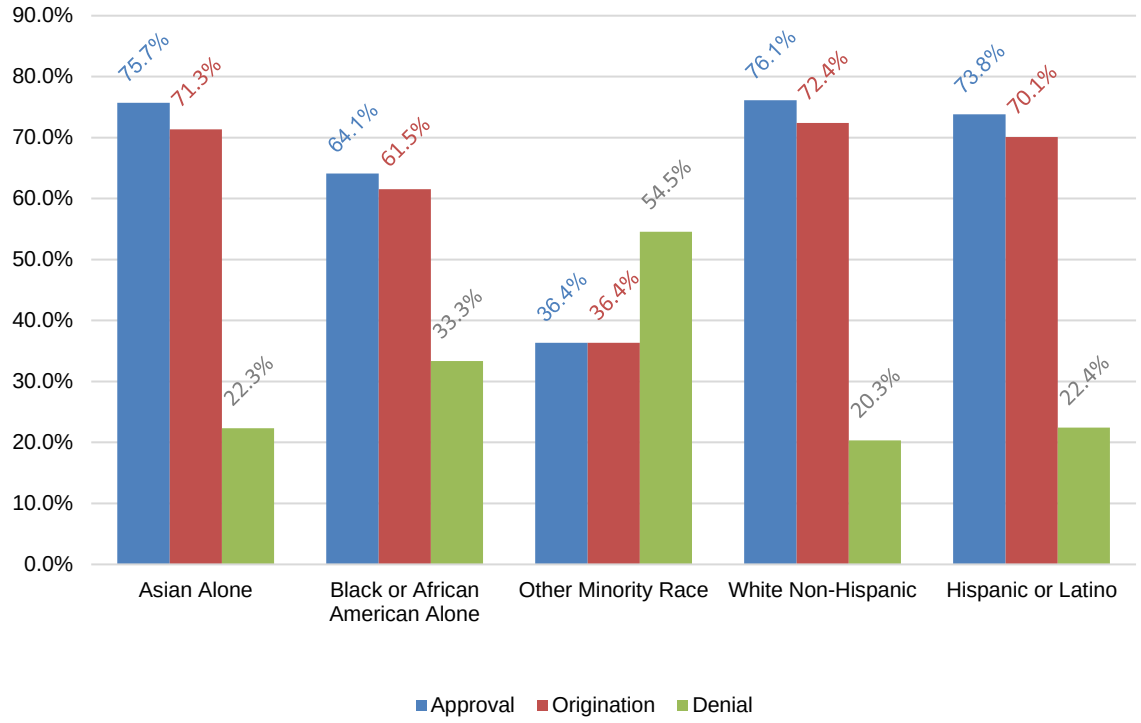
Note:
(a) Includes American Indian and Alaska Native Alone, Native Hawaiian and Other Pacific Islander Alone, and Some Other Race Alone.
Sources: U.S. Census Bureau, American Community Survey, 2014-2018 5-year sample data, B25003A-I, BAE, 2021.

Mortgage Loan Approvals by Race/Ethnicity and Income

The inability to obtain a mortgage can be a barrier to home ownership, and historically, minorities have tended to have more difficulty obtaining loans, creating a significant barrier to homeownership. An analysis of HMDA data for conventional loans in Rancho Palos Verdes in 2018 indicates that some minority groups have a notably higher rate of loan denials than for all applicants (see Figure 65). The overall rate of conventional loan denials overall was 21.4 percent; the rate for Asian, White Non-Hispanic, and Hispanic applicants was about the same as this overall rate. However, the denial rate for Black applicants was 33.3 percent and the

rate for Other Minority Race[16] applicants was 54.5 percent, indicating that there may be discrimination against some minorities in loan approvals. It should be noted, though, that these rates were based on only 53 Black applicants and 15 applicants in the Other Minority Race category, meaning that these statistics alone may not be a reliable indicator of discrimination.

Figure 65: Disposition of Conventional Home Loans by Race/Ethnicity, 2018



Notes:
Asian, Black, and Other Minority Race includes applicants that identify as non-Hispanic and Hispanic. Hispanic applicants include all persons claiming Hispanic origin regardless of race. Analysis excludes refinance loans and those originated by lenders not subject to HMDA. Excludes applications that were withdrawn and files that were closed due to incompleteness. Includes FHA, FSA/RHS, and VA home loans on 1-4 family and manufactured dwellings by income, race, and ethnicity of applicant.

Sources: FFIEC, Home Mortgage Disclosure Act data, 2018; BAE, 2021.

For 2018 there were very limited numbers of applications for government-insured loans, and less than five for any minority group, so no patterns of potential discrimination could be discerned from analysis of these loan applications.

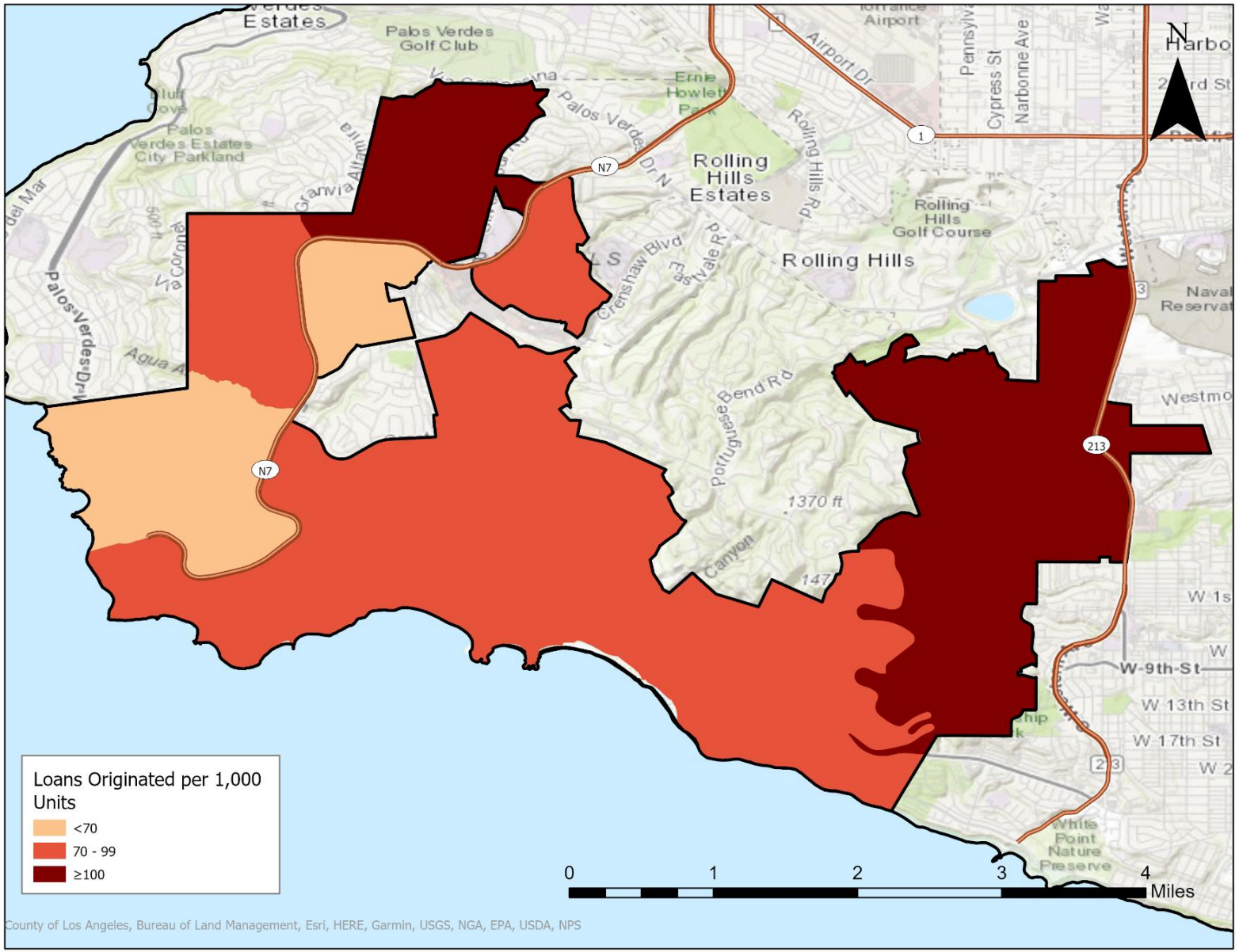
[16] This group includes American Indian or Alaska Natives, Native Hawaiian or Other Pacific Islander, and persons of two or more races. These groups were combined because of the extremely limited number of applicants in each group (10 or less).

Geography of Mortgage Lending

Figure 66 on the following page illustrates the geographic distribution of originated home loans by Census tract in 2019 in Rancho Palos Verdes. The easternmost and northernmost portions of the City had the highest overall loan origination rates at 100 or more loans per 1,000 housing units. Comparison with the Census block groups with higher non-White concentrations identified in Figure 32 indicates no clear relationship between loan origination rates and non-White household concentrations.

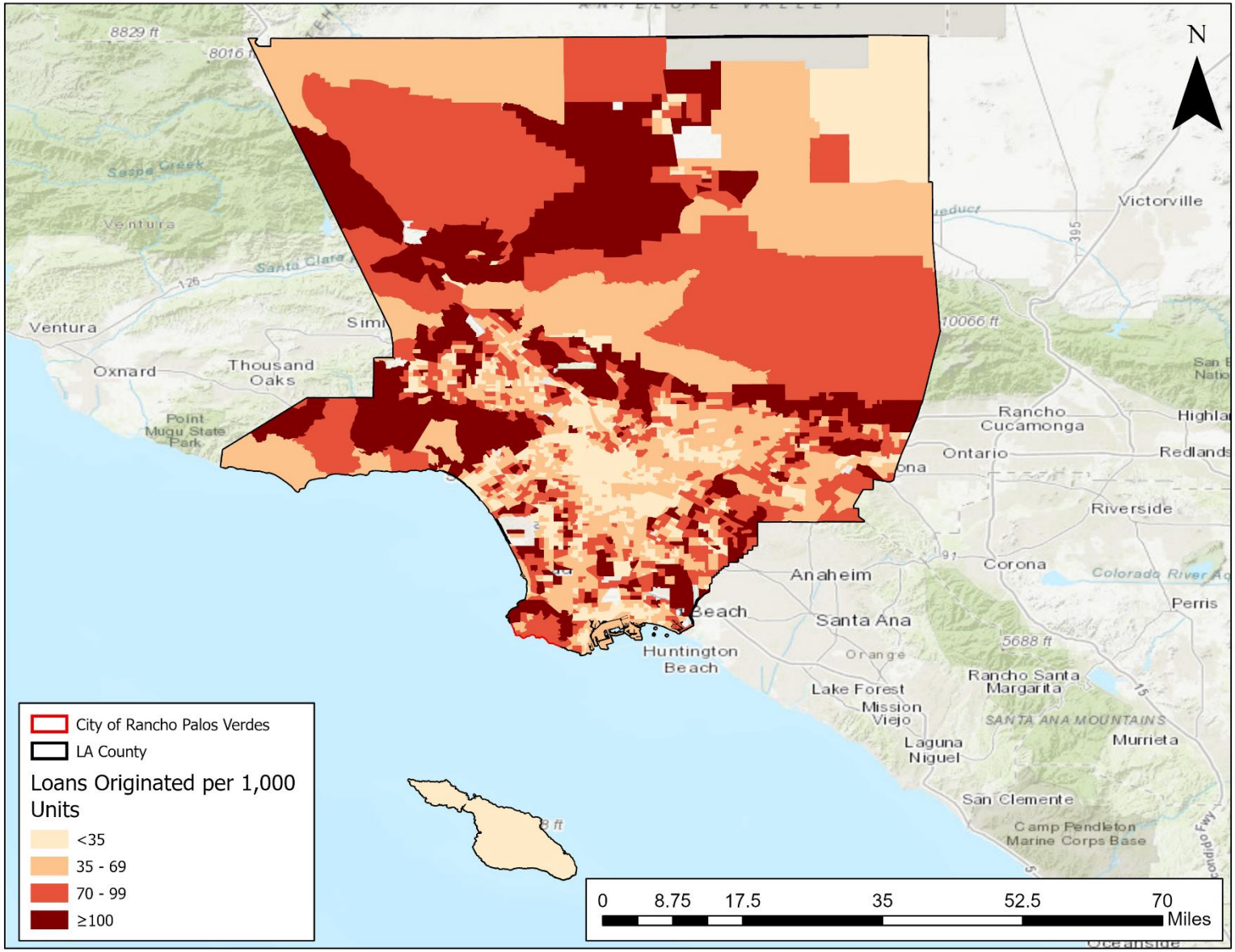
Countywide, the higher loan activity was typically in the tracts covering more suburban areas, i.e., in the areas with more affluent households (see Figure 67). This pattern may indicate that lower income households in the County may face greater barriers to home ownership due to greater difficulty obtaining mortgages.

Figure 66: Number of Loans Originated Per 1,000 Housing Units in Rancho Palos Verdes by Census Tract, 2019



Sources: HMDA; BAE, 2021

Figure 67: Number of Loans Originated Per 1,000 Housing Units in Los Angeles County by Census Tract, 2019



Sources: HMDA; BAE, 2021

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Prevalence of Housing Problems

Table 27 and Table 28 report the relative prevalence of housing problems among households with incomes equal to, or less than, the area median by race and ethnicity. Households of a given racial or ethnic heritage are considered to have a disproportionately greater need for housing assistance if they experience housing problems at a significantly greater rate (ten percentage points or more) than do households within the same income level as a whole, regardless of race or ethnicity. For example, 72.7 percent of all very low-income households (i.e., incomes between 30 and 50 percent of AMI) in Rancho Palos Verdes experienced at least one of the four housing problems between 2013 and 2017, as did 100 percent of very low-income African American households. In this case, very low-income African American households exhibit a disproportionately greater need for housing assistance that could help to eliminate their current housing problems. According to these data, African American, Asian, Hispanic, and Other Race households experienced housing problems at rates that, at one or more income levels, exceeded the Citywide average by at least ten percentage points. The results are similar for severe housing problems, with African American, Asian, Hispanic, and Other Race households being disproportionately impacted. Note that the sample size is very small in most instances where the housing problems rate for a given subgroup is greater than the Citywide average, so these results should be considered with caution. For example, the CHAS data ~~report~~reports only 30 extremely low-income Black households in Rancho Palos Verdes, all of whom experienced housing problems.

Table 27: Housing Problems Rate by Race/Ethnicity, City of Rancho Palos Verdes

	Percent of AMI				Total up to
Race/Ethnicity	**0-30%**	**30-50%**	**50-80%**	**80-100%**	**100% AMI**
White	78.0%	60.2%	47.6%	40.4%	54.6%
Black/African American	100.0%	100.0%	100.0%	n.a.	100.0%
Asian	74.4%	86.1%	61.8%	69.1%	71.4%
American Indian	n.a.	n.a.	n.a.	n.a.	n.a.
Pacific Islander	n.a.	n.a.	16.7%	n.a.	48.7%
Hispanic	92.0%	87.5%	82.1%	68.2%	82.4%
Other (Including Multiple Races)	100.0%	82.4%	66.7%	0.0%	79.5%
Subtotal, Housing Problems	**80.4%**	**72.7%**	**54.8%**	**49.4%**	**63.1%**
Average Rate +10%	*90.4%*	*82.7%*	*64.8%*	*59.4%*	*73.1%*

Notes:
Housing problems include lack of complete kitchen; lack of complete plumbing facility; more than one person per room; cost burden greater than 30% of income. Includes all households within incomes at or below 100% of area median income. Figures may not sum to total due to rounding. Cells highlighted in red indicate sub-groups for which the rate of housing problems exceed the average rate of a given income group by ten percentage points or more.

Sources: U.S. Department of Housing and Urban Development, 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) data; BAE, 2021.

Table 28: Severe Housing Problems Rate by Race/Ethnicity, City of Rancho Palos Verdes

	Percent of AMI				Total up to
Race/Ethnicity	0-30%	30-50%	50-80%	80-100%	**100% AMI**
White	78.0%	44.7%	22.0%	25.3%	39.4%
Black/African American	100.0%	100.0%	0.0%	n.a.	87.5%
Asian	70.9%	50.2%	44.1%	50.9%	53.9%
American Indian	n.a.	n.a.	n.a.	n.a.	n.a.
Pacific Islander	n.a.	n.a.	0.0%	n.a.	38.5%
Hispanic	80.0%	62.5%	42.9%	36.4%	54.9%
Other (Including Multiple Races)	100.0%	35.3%	0.0%	0.0%	48.7%
Subtotal, Severe Housing Problems	**78.3%**	**50.0%**	**28.2%**	**32.5%**	**45.7%**
Average Rate +10%	*88.3%*	*60.0%*	*38.2%*	*42.5%*	*55.7%*

Notes:
Housing problems include lack of complete kitchen; lack of complete plumbing facility; more than 1.5 persons per room; cost burden greater than 50% of income. Includes all households within incomes at or below 100% of area median income. Figures may not sum to total due to rounding. Cells highlighted in red indicate sub-groups for which the rate of housing problems exceed the average rate of a given income group by ten percentage points or more.

Sources: U.S. Department of Housing and Urban Development, 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) data; BAE, 2021.

Housing Cost Burden

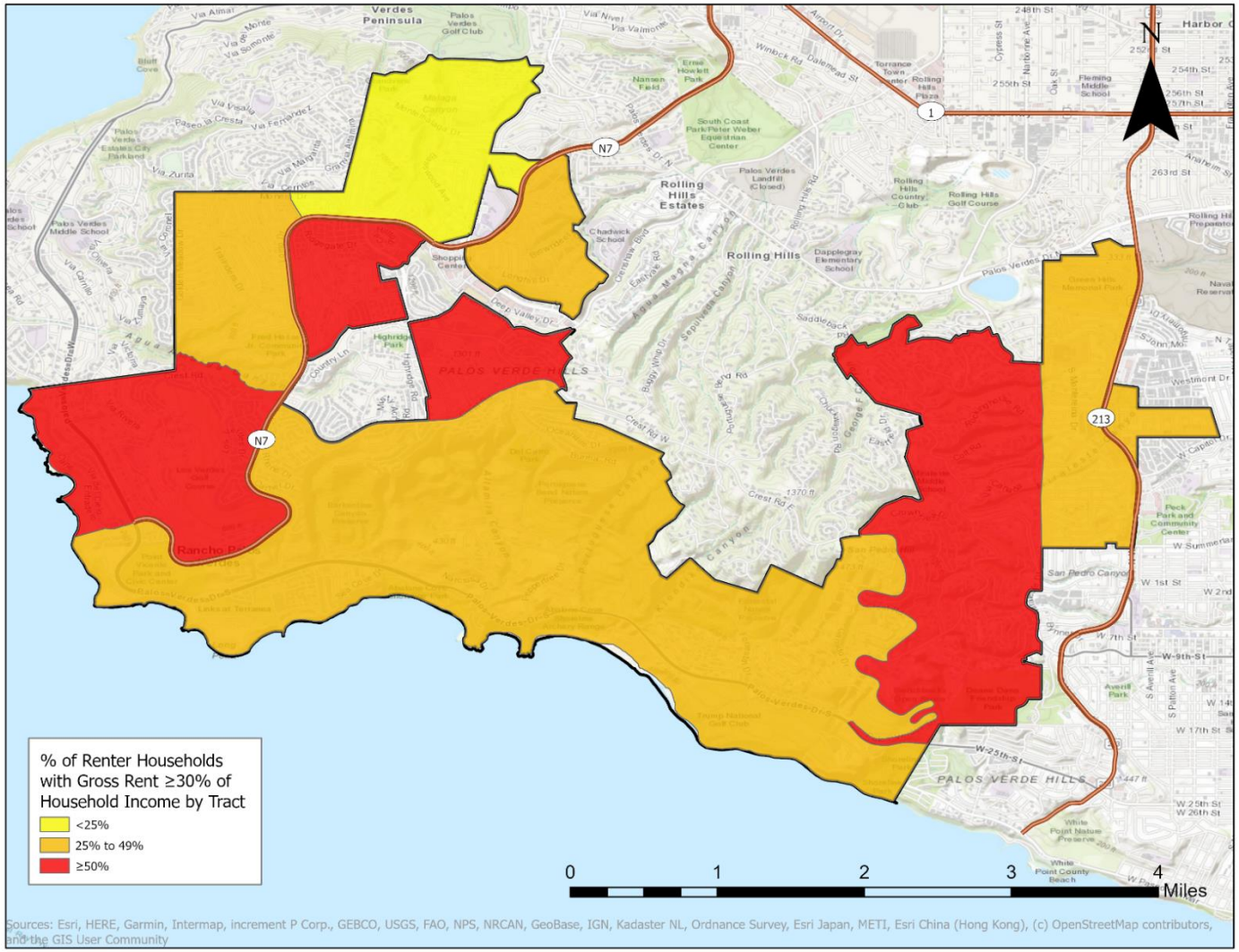
As previously described, overpayment for housing is defined as a household paying more than 30 percent of its gross income on housing related expenses, such as rent, utilities, or mortgage payments. As shown in Figure 20, by this measure 37 percent of all households in Rancho Palos Verdes were cost-burdened during the 2013-2017 ACS survey period. This proportion is lower than for Los Angeles County and the SCAG Region, with the proportion of cost burdened households at 45 percent and 43 percent, respectively, for these two areas. As shown above in Table 8, about two-thirds of households earning less than 80 percent of the HAMFI were cost-burdened in Rancho Palos Verdes, compared to only approximately one-fourth of households with incomes at 80 percent of HAMFI and above.

Figure 68 shows the trends of overpayment for renters in the City and Figure 69 shows the trends of overpayment for homeowners. The majority of renters throughout the City, and anywhere between 40 and 80 percent of renters per Census tract, were overpaying for housing in 2019 (see Figure 68). As shown in Figure 69, fewer homeowners are overpaying for housing throughout the City. In areas where homeownership opportunities exist, about ten to 30 percent of homeowners were overpaying, except in the City's northernmost neighborhoods where 30 to 40 percent of homeowners were overpaying.

Across most Census tracts in Los Angeles County, at least 25 percent of renter and owner households were overpaying for housing (see Figure 70 and Figure 71); scattered throughout

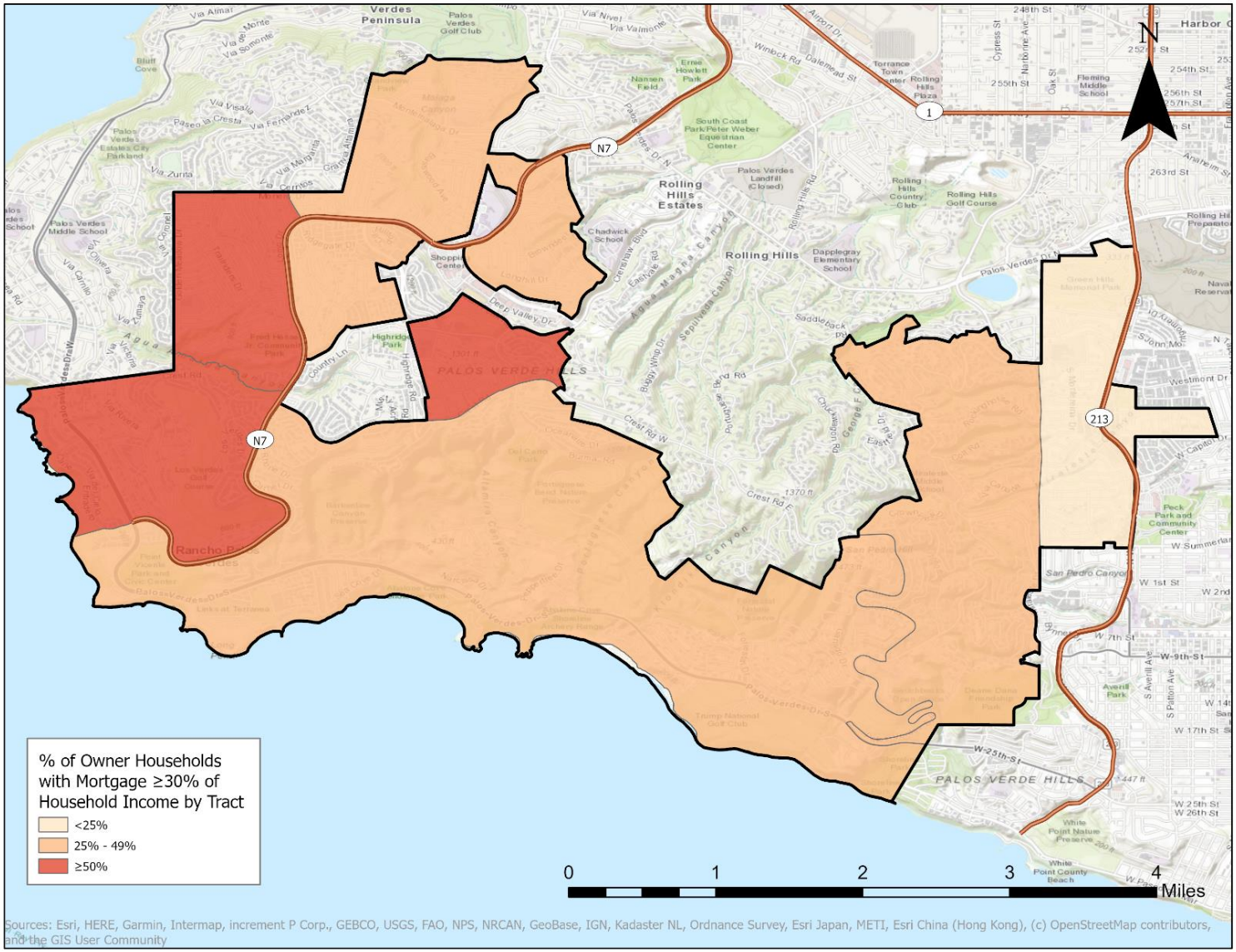
the county were tracts where over half of households were overpaying for housing. These findings reflect the high cost of housing in the region.

Figure 68: Overpayment by Renters, Rancho Palos Verdes



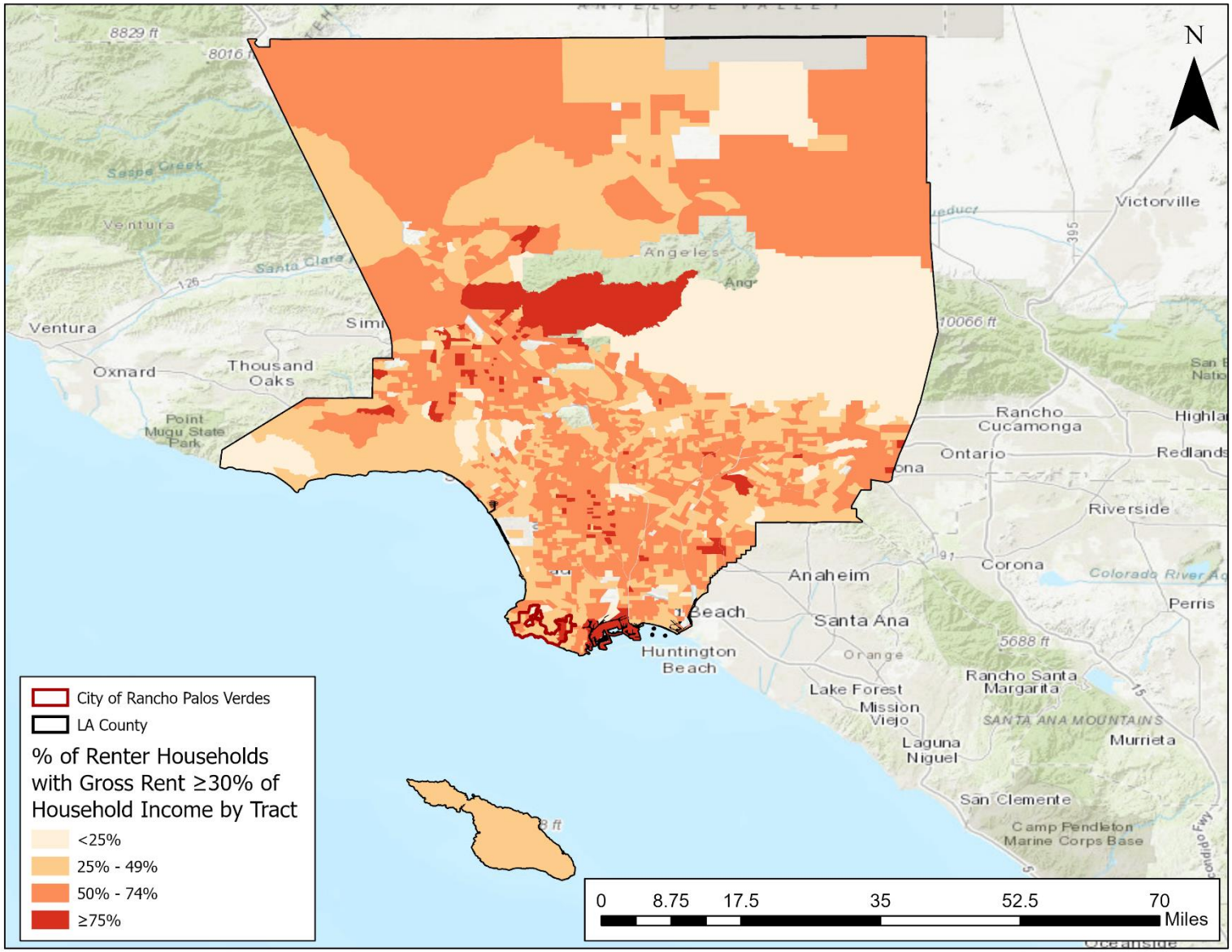
Sources: U.S. Census American Community Survey, 2015-2019 data.

Figure 69: Overpayment by Homeowners, Rancho Palos Verdes



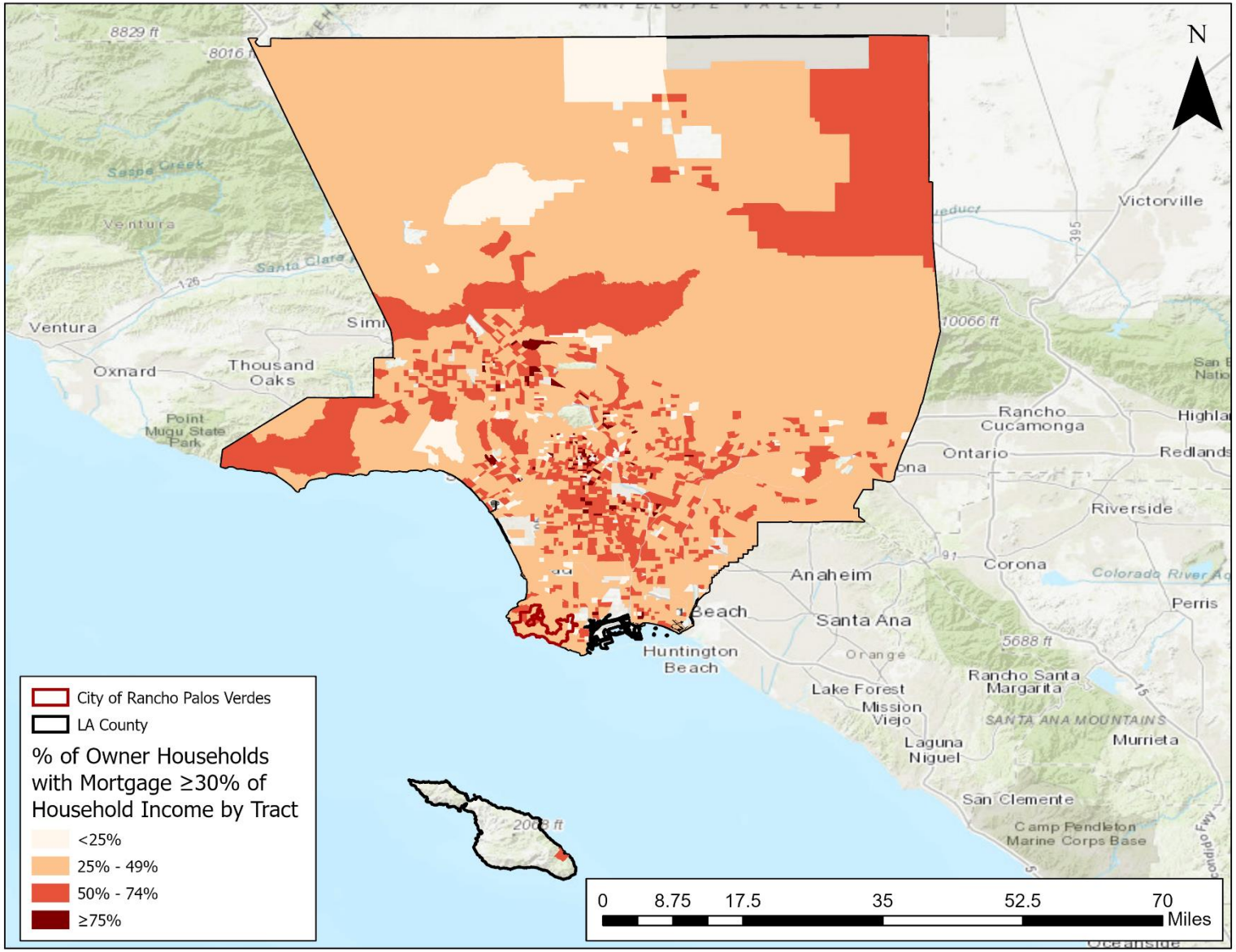
Sources: U.S. Census American Community Survey, 2015-2019 data.

Figure 70: Overpayment by Renters, Los Angeles County



Sources: U.S. Census American Community Survey, 2015-2019 data.

Figure 71: Overpayment by Homeowners, Los Angeles County



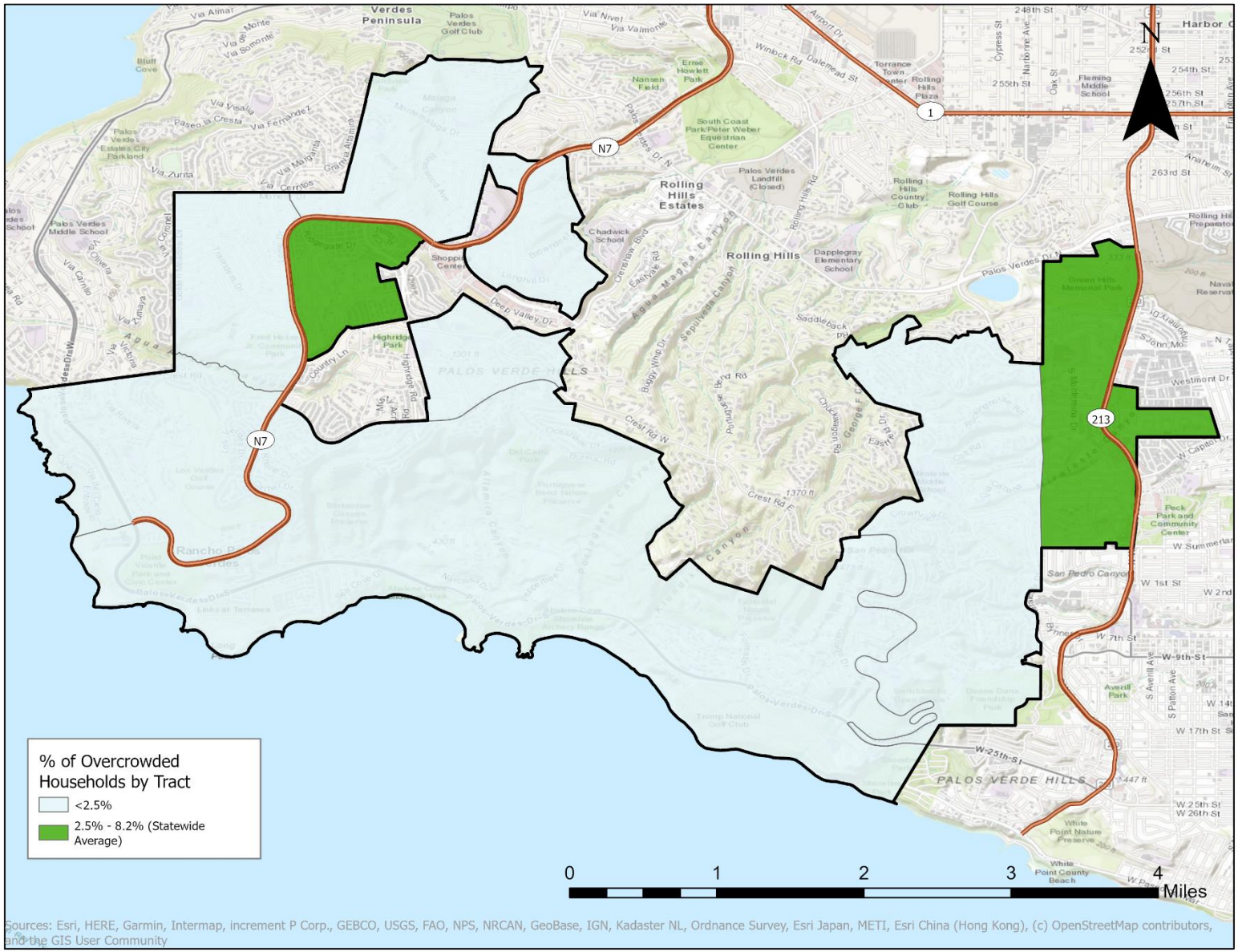
Sources: U.S. Census American Community Survey, 2015-2019 data.

Overcrowded Households

Overcrowding of residential units, in which there is more than one person per room, can be a potential indicator that households are experiencing economic hardship and are struggling to afford housing. Figure 72 shows that all tracts in the City are less than or equal to the statewide average of 8.2 percent overcrowded.

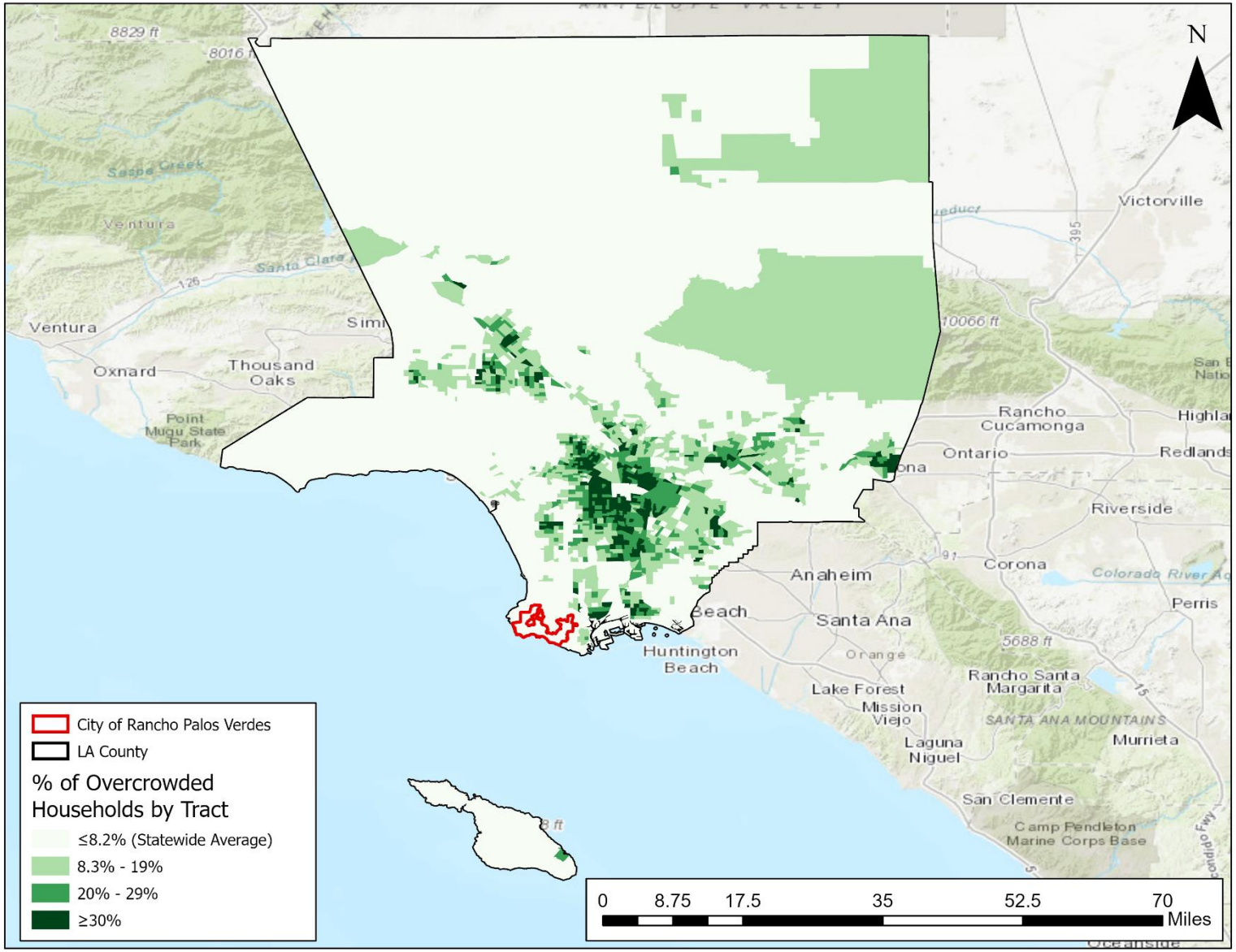
As shown in Figure 73, the County has a number of Census tracts where the percentage of overcrowded households exceeds the statewide average of 8.2 percent. These tracts appear to be largely in the City of Los Angeles, and extending out towards the east as far as Pomona. Included are a number of tracts where 30 percent or more of households are overcrowded; this is evidence that many households in the County are unable to afford suitable housing.

Figure 72: Overcrowded Households, Rancho Palos Verdes



Sources: U.S. Census American Community Survey, 2015-2019 data.

Figure 73: Overcrowded Households, Los Angeles County



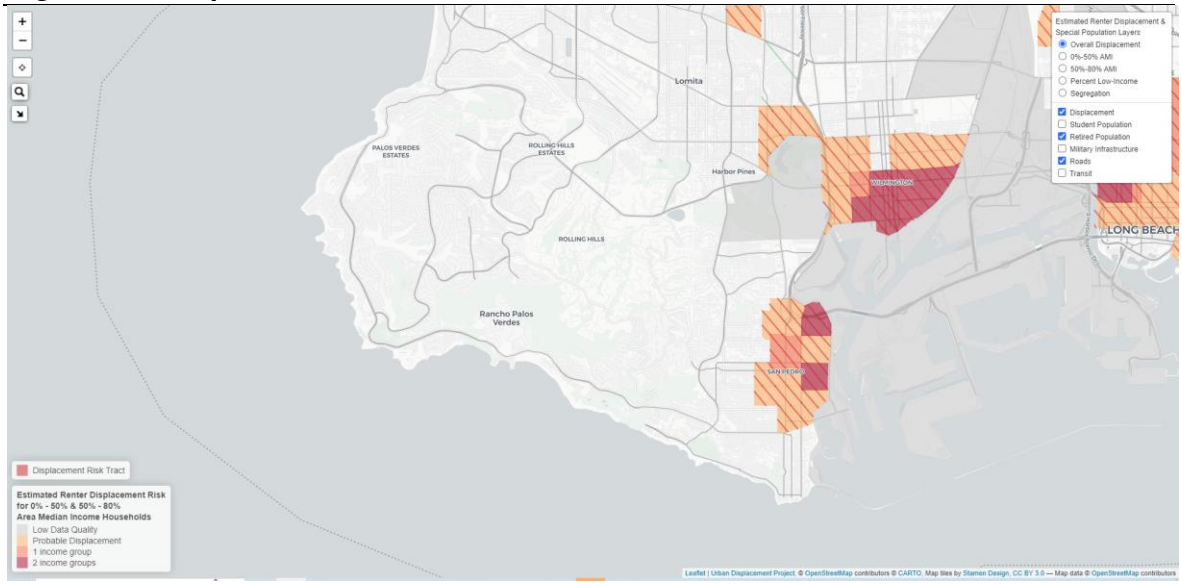
Sources: U.S. Census American Community Survey, 2015-2019 data.

Resident Displacement

From a fair housing standpoint, the City of Rancho Palos Verdes is not aware of resident displacement issues; however, with regard to sea level rise impacts, the City is working collaboratively with the South Bay Cities Council of Governments (SBCCOG) on a Climate Change Vulnerability Assessment to assess risks associated with flooding and sea level rise impacts.

The Urban Displacement Project[17] is a collaboration between the University of California Berkeley and the University of Toronto. They have created an online model of displacement risk for communities throughout California, called the Estimated Displacement Risk (EDR) Model. The EDR model identifies displacement risk for low-income renter households, as indicated by Census Tracts that have characteristics that are strongly correlated with more low-income renter population loss than gain, based on 2015-2019 ACS data. As shown in Figure 74, the estimated displacement risk in Rancho Palos Verdes is low. On a regional level, the EDR model indicates that areas with highest displacement risk generally correlate with areas with high percentages of lower-income households including, more locally, communities such as San Pedro, Wilmington, and Long Beach. This information indicates that displacement risk is not a major problem in Rancho Palos Verdes.

Figure 74: Displacement Risk



Source: Urban Displacement Project, 2022.

[17] https://www.urbandisplacement.org/maps/los-angeles-gentrification-and-displacement/

Local Data and Knowledge, and Other Relevant Factors

The historical context of the City's development, prior to and after incorporation, presents factors that limited housing choices and mobility throughout the City. At the close of the 19th century, the Palos Verdes Peninsula was uninhabited, with the exception of a few sheepherders and their flocks. In 1913, Frank A. Vanderlip, president of the National Bank of New York, purchased the 16,000-acre Palos Verdes Peninsula, with the grand vision to develop the area into the "most fashionable and exclusive residential colony" in the nation. In the nearly 25 years since he acquired the property, Mr. Vanderlip's plan had been fragmented and diluted by a variety of external forces including burgeoning economic growth occurring in the South Bay area and the rapidly developing unincorporated areas on the Peninsula which introduced increasing residential densities. In response to the changing circumstances, the other three Peninsula cities of Palos Verdes Estates, Rolling Hills and Rolling Hills Estates incorporated before the largest building boom began in the late 1950 and early 1960s.The idea for the formation of the City of Rancho Palos Verdes was first advanced in 1962 as an answer to controlling the unbridled development in unincorporated Los Angeles County. Then, in 1969, came a new County Master Plan for unincorporated areas of the Peninsula that provided for a population density far beyond what the local residents wanted. In response, a Peninsula-wide organization was formed that same year called Save Our Coastline (SOC), which sought to preserve the environment and to gain control over local zoning issues through the incorporation of a fourth city on the Peninsula. After extensive incorporation proceedings, in 1973, the City of Rancho Palos Verdes was finally incorporated and focused on the preservation of the environment, low residential densities, minimum taxes and responsiveness to residents. Although the City has seen some multifamily residential development and has sought opportunities to increase residential densities through limited-sized second dwelling unit development; the City neighborhoods remain primarily single-family residential. Residential planned development projects continue to focus on tract development to accommodate the construction of single-family residential structures with associated infrastructure including roads.

The local focus on limiting residential density and emphasizing single-family residential development is deeply rooted in Rancho Palos Verdes' history and incorporation as a city. This resulted in land use patterns that are seen today which provide limited housing choices within the City. It will require creative effort on the part of City government and the support of local stakeholders to implement housing policies that will help to expand opportunities for housing development that provide for a wider range of housing types, in locations spread throughout the City, including opportunities for infill development of smaller, more affordable housing types in traditional single-family neighborhoods. The programs contained in this 2021 to 2029 Housing Element can provide the catalyst for these changes.

Fair Housing Trends, Issues and Contributing Factors

The City of Rancho Palos Verdes is not aware of any specific existing fair housing issues affecting the City and its residents and prospective residents. Existing patterns and trends of

tenure in the City's residential areas are primarily influenced by socioeconomic factors, such as the high cost of real estate in the Southern California region in general and the coastal communities such as Rancho Palos Verdes in particular. It is acknowledged that there is a relatively limited supply of multifamily rental housing within the City's housing stock, which tends to be more affordable than single-family homes and other for-sale housing types. This likely limits the ability of lower-income households to secure housing within the City, and this may have a disproportionate effect on households with disabled and/or minority group members, as these households often have lower incomes compared to the population as a whole. Having said that, as indicated in Table 4 above, while the City of Rancho Palos Verdes' overall population trend was 1.5 percent population growth between 2010 and the 2014-2018 ACS period, the population growth trend for numerous racial and ethnic minority groups increased much more substantially, including American Indian and Alaska Native (20.4 percent growth), Asian (8.2 percent), Native Hawaiian and Other Pacific Islander (712.8 percent), two or more races (38.3 percent), and Hispanic or Latino (6.7%); however, Blacks declined by 23.7 percent while Whites declined by 5.2 percent.

Trends

Although the information from the Urban Displacement Project indicates that there is limited risk of displacement of lower-income households in Rancho Palos Verdes, the city remains a place where lower-income households are under-represented compared to the regional averages. It is likely that a key reason for this is the relatively lower proportion of the housing stock that is available in the form of lower-cost housing types, such as rental apartments and more affordable for-sale housing types such as mobilehome parks, townhomes, and condominiums; however, it is encouraging that in recent years (2010 to 2020) 40 percent of the new housing units added to the local housing stock were units in multifamily structures with five or more units. While this indicates the trend is towards a more diverse and, potentially, affordable housing stock, overall production has been limited, so there has been limited overall change in the composition of the housing stock. Moving forward, these findings indicate that efforts pursuant to previous Housing Elements to provide for a broader range of housing types have produced positive results (increased diversity of housing options) but the effect has been limited due to the small numbers of housing units produced. To have a greater impact on regional patterns, the City of Rancho Palos Verdes will need to expand its housing production – especially production of higher density units that can provide more affordability than single-family detached homes -and increase efforts to encourage and facilitate production of below-market rate housing units in all forms. As discussed above, the primary limiting factor on housing choice in Rancho Palos Verdes has been the fact that most of the City's residential zoning has focused on lower density single-family residential development. The 2021-2029 Housing Element contains a number of programs to substantially increase the potential for development of housing at higher densities that can include townhouses, apartments, condominiums, and accessory dwelling units as alternatives that are potentially more affordable than single-family detached homes.

Contributing Factors

~~Following~~The following is an assessment of common factors that could potentially contribute to fair housing issues.

Land Use and Zoning Laws

Although analysis contained in the Governmental Constraints section of this Housing Element identified certain issues that could represent undue constraints on the development of housing, the analysis did not identify any issues in the City's land use and zoning laws that would create problems from a fair housing standpoint (i.e., illegal discrimination or disproportionate impacts on protected groups). However, the general limited availability of land in Rancho Palos Verdes zoned for higher density residential development that would be suitable to encourage the development of affordable housing can be seen as restricting fair housing choice for persons with disabilities, other special needs, and lower-incomes in general. The, the 2021-2029 Housing Element includes programs to address the noted issues with governmental constraints and also to significantly increase the supply of land zoned to allow development at or above the default minimum densities for housing that can be developed to serve the needs of lower-income households

Occupancy Restrictions

Occupancy standards sometimes can impede housing choice for fair housing protected classes such as families with children or disabled persons. For example, some jurisdictions' zoning regulations have attempted to limit occupancy to five related persons occupying a single-family home, or to strictly establish an occupancy standard of no more than two persons per bedroom. Such regulations can limit housing availability for some families with children or prevent the development of group housing.

The City's Zoning Ordinance complies with fair housing laws. For example, a "family" is defined as an individual or two or more persons living together as a single housekeeping unit in a dwelling unit. Additionally, group housing for disabled persons is a permitted use in residential zones that allow single-family dwellings. In such zones, the Zoning Ordinance permits "any other use required by State or federal law."

The City has adopted the Uniform Housing Code, which establishes minimum occupancy limits for all housing on the basis of square footage. According to an analysis of occupancy standards:

> *The Legislature, by adopting this Uniform Housing Code standard, intends to pre-empt local occupancy standards generally. Municipalities may deviate from the uniform occupancy standard only if, pursuant to specific state provisions, they make express findings that a deviation is reasonably necessary due to "climatic, geological or topographical conditions." Local governments should adopt the foregoing Uniform Housing Code standard for compliance with fair housing laws and to address health and safety concerns in the community.*

Residential Real Estate Steering

Steering is infrequently an alleged act in a housing discrimination complaint. According to the County of Los Angeles' 2018 Analysis of Impediments to Fair Housing Choice, which covers the City of Rancho Palos Verdes among other Los Angeles County jurisdictions, only ten steering complaints were made throughout the entire County between 2008 and 2016, none of which were in the City of Rancho Palos Verdes.

Patterns of Community Opposition

City Planning staff indicate that Rancho Palos Verdes does not experience patterns of community opposition to housing that focus on any particular type of housing or housing in specific locations. Rather, when there is opposition to a housing project it is on more of a case-by-case basis where nearby residents express concerns about issues such as impacts on views, aesthetics, and other factors that are specific to the lot that is proposed for development. Projects that request discretionary approvals, such as variances from development standards, tend to experience the most opposition. City staff note~~s~~ that as a mostly built-out city, most of the remaining lots in Rancho Palos Verdes are those that are difficult to develop within standard development guidelines; thus, projects tend to face more issues and controversy.

Economic Pressures

Factors such as increased rents or increased land and development costs for new housing could create economic pressures that could contribute to fair housing issues, to the extent that members of protected classes often have lower incomes, which means they are disproportionately affected by high housing costs. As discussed in the Governmental Constraints section, the City of Rancho Palos Verdes has limited direct impact on development costs, with City-imposed fees representing a relatively small proportion of overall costs for developing housing within the City. As a desirable community within Southern California's coastal region, the City has limited ability to control other economic pressures, such as increasing land costs, or increasing rents that are largely driven by regional hosing supply and demand dynamics that are beyond the City's control. However, ensuring that the City adequately plans to accommodate its RHNA, including providing sites that can accommodate housing for lower-income households is a key responsibility to ensure that the City does not contribute to economic pressures by unnecessarily constraining the local supply of land available for housing development.

Major Private Investments

Major private investments have the potential to stimulate changes in the local housing market. For example, major investments that stimulate local employment growth can increase local demand for housing and if the supply of housing does not increase commensurately, this can lead to increased competition for housing and, potentially, increased costs and consequent displacement of lower-income households who may not be able to afford the higher housing

costs. Additionally, private investments in the form of redevelopment of existing residential buildings could lead to displacement of existing residents. In these situations, lower-income residents are at greatest risk, as their limited incomes mean that they will have fewer viable choices to secure replacement housing.

The City adopted the Western Avenue Corridor Street Enhancement Strategy along Western Avenue in the City. Western Avenue is a primary commercial corridor in the South Bay area, Palos Verdes Peninsula and San Pedro community. The Strategy outlines the framework for implementing complete street improvements within the public right-of-way, as well as outlines concepts to assist the City in determining what, if any, changes to the City's private development standards. In total, the Strategy aims to lay out the foundation and direction for the corridor's development over the next three to 30 years. The adopted plan contains numerous provisions that aim to preserve and enhance the quality of life for existing and future residential uses along the corridor and does not include any provisions that preclude or discourage residential development along the corridor.

Municipal or State Services and Amenities

The City of Rancho Palos Verdes maintains a small staff of full-time employees and part-time employees. Most services are provided by contracting with outside agencies and vendors. Police and fire services are provided by Los Angeles County. Vendor contracts are awarded for public facility and right-of-way maintenance. The City Council contracts with an outside law firm for City Attorney services. Solid waste, electric, water, and gas services are provided by Public Utility Commission (PUC)-regulated private companies under City franchise agreements. However, Community Development Department services such as Planning, Building & Safety, Code Enforcement and View Restoration are provided by in-house staff, but supplemented by private vendors as needed. Services are provided to residents and businesses located throughout the City, and there are not disparities in service levels amongst the City's various residential areas.

The City has a land area of 13.6 square miles, and about 42,000 residents. With 7.5 miles of Pacific coastline, an approximately 1,400-acre nature preserve, and hundreds more acres of open space, the City has maintained a semi-rural environment. Residents and visitors enjoy expansive views of the Pacific Ocean and ample opportunities for recreation including golfing, hiking, beach access, and whale watching. Notable landmarks and points of interest include the Wayfarer's Chapel designed by Frank Lloyd Wright, the Point Vicente Lighthouse, Point Vicente Interpretive Center, Terranea Resort, Palos Verdes Nature Preserve, and Trump National Golf Club. As a compact community, these amenities are relatively accessible to residents who live throughout Rancho Palos Verdes' residential areas.

Foreclosure Patterns

For a number of factors, lower-income and minority households are more likely to face foreclosure than others. According to a 2009 presentation by the Federal Reserve Bank of San

Francisco[18], during the housing boom leading up to the 2008 housing crisis, just over one-fourth of California households received a "high cost" (i.e., subprime) loan, and these loans were more prevalent among minority borrowers than for borrowers as a whole. The presentation indicated that Rancho Palos Verdes was among the communities with the lowest foreclosure rates (less than one percent of total loans in foreclosure or REO as of February 2009). As of June 2021, RealtyTrac reported only four properties within the City of Rancho Palos Verdes that were in pre-foreclosure, and none that were bank-owned or subject to auction. ~~These~~ This data indicates that foreclosure patterns are not a significant fair housing issue within the City of Rancho Palos Verdes.

Unresolved Violations of Fair Housing or Civil Rights Laws

The City has no unresolved violations of fair housing or civil rights law.

Support or Opposition from Public Officials

The City Council supports fair housing, as evidenced in the City's participation in the County Urban Program for HUD programs participation and maintenance of the contract with the Housing Rights Center for fair housing services.

Discrimination in the Housing Market

Complaints of housing discrimination in Rancho Palos Verdes are rare. As summarized previously in Table 19, from 2013 through 2020, only three complaints were recorded by the HUD office of Fair Housing and Equal Opportunity (FHEO), and one of those complaints was dismissed for lack of cause. From 2014 through 2021 to date only four complaints were filed with DFEH, with three complaints related to disabilities and one regarding family status. One complaint was withdrawn, two were dismissed, and one was settled successfully.

Lack of Fair Housing Education

Fair housing issues can arise when property owners and/or residents are not fully aware of their rights and responsibilities as they pertain to fair housing. As previously mentioned, the City of Rancho Palos Verdes contracts with the HRC for fair housing services. In terms of education, as mentioned previously, the HRC provides a range of fair housing outreach and educational resources for both tenants and landlords in Rancho Palos Verdes. In addition to pro-active education, the HRC also responds to inquiries and complaints and, as indicated previously, was able to successfully resolve the limited number of discrimination investigations involving Rancho Palos Verdes locations that it undertook between July 2018 and June 2021 by providing counseling and information.

In addition, the County of Los Angeles Analysis of Impediments to Fair Housing Choice (AI), in which Rancho Palos Verdes is a participant, included a fair housing goal to "Promote

[18] https://www.frbsf.org/community-development/files/california_0409.pdf

understanding and knowledge of fair housing and ADA laws." In order to achieve this goal, the AI describes a number of activities to be undertaken during the five-year period from 2018 to 2023, including:

- Conduct 80 outreach and educational presentations and workshops to inform special populations of their rights;
- Staff 100 fair housing information booths at community festivals and events; and
- Distribute 80,000 pieces of fair housing literature.

The Fair Housing Education and Outreach activities will be accomplished by the HRC. HRC has established an effective and comprehensive outreach and public education program designed to raise awareness of the fair housing laws that protect individuals, often in traditionally underserved communities, against housing discrimination. The Outreach Department of the HRC develops and distributes educational literature and resources that describe ways to prevent housing injustices and the applicable laws that protect against discrimination. The materials are made available free to the public in various languages including English, Spanish, Korean, Mandarin, Armenian, Cantonese, and Russian. The Outreach Department also presents free fair housing law workshops for landlords, tenants, nonprofit organizations, and government employees. The workshops include an overview of the state and federal fair housing laws, as well as basic landlord-tenant rights and responsibilities. Depending on the audience, the presentations can be translated by staff into Armenian, Mandarin, Spanish, or Russian.

Lack of Resources for Fair Housing Agencies and Organizations

The City is a participating city in the County of Los Angeles Urban County Program. The HRC is the fair housing agency/organization serving the needs of the City of Rancho Palos Verdes and all other Urban County participating cities.

Disproportionate Housing Needs Among Racial/Ethnic Groups

These needs were discussed previously under the header *Disproportionate Housing Needs and Displacement Risk. Potential issues identified included:*

- Minority homeownership rates in Rancho Palos Verdes are at or above the overall homeownership rate in Los Angeles County, but mortgage loan approval denial rates may be higher for Black applicants and Other Minority Race Applicants. However, the data ~~are~~is not reliable due to relatively small numbers of applicants.
- Black, Asian, Hispanic, and Other Race households experienced housing problems disproportionate rates in one or more income ranges compared to other households in the same income ranges. Again, the data are based on relatively small numbers of households, so the results should be interpreted with caution.

These contributing factors are consistent with many of the fair housing impediments/contributing factors identified more broadly as high priorities for the participating urban county jurisdictions in LACDC's 2018 AI, including:

- Lack of affordable housing in a range of sizes
- Lack of sufficient accessible housing in a range of unit sizes
- Land use and planning decisions restrict fair housing choice for persons with disabilities and affordable housing in general
- Significant disparities in the proportion of members of protected classes experiencing substandard housing when compared to the total population
- Lack of information on affordable housing
- Increasing measures of segregation
- Discrimination in private rental and home sales markets
- People with disabilities becoming homeless
- Lack of opportunities for residents to obtain housing in higher opportunity areas
- Lack of knowledge of Fair Housing, Section 504, and ADA laws
- Disconnect in matching people with disabilities with the right housing resources
- Discrimination in the private accessible housing markets

Fair Housing Priorities, Goals, and Actions

Overall, the City of Rancho Palos Verdes fares quite well with respect to fair housing issues. In most cases, where the data hint that there may be some potential for a disadvantaged group, such as a racial or ethnic minority to be experiencing fair housing issues, the data are based on a small enough sample of relatively small populations that the statistics may not be highly reliable. Nevertheless, the key takeaway from the Assessment of Fair Housing is that where the data do hint at some possibility of a fair housing issue, those who would be disproportionately impacted are typically lower-income and/or minority populations.

From a regional comparison perspective, it is clear that Rancho Palos Verdes is a relatively high-income, high-opportunity area, while at the same time the limited availability of land zoned for higher density development has limited opportunities for lower-income households to have choice in housing in the city. One of the key differences between Rancho Palos Verdes and Los Angeles County as a whole is a housing stock that is 83 percent single-family homes compared to 55 percent in the County. This lack of housing diversity means that most of the housing available in the City is for-sale single-family homes. In most cases, high household incomes are necessary to purchase this type of housing. For example, the median household income in Rancho Palos Verdes is more than two times the countywide median, meaning that lower-income households, among which minorities and households with members of other protected classes can be disproportionately represented, historically have faced economic barriers to housing choice in Rancho Palos Verdes. Thus, it is not surprising that Rancho Palos Verdes has a racial/ethnic profile that is distinctly different from that of Los Angeles County as a whole. In Rancho Palos Verdes, White and Asian residents are about two times more

prevalent than in Los Angeles County and Black residents are one-fourth the percentage of Blacks living in Los Angeles County as a whole. People of Hispanic/Latino ethnicity in Rancho Palos Verdes are about one-fifth the percentage found in the County overall.

~~, which disproportionately affects minorities and households with members of other protected classes.~~Further, as a nearly built out city, where remaining vacant lots are those that are more difficult to develop, controversy can arise when new developments are proposed and this can hinder housing development and create adverse impacts not just for members of protected classes, but for any prospective resident or household who may be seeking housing opportunity in Rancho Palos Verdes.

For the~~se~~ reasons discussed above, the City's fair housing priorities are to: a) expand the opportunities for development of housing at higher densities which can better support housing that can be affordable for lower-income households by diversifying the City's housing stock with more housing units at higher densities that are more likely to be affordable to lower- and moderate-income households; thus increasing their access to fair housing choice in Rancho Palos Verdes for people of all racial, ethnic, and socio-economic groups~~, and~~; b) streamline processes to review and approve new housing to help bring housing to the market more quickly and with less risk and cost to developers; c~~b~~) emphasize fair housing outreach, education, and resources to minority and lower-income populations, with the goals of ensuring that these vulnerable groups can access available resources to address housing needs and services and can benefit from increased availability of affordable housing in Rancho Palos Verdes, and: d) emphasize affirmative marketing of available housing assistance to persons and households that are members of protected classes, to address disproportionate housing needs.

The actions required to address the City's fair housing priorities and goals are primarily included within the City's overall Housing Element programs section as Goal 2: Fair Housing and Equal Opportunity, which ~~and~~ is supported by numerous Housing Element Programs including carryover programs from the 2013- 2021 Housing Element that have been refined to reflect this emphasis, as well as new programs developed for the 2021-2029 Housing Element. Following is a listing of Housing Element programs that address Fair Housing Issues and Contributing Factors. The bullets below summarize the programs and additional program details are included in **Error! Reference source not found.**.

- Program 1, Zoning Amendments to Increase Housing Development Potential, is focused on increasing the amount of land zoned for residential development at or above the default minimum density for lower-income housing. This will promote additional opportunities for housing for lower-income households, including minorities and people with disabilities, in Rancho Palos Verdes, a high opportunity community. This program also contains provisions to permit Emergency Shelters by-right in a new Mixed-Use Overlay District (MUOD) zone that will also permit residential uses and

eliminate requirements for View Preservation analysis and CUPs for buildings over 16 feet developed on Housing Element sites.

- Program 3, Incremental Infill Housing Program, is a new program designed to encourage additional housing production in currently built out single-family neighborhoods.

- Program 6, Affordable ADU Incentive Program, is a modification of the City's prior ADU program that is designed to provide cash incentives in exchange for affordability covenants on ADUs and junior ADUs (JADUs) and to also assist homeowners in finding tenants for ADUs through partnership with the South Bay Cities Council of Governments' (SBCCOG)'s Silvernest home matching program.

- Program 7, Accessory Dwelling Unit Assistance Program, is a modification of the City's existing ADU program that will provide a toolbox of resources to assist homeowners in developing ADUs.

- Program 9, Section 8 Rental Assistance, has been modified to better ensure outreach to minority groups that experience disproportionate housing problems.

- Program 10, Citywide Affordable Housing Requirements, is aimed at creating mixed-income housing developments that include affordable housing along with market rate housing. By requiring market rate housing to cross-subsidize affordable housing, this program will help to better integrate Rancho Palos Verdes' new housing developments.

- Program 11, First Time Homebuyer Assistance, has been modified to better encourage the participation of minority groups that experience disproportionate housing problems.

- Program 12, Outreach for Persons with Disabilities, has been modified to ensure outreach to minority groups that experience disproportionate housing problems.

- Program 13, Extremely Low-Income Housing, has been expanded to include Low- and Very Low-income housing and Special Needs housing in addition to Extremely Low-Income housing and the program has also been modified to ensure outreach to

minority groups that experience disproportionate housing problems, and to include provide priority for Extremely Low-Income, Very Low-Income, Low-Income, and Special Needs housing.

- Program 14, Fair Housing Services, has been modified to ensure outreach to minority groups that experience disproportionate housing problems.

- Program 15, Fair Housing Information, has been modified to ensure outreach to minority groups that experience disproportionate housing problems

- Program 16, Zoning Ordinance Amendments, has been updated to remove various governmental constraints, including making Low-Barrier Navigation Centers, employee housing, transitional housing, supportive housing, and residential care facilities for seven or more residents by-right uses in specified zoning districts. Program 16 also calls for revising parking requirements and height limits for multifamily housing, revising parking requirements and lot coverage standards for emergency shelters, establishing objective design standards for affordable housing projects, and making Emergency Shelters a by-right use in the Mixed-Use Overlay (MUOD-45) zone.

- Program 18, Implement Development Review Process Improvement Recommendations, is a new program under which the City will implement streamlining recommendations from a recently completed assessment of the City's development review process.

- Program 19, Housing Site Development Assistance, will encourage and assist the development of large sites for higher density housing by offering incentives and assistance such as streamlining the approval process, processing fee deferrals, prioritizing entitlement processing, waiving the Land Division application fee, and providing property owners with survey information at no charge to use in preparing subdivision applications.

- Program ~~19~~21, Housing Conservation and Rehabilitation, by targeting lower-income households for assistance should benefit minorities and other households with members from other protected classes, which tend to disproportionately have lower incomes.

Table 29 summarizes the City of Rancho Palos Verdes' key fair housing issues, contributing factors, priority levels, and the Housing Element programs that are intended to address the issues. Specific targets and timelines for the Housing Element programs are detailed in **Error! R**

eference source not found., the Housing Element programs summary table. For each of the referenced programs, Error! Reference source not found. includes details such as c ommitments to specific objectives/metrics, timing, and responsible City departments.

Mobility, Place-Based, Anti-Displacement, and New Housing Choice Strategies and Geographic Targeting

In addition to identifying the Housing Element programs that address priority fair housing issues identified for the City of Rancho Palos Verdes (see Table 29), in providing technical assistance to the City of Rancho Palos Verdes in conjunction with the City's efforts to revise the adopted Housing Element in response to HCD's finding of non-compliance, HCD staff suggested that the City should include Mobility Strategies, Place-Based Strategies, Anti-Displacement, and New Housing Choice strategies as appropriate, including geographic targeting.

As previously discussed, and illustrated in Figure 55 on page 104, all tracts within the City of Rancho Palos Verdes are identified as being at the Highest Resource level. This indicates that these Census tracts are among the top 20 percent in the Los Angeles Region for access to resources and indicates no disparities in opportunity within the City. Based on this information, the City of Rancho Palos Verdes is not strictly in need of mobility strategies to facilitate lower-income households' mobility to higher opportunity areas within the City or place-based strategies to enhance living conditions, quality of life, and/or access to opportunity within certain areas of the city where lower-income households may reside. Nevertheless, the Housing Element includes Program 15, which is a place-based strategy to make investments in public improvements in areas that are targeted for lower-income housing development.

Regarding the need for anti-displacement strategies, as previously discussed in the Disproportionate Housing Needs and Displacement Risk section on page 118, the Urban Displacement Project's Estimated Displacement Risk (EDR) Model determined that the estimated displacement risk in Rancho Palos Verdes is low. Given that displacement risk is not a major problem in Rancho Palos Verdes, the City of Rancho Palos Verdes is directing resources for Housing Element implementation on programs focusing on other issues.

Regarding New Housing Choice Strategies, as explained above, Table 29 has identified a number of Housing Element programs that address the City of Ranch Palos Verdes' identified issue of limited housing choice. Further, because the entire City of Rancho Palos Verdes is identified as a Highest Resource area, geographic targeting of strategies to increase housing choices in Rancho Palos Verdes is not necessary; however, to optimize outcomes for lower-income households within Rancho Palos Verdes, the City has focused Housing Element sites on locations that have good access to transit, shopping, schools, parks, and employment, and the City will prioritize the use of available affordable housing funding for projects in locations that meet these criteria (see Housing Element Program 10).

Table 29: Fair Housing Issues, Contributing Factors, Priorities, and Programs Summary Matrix

Fair Housing Issue	Contributing Factor(s)	Priority Level	HE Program Responses
Limited housing choice	Land Use and Zoning laws that historically limited opportunity for development of higher density housing types (e.g., apartments, condominiums); economic factors (i.e., high cost of housing)	High	Program 1 (Zoning Amendments to Increase Housing Development Potential), Program 3 (Incremental Infill Housing Program), Program 6 (Affordable ADU Incentive Program), Program 7 (ADU Assistance Program); Program 9 (Section Rental Assistance), Program 10 (Citywide Affordable Housing Requirements); Program 11 (First Time Homebuyer Assistance)
Obstruction or delays in new housing development	Patterns of community opposition that tend to create controversy around difficult-to-develop properties within the mostly built out city.	Medium	Program 16 (Zoning Ordinance Amendments) includes a component to establish objective design standards for affordable housing projects and Program 18 (Implement Development Review Process) calls for the City to streamline the City's development review process.
Unequal access to Housing	Discrimination in the housing market against members of protected classes; lack of fair housing education; disproportionate housing needs among racial/ethnic groups.	High	Program 15 (Fair Housing Information) will provide information to tenants, property owners, and property managers on fair housing rights and obligations while Program 14 (Fair Housing Services) provides pro-active fair housing education, intake and screening for fair housing complaints, and services and referrals to resolve fair housing issues. In addition, Programs 9 (Section 8 Rental Assistance), 11 (First Time Homebuyer Assistance), 12 (Outreach for Persons with Disabilities), 13 (Extremely Low-Income Housing), 14 (Fair Housing Services), 15 (Fair Housing Information) have all been modified to ensure outreach to minority groups that experience disproportionate housing problems.

CONSTRAINTS ANALYSIS

Introduction

This chapter of the Housing Element describes and analyzes governmental and non-governmental constraints on the development and maintenance of housing in the City of Rancho Palos Verdes.

Governmental Constraints

City policies and regulations that affect residential development and housing affordability include land use controls, permit processing procedures and fees, development impact fees, on- and off-site infrastructure improvement requirements, and building codes and enforcement. This section describes these standards and assesses whether they constrain housing development in Rancho Palos Verdes.

Land Use Controls

The City's General Plan, Specific Plans, and Zoning Code guide development and set land use controls related to housing development.

General Plan Land Use Element

The General Plan is the comprehensive planning document that guides physical development throughout a local jurisdiction. The City of Rancho Palos Verdes General Plan was adopted ~~in~~on June 26, 1975 and updated on September 18, 2018. State law requires that all cities and counties in California have a General Plan that includes a Land Use Element. The Land Use Element designates the proposed general distribution and location of the extent of the land uses for public and private uses, including identification of land and natural resources suitable for designation in the General Plan's Conservation and Open Space Element. Specific to the Housing Element, the Land Use Element establishes residential land use designations that allow for a mix of housing types, including single-family residences, multi-family residences, and mobile homes. Table 30 outlines the residential land use designations and applicable density in the General Plan

Table 30: Rancho Palos Verdes General Plan Residential Density Ranges

Less than or equal to 1 dwelling unit per 5 acres
Less than or equal to 1 dwelling unit per acre
1-2 dwelling units per acre
2-4 dwelling units per acre
4-6 dwelling units per acre
6-12 dwelling units per acre
12-22 dwelling units per acre

Source: City of Rancho Palos Verdes, 2021.

One issue with the General Plan land use categories is that they do not include a land use category that allows for residential densities of more than 22 dwelling units per acre. This may pose a constraint to residential development that can serve the needs of lower-income households. According to state law, the default minimum density for land targeted to address the RHNA for lower-income households, in Rancho Palos Verdes, is 30 dwelling units per acre. The Housing Element includes a program to amend the General Plan to provide a residential land use category that allows at least 30 dwelling units per acre, or higher if needed to ensure General Plan consistency for sites to be zoned to accommodate the City's RHNA for lower-income households.

Specific Plans

A specific plan is used to coordinate, balance, and regulate development within a geographic area such that the development plan is consistent with goals of the General Plan. As described in the Land Use Element, the City has five Specific Plan Districts, one within the coastal region (Coastal Specific Plan District), and four others located inland (Western Avenue Specific Plan Districts 1, 2, and 3, and the Eastview Park Specific Plan District). The three Specific Plan Districts along Western Avenue are consolidated into a single document (2001), although they remain separate districts. These plans establish standards for development within the plan areas. The plans allow residential densities consistent with the General Plan.

Zoning Code

Zoning regulations control local development by establishing requirements related to height, density, lot area, yard setbacks, and minimum parking spaces. Site development standards are comparable to requirements in other communities and are necessary to ensure a quality living environment for all households and to protect the City's historic and natural resources. The City has six single-

family residential designations, five multi-family residential designations, and five commercial districts, which are described in the Development Standards section below as they pertain to residential uses. Additional zoning designations that do not allow for residential include Cemetery (cem), Institutional (i), Open Space – Hazard (oh), Open Space – Recreational (or).

Overlay Control Districts

Overlay Control Districts provide criteria which further reduce potential impacts which could be directly created or indirectly induced by proposed and existing developments in sensitive areas of the City of Rancho Palos Verdes. These areas are defined by the General Plan and other studies to be sensitive areas due to unique characteristics contributing significantly to the City's form, appearance, natural setting, and historical and cultural heritage. There are six Overlay Control Districts in the City of Rancho Palos Verdes, as provided in Table 31 below: Natural Design (OC-1), Socio-Cultural (OC-2), Urban Design (OC-3), Automotive (OC-4), Mira Vista (OC-5), and Equestrian (Q). The City is also (as of 2021) pursuing a Mixed-Use Overlay Zoning District in certain institutional and commercial zoning districts in the City to facilitate additional residential development for all income levels.

Table 31: Overlay Control Districts

Overlay Control District	Symbol
Natural Design	OC-1
Socio-Cultural	OC-2
Urban Design	OC-3
Automotive Service Station	OC-4
Mira Vista Park	OC-5
Equestrian	Q

Sources: City of Rancho Palos Verdes Municipal Code, 2021; BAE, 2021

Resource Management Districts within the General Plan. While drawing on the General Plan and Coastal Specific Plan, the Coastal Vision Plan is not incorporated into these regulatory documents and does not attempt to evaluate or regulate private development. The Coastal Vision Plan establishes a vision, goals, concept designs and design guidance that seek to cohesively link key open space properties and public lands along the coast, including the Palos Verdes Nature Preserve (NCCP). The Vision Plan is an environmental resources access, management, and protection plan. It provides the City guidance and a rationale for implementing future improvements to these key

areas, which might include enhanced public spaces, public access (including wayfinding, traffic, and parking), recreational amenities, and other facilities to improve the public's experience of the City's coastline.

Development Standards, Local Processing, and Permit Procedures

Development standards are site or construction conditions and requirements established in the Zoning Code. Development standards are pursuant to local ordinances, the General Plan and its elements, Specific Plans, Charter Amendments, and other local policies. They include, but are not limited to, height limits, setback requirements, floor area ratios, open space requirements, lot coverage requirements, and parking requirements. Figure 75 summarizes the relevant development standards for single-family residential zoning districts. Figure 76 summarizes the relevant development standards for multi-family residential zoning districts.

Figure 75: Single-Family Residential Development Standards

DISTRICT	LOT DIMENSIONS [1]			MINIMUM SETBACKS [3, 6] FOR CITY CREATED LOTS					MINIMUM SETBACKS [2, 3, 6] FOR LOTS CREATED PRIOR TO INCORPORATION/ANNEXATION				MAXIMUM LOT COVERAGE [8]	MAXIMUM HEIGHT [3, 4, 7]	PARKING REQUIREMENT [5]
	AREA	WIDTH	DEPTH	FRONT	INTERIOR SIDE		STREET SIDE	REAR	FRONT	INTERIOR SIDE	STREET SIDE	REAR			less than 5,000 s.f. of habitable space = 2 enclosed garage spaces
					TTL BOTH SIDES	ONE SIDE									
RS-A-5	5 acres	200	300	20	30	10	20	20	20	5	10	15	6%	16	5,000 s.f. or more of habitable space = 3 enclosed garage spaces
RS-1	1 acre	100	150	20	25	10	20	20	20	5	10	15	25%	16	
RS-2	20,000 s.f.	90	120	20	20	10	20	20	20	5	10	15	40%	16	
RS-3	13,000 s.f.	80	110	20	20	10	20	15	20	5	10	15	45%	16	
RS-4	10,000 s.f.	75	100	20	20	10	20	15	20	5	10	15	50%	16	
RS-5	8,000 s.f.	65	100	20	20	10	20	15	20	5	10	15	52%	16	

Notes:

1. For an existing lot which does not meet these standards, see Chapter 17.84 (Nonconformities).
2. Lots of record, existing as of November 25, 1975 (adoption of this code), or within Eastview and existing as of January 5, 1983 (annexation), shall use these development standards for minimum setbacks.
3. For description, clarification and exceptions, see Chapter 17.48 (Lots, Setbacks, Open Space Area and Building Height).
4. For a description of height measurement methods and the height variation process, see Section 17.02.040 (View Preservation and Restoration) of this chapter. A height variation application shall be referred directly to the planning commission for consideration, if any of the following is proposed:
   A. Any portion of a structure which exceeds 16 feet in height extends closer than 25 feet from the front or street-side property line.
   B. The area of the structure which exceeds 16 feet in height (second story footprint) exceeds 75 percent of the existing first story footprint area (residence and garage).
   C. 60 percent or more of an existing garage footprint is covered by a structure which exceeds 16 feet in height (a second story).
   D. The portion of a structure that exceeds 16 feet in height is being developed as part of a new single-family residence; or
   E. Based on an initial site visit, the director determines that any portion of a structure which is proposed to exceed 16 feet in height may significantly impair a view as defined in this chapter.
5. For parking development standards, see Section 17.02.030(B) of this chapter.
6. A garage with direct access driveway from the street of access shall not be less than 20 feet from the front or street-side property line, whichever is the street of access.
7. Exterior stairs to an upper story are prohibited, unless leading to and/or connected to a common hallway, deck or entry rather than a specific room.
8. For purposes of calculating lot coverage, a private street easement shall not be considered a part of the lot area and the improved area of a private street easement shall not be counted as lot coverage.

Source: City of Rancho Palos Verdes, 2021.

Figure 76: Multi-Family Residential Development Standards

	MINIMUM LOT SIZE AND DIMENSION:				MINIMUM SETBACKS [1]				OPEN SPACE AREA	MAX. HEIGHT [2]	PARKING SPACES REQUIRED/DU [2]	
	MINIMUM LOT AREA/ DU (s.f.)	SIZE (s.f)	WIDTH	DEPTH	FRONT	INT. SIDE	STREET SIDE	REAR	%		0-1 BDRM. UNITS	2+ BDRM. UNITS
RM-6	7300	13,000	65'	110'	25'	10'	25'	20'	45	30'	1 garage space	2 garage spaces
RM-8	5400	10,000	65'	110'	25'	10'	25'	20'	45	30'		
RM-10	4400	12,000	75'	110'	25'	10'	25'	20'	43	30'		
RM-12	3600	15,000	75'	110'	25'	10'	25'	20'	40	30'	(+25% of total parking required)	
RM-22	2000	24,000	100'	110'	25'	10'	25'	20'	35	36'		

Notes:
1. For description, clarification and exceptions, see Chapter 17.48 (Lots, Setbacks, Open Space Area and Building Height).
2. For parking area development standards, see Chapter 17.50 (Nonresidential Parking and Loading Standards). Any under-building parking structures must be completely enclosed or have openings screened from the public right-of-way and other affected views. In all RM Districts, 25 percent of the required parking shall be provided as guest parking in addition to the standard parking requirements.

Source: City of Rancho Palos Verdes, 2021.

State Government Code Section 65940.1 subdivision (a)(1) (A) through (E) require that certain development standards be posted on the City website. The City's Community Development Department provides some, but not all of this information on the City's website. The City's website includes a current schedule of fees (the City Council approved a fee update on 4/20/21 and new fees went into effect 7/1/21) as well as zoning information. The Housing Element will include a program to publish all required information regarding development standards on the City's website.

As the City does not have "objective development standards" for approval of low-/moderate-income housing projects, the Housing Element will include a program to adopt objective development standards for low- and moderate-income housing.

Parking Standards

City Parking/Driveway Standards for single-family homes are as follows:

1. A minimum of two enclosed parking spaces shall be provided and maintained in a garage, and a minimum of two unenclosed parking spaces shall be provided and maintained as a driveway, on the property of each single-family dwelling unit containing less than 5,000 square feet of habitable space, as determined by the director.
2. A minimum of three enclosed parking spaces shall be provided and maintained in a garage, and a minimum of three unenclosed parking spaces shall be provided and maintained as a driveway, on the property of each single-family dwelling unit containing 5,000 square feet or more of habitable space, as determined by the director.
3. A garage with a direct access driveway from the street of access shall not be located less than 20 feet from the front or street-side property line, whichever is the street of access.
4. In addition to the parking requirements for the primary single-family residence on a property, parking for city-approved accessory dwelling units shall be provided in accordance with Chapter 17.10 (Accessory Dwelling Unit and Junior Accessory Dwelling Unit Development Standards).
5. An enclosed parking space shall have an unobstructed ground space of no less than nine feet in width by 20 feet in depth, with a minimum of seven feet of vertical clearance over the space. An unenclosed parking space shall have an unobstructed ground space of no less than nine feet in width by 20 feet in depth.
6. The following minimum driveway widths and turning radii shall be provided for all driveways leading from the street of access to a garage or other parking area on a residential parcel:
    a. A driveway shall be a minimum width of ten feet; and
    b. A paved 25-foot turning radius shall be provided between the garage or other parking area and the street of access for driveways which have an average slope of ten percent or more, and which are 50 feet or more in length.

7. Driveways shall take into account the driveway standards required by the department of public works for driveway entrances located in the public right-of-way.
8. A driveway that is located adjacent to a side property line shall provide a minimum 18-inch-wide landscaped area between the side property line and the adjacent driveway, unless such buffer would reduce the minimum width of the driveway to less than ten feet, in which case the width of the landscape buffer may be narrowed or eliminated at the discretion of the director.
9. All driveways shall be built and maintained in accordance with the specifications of the Los Angeles County Fire Department. If there is any inconsistency between the standards imposed by this chapter and the standards imposed by the Los Angeles County Fire Department, the stricter shall apply.
10. Unless otherwise expressly permitted elsewhere in this title, enclosed tandem parking spaces may only be used for parking spaces in excess of the minimum requirements of subsections (1) and (2) of this section, provided that each space meets the minimum dimensions specified in subsection (5) of this section.

The City's multi-family residential parking standards are as follows:

1. A minimum of two garage spaces shall be provided for each dwelling unit;
2. A minimum of one uncovered parking space shall be provided for each dwelling unit with no or one bedroom and a minimum of two spaces for each unit with two or more bedrooms;
3. The uncovered spaces shall be in off-street parking areas, except that parallel, on-street parking may be permitted to meet up to one-half of the uncovered parking space requirement, if the planning commission finds this to be the only feasible method to provide required parking;
4. Parking spaces shall be individually accessible without the need for moving any vehicle to gain access to a space, except that the uncovered spaces may be in the driveway of the unit served. Required spaces shall be located within 300 feet of the dwelling unit served;
5. The number of uncovered spaces required may be reduced to one per dwelling unit, with approval of the planning commission, where the dwelling units are served with common off-street parking lots in close proximity to the residence; and
6. Consideration shall be given to the necessity of storage areas for boats, trailers and campers.

The City is suburban in character with an auto-centric environment and limited public transit opportunities. As most of the City is within a Very High Fire Severity Zone as classified through the California Department of Forestry and Fire Protection, the City has taken the position of preferably requiring covered on-site parking over uncovered off-site parking to mitigate potential fire hazards. The primary reason for this is that approximately 40 percent of the City's residential units are built on roadways with only one direct means of access to a collector or arterial roadway, with many streets narrow, winding and on steep grades; hence, the onsite,

covered parking requirements mitigate impediments to evacuation and emergency responder access. In addition, there is limited on-street parking available in the City due to tourists accessing the coast and numerous trails, and the need to implement neighborhood parking programs that require City-issued parking permits to regulate off-site parking and mitigate traffic impacts. Furthermore, most of the community is auto dependent in terms of mobility and given that the average household size has exceeded two persons per household for more than two decades, the City has continued to require at a minimum two enclosed parking spaces for both single-family and multi-family residential zones.

However, the City recognizes that parking may be an impediment to potential housing development and has been easing parking requirements to a less burdensome degree in recent years. For instance, the City's ADU ordinance was amended in 2021 to allow greater flexibility in providing parking through enclosed, unenclosed, tandem, or no parking depending on the location of the project site. A similar approach to alleviating parking requirements will be reviewed in light of the initial analysis in Appendix ~~D~~ E (Piasky Study) as part of establishing the mixed-use overlay zoning district and other relevant code amendments through Housing Programs 1 and 16.

Lot Coverage

Figure 75 summarizes the lot coverage limitations for the City's single-family residential districts. As indicated in Figure 76, the City does not have lot coverage limits for multi-family residential developments.

Floor Area Ratio

The City does not impose floor-area-ratio restrictions in residential districts. Rather, building intensity is limited by allowable lot coverage, setback requirements, height limitations, and other development standards that determine the maximum building envelope.

Heights

Figure 75 and Figure 76, respectively, provide the height limits for the City's single-family and multi-family residential districts, respectively. Section 17.02.040 of the Municipal Code addresses view preservation and restoration and imposes additional limitations on building heights to ensure that residential buildings do not impair protected views.

Appendix ~~D~~ E (Piasky Study), which provided an analysis of Western Avenue opportunity sites for mixed-use redevelopment, assumed 100 percent residential build-out with no commercial components. As a result, the study can be referenced to analyze the relationship between the current development standards and multifamily residential development feasibility. Based on the study, it was recommended that the current height allowance and density will need to be revised to overcome the high cost of development, among other regulations such as reducing parking requirements. To that effect, the City will be working on amending development standards for multifamily residential and establishing new sections in the municipal code for

by-right mixed-use developments to enhance development potential. Such proposed development standards will include, but are not limited to, the following:

- Maximum density and height, including removing requirement for a CUP for buildings over 16 feet on parcels that would develop under the new MUOD and ROD guidelines and on RM-22 parcels identified in the Housing Element sites inventory
- Removing requirement for view preservation analysis for all parcels that would develop under the new MUOD and ROD guidelines and on RM-22 parcels identified in the Housing Element sites inventory
- On- and off-street parking, including no more than one space per unit for multifamily developments, with no requirement that parking be covered
- Objective design standards
- Open space requirements (private and common)
- Reduced setbacks
- Allowable ground floor residential and nonresidential uses

The City will implement these updates through Programs 1, 2, and 16.

Unit Size Requirements

The City's Municipal Code does not impose minimum unit size requirements within its residential zones with the exception of limitations for ADUs.

Open Space Requirements

The City's development standards for Residential Planned Developments (Section 17.42.040 of the Municipal Code) require that common open space and recreational open space comprise a minimum of 30 percent of the property. Furthermore, common open space must be landscaped and irrigated according to a plan approved by the City. Undevelopable areas or areas of extreme slope (35 percent or more) can be counted toward this requirement. Properties located in the Coastal Specific Plan have specific requirements regarding the siting of and public access to common open space.

Accessory Dwelling Unit Requirements

To encourage establishment of accessory dwelling units (ADUs) on existing developed lots, State law requires cities and counties to either adopt an ordinance based on standards set out in the law allowing ADUs in residentially-zoned areas, or where no ordinance has been adopted, to allow ADUs on lots zoned for single family or multi-family use that contain an existing single family unit subject to ministerial (i.e., staff level) approval ("by-right") if they meet standards set out by law. Local governments are precluded from totally prohibiting ADUs in residentially-zoned areas unless they make specific findings (Government Code, Section 65852.2).

Several bills have added further requirements for local governments related to ADU ordinances (AB 2299, SB 1069, AB 494, SB 229, AB 68, AB 881, AB 587, SB 13, AB 671, and AB 670). The 2016 and 2017 updates to State law included changes pertaining to the allowed size of ADUs, permitting ADUs by-right in at least some areas of a jurisdiction, and parking requirements related to ADUs. More recent bills reduce the time to review and approve ADU applications to 60 days and remove lot size requirements and replacement parking space requirements. AB 68 allows an ADU and a junior ADU (JADU) to be built on a single-family lot, if certain conditions are met. The State has also removed owner-occupancy requirements for ADUs and created a tiered fee structure that charges ADUs based on their size and location and prohibits fees on units less than 750 square feet. AB 671 requires local governments to include in Housing Elements plans to incentivize and encourage affordable ADU rentals and requires the State to develop a list of state grants and financial incentives for affordable ADUs. In addition, AB 670 makes any governing document, such as a homeowners' association Covenants, Conditions, and Restrictions, void and unenforceable to the extent that it prohibits, or effectively prohibits, the construction or use of ADUs or junior ADUs.

The City approved an ADU/JADU Ordinance in January 2021. Chapter 17.96. of the Municipal Code defines ADU and JADUs, and Chapter 17.10 provides standards for the development and maintenance in accordance with California State Government Code Sections 65852.2 and 65852.22. For a lot with an existing or proposed single-family residence, the City allows for no more than one ADU and one JADU, and defines each as follows:

- *ADU*– Defined as an attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. A minimum of one enclosed parking space is required, unless the ADU is located in a Very High Fire Hazard Severity Zone (tandem parking is allowed under this circumstance).

- *JADU* – Defined as a secondary a residential dwelling unit no more than 500 square feet in size and contained entirely within a single-family residence. A JADU may include separate sanitation facilities or may share sanitation facilities with the existing structure. A JADU is required to provide separate entrance from the main entrance to the proposed or existing single-family residence. No additional parking is required.

ADUs and JADUs are allowed on or within existing multi-family structures for up to a number equal to 25 percent of the existing dwelling units (rounded down). The non-livable space, such as attics, garages, passageways, and boiler rooms, may be converted to livable space and granted a certificate of occupancy. No more than two detached ADUs are allowed on a lot with existing multi-family structures.

Section 17.10.220, of the Municipal Code describes development standards for new ADUs and JADUs. Development standards for new ADUs and JADUs are as follows per Section 17.10.220 of the Municipal Code:

- ADUs and JADUs, attached or detached, are allowed in all RS and RM districts, and on lots with single-family dwelling units if they adhere to the development standards outlined in Section 17.10.020 of the Municipal Code with ministerial approval of a Site Plan Review by the Director. Ministerial approval will be processed within 60 days of receiving a completed application. ADUs and JADUs that do not meet the applicable standards may be permitted with the granting of the applicable permits.

- Development of ADUs and junior ADUs may be restricted due to the Very High Fire Hazard Severity Zone. Detached ADUs in this zone must maintain a ten-foot separation from the primary dwelling unit and five-foot setbacks from the side and back yards. A Conditional Use Permit (CUP) is required for construction of ADUs on property located in the City's Very High Fire Hazard Severity Zone if that property does not have two distinct means of access. CUPs are considered by the Planning Commission.

On May 21, 2021, the State Department of Housing and Community Development sent a letter to the City of Rancho Palos Verdes regarding its review of the City's ADU Ordinance. The letter stated that the City must revise certain aspects of the ADU ordinance to bring it into alignment with State law. The City has provided HCD responses in response to the agency's comments and is awaiting further feedback from HCD before making modifications to the City's existing ADU regulations. The 2021-2029 Housing Element Update includes a program to better align the City's ADU Ordinance with State law in the event that these issues are not resolved by the time of adoption of the Final Housing Element Update.

Inclusionary Requirements

All new residential developments of five or more dwelling units in the City are required to provide up to five percent of all units affordable to very low-income households or to provide up to ten percent of all units affordable to low-income households. Payment of in-lieu fees must be approved by City Council. The inclusionary program is described in more detail below.

Consistency with State Density Bonus Law and Housing Accountability Act

The City's Density Bonus code provisions were last updated in 2008. The Density Bonus regulations have not been updated to comply with AB 2345, which went into effect in 2021, which requires that local jurisdictions allow for density bonuses of up to 50 percent for affordable housing projects and relaxes standards for granting additional concessions and incentives to facilitate affordable housing projects. The 2021-2029 Housing Element Update includes a program to review and align the City's Density Bonus provisions with State law.

Local Processing and Permit Procedures

The Housing Element is required to provide information regarding local processing and permit procedures, including timeframes, permit types and requirements by housing type and zone, decision making criteria/findings, design/site/architectural review process and findings, description of standards, and the residential planned development process. Additionally, each jurisdiction must provide information regarding its process to accommodate SB35 streamline applications and by-right applications for permanent supportive housing and navigation centers.

Typical Processing Timeframes

The typical timeframe between application submittal for a housing development and granting of planning approvals in Rancho Palos Verdes depends on the type of project being proposed and the requested applications. Some residential development projects can be processed by the Planning Division over-the-counter with a ministerial review in a matter of a couple of days (e.g., single-story additions, interior/exterior remodels) while a project for a new residence or demo/rebuild of a residence can take six months to a year or so in the Planning Division review process. This timeframe depends on the type of project being proposed and the requested applications. Generally, new residential construction requires preliminary geo-technical approval, through the City's geotechnical consultant (Cotton Shires & Associates). A new residence would also require a Neighborhood Compatibility Analysis, which requires notification of neighbors within a 500-foot radius of the project site and construction of a silhouette depicting the outline of the proposed residence.

If the new residence will be over the maximum by-right building height of 16 feet, the project also requires a Height Variation Permit, which includes submittal of the early neighborhood consultant form by the applicant to deem the application complete for processing. These types of applications can be reviewed by the City's Planning Commission or Community Development Director, and the City Council on appeal of the Planning Commission's decision. The number of public hearings will depend on the input received from the public and decision-making bodies (i.e., the Planning Commission and City Council) as the project may be continued to a future date for reconsideration after revisions are made by the applicant to address concerns raised at the public hearings.

A project may also require a Grading Permit that may be discretionary depending on the amount, depth, slope steepness, and activity proposed. If the new residence is located within the City's Landslide Moratorium Area, the project will require an additional Landslide Moratorium Exception (LME) Permit, prior to the submittal of formal Planning applications. Development in the City's Coastal Zone also presents a number of application considerations and review/appeal authority by the California Coastal Commission.

Most single-family residential projects that the Planning Division processes are categorically exempt from the California Environmental Quality Act (CEQA), so no extended environmental

review process is required. However, multi-family residential projects have required certifying a Mitigated Negative Declaration or an Environmental Impact Report pursuant to CEQA. After Planning Division approvals are provided and/or appeal periods end, an applicant can then submit to the City's Building & Safety Division for plan-check and permitting. The Planning Division's Conditions of Approval require an applicant to submit development plans to the City's Building & Safety Division for plan-check within 180 days or one-year, depending on the decision-making body of the project approval. Otherwise, the approvals expire but can be re-issued if, a) no changes have been made or will be made to the originally approved plans; b) the development permit application has not been null and void for more than one year; and c) a fee of one-half the original application fee is paid by the applicant. However, most project applicants do submit plans for plan-check within the specified timelines. Plan-check timelines vary but are generally completed within a couple of weeks. As part of the plan-check process, the Building & Safety Division requires an applicant to provide Fire Department approvals (the City contracts with the Los Angeles County Fire Department) as well as more specialized reviews including geo-technical, drainage, sewer, and Low Impact Development.

Permit Types and Requirements

Generally, new residential development requires preliminary geo-technical approval, Neighborhood Compatibility Analysis, and/or may require a Grading Permit. Most residential projects that the City's Planning Division process are categorically exempt from CEQA and ultimately result in issuance of a building permit. On a more limited basis, residential development projects may require:

- A Landslide Moratorium Exception Permit, if located in the Landside Moratorium Area
- A Height Variation Permit, if proposed height exceeds the by-right 16 feet limit
- A number of applications, reviews, approvals, and appeals associated with the City's Coastal Zone and California Coastal Commission requirements, if located within the Coastal Zone
- A finding of conformance with the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) if a proposed residential development is proposed in or abuts areas known to contain sensitive wildlife habitat or vegetation.
- New multiple-family developments may be permitted only with the approval of a Residential Planned Development permit pursuant to Chapter 17.74 of the Municipal Code.

Table 32 below identifies the various entitlements, approval authority, general timeline, and required findings in the Municipal Code for applications most applicable to housing development. It should be noted that depending on the location, project scope, and complexity of the development, the number of required actions and/or approval may take longer than average. The existing permit and approvals process might be considered a constraint on housing production and, to the extent that it requires an extended time ~~to~~for projects to receive approvals, this can add to the costs of developing housing. This may impact housing affordability; however, housing rental rates and sales prices are dictated by many market factors in addition to developers' costs. Regardless, as discussed below, Program 16 calls for

modifications to these processes, including objective design standards and permit streamlining pursuant to SB 330 and SB 35 and the City believes that these actions will help to reduce the time and cost associated with the permit and approvals process.

Table 32: Planning Entitlement Approval Authority, Estimated Timeframe, and Applicable Code Sections

Permit Type	Approval Authority	Processing Time	Municipal Code Findings	Note
Site Plan Review	Director or Planning Commission	Within 30 days for ministerial; 6 months or longer for discretionary reviews subject to Neighborhood Compatibility Analysis	Chapter 17.70	Neighborhood Compatibility Analysis required for projects subject to Municipal Code Section 17.02.030(B)
Height Variation Permit	Director or Planning Commission	6 months or longer	Section 17.02.040(C)(1)(e)	Neighborhood Compatibility Analysis required
Major Grading Permit	Director or Planning Commission	3 months or longer	Section 17.76.040(E)	New single-family residences require Neighborhood Compatibility Analysis
Coastal Development Permit	Director or Planning Commission; California Coastal Commission upon appeal of the City's decision	3 months or longer	Section 17.72.090	
Minor Exception Permit	Director or Planning Commission	3 months or longer	Section 17.66.050	
Variance	Planning Commission	6 months or longer	Section 17.64.050	
Conditional Use Permit	Planning Commission	6 months or longer	Section 17.60.050	
Landslide Exception Permit	Director	3 months or longer	Section 15.20.040	

Permit Type	Approval Authority	Processing Time	Municipal Code Findings	Note
Zone Change	Planning Commission or City Council	6 months or longer	N/A	
General Plan Amendment	Planning Commission or City Council	6 months or longer	N/A	
Residential Planned Development	Planning Commission or City Council	6 months or longer	Section 17.74.070	Neighborhood Compatibility Analysis in terms of scale, architectural style and materials

The City's Community Development Department recently commissioned a study, conducted by Michael Baker International, of the City's development review process in order to better understand processing constraints and timeframes, as well as to identify opportunities for improvement. The draft study included an analysis of the City's current development review process along with project review resources and tools that are available to staff. The analysis also includes interviews with City staff to learn more about the application review procedures and general processing observations. The study also includes a questionnaire that was administered to approximately 100 stakeholders in the community consisting of architects, contractors, owner builders, developers and designers. The purpose of the questionnaire was to better understand concerns about the City's development review process from key stakeholders and to receive feedback about possible improvements. Results from the interviews and questionnaire developed a framework in understanding the constraints in the development review process, which include, but are not limited to, multi-jurisdictional reviews, formulation of subjective project recommendations, and lack of easily accessible resources available for customers to be informed about the development review process. Based on information collected and analyzed, the draft study also presents a comprehensive list of recommendations to address constraints. This Housing Element includes Program 18, which calls for implementing key recommendations of the Michael Baker International study within specific timeframes, as detailed in **Error! Reference source not found.**.

Objective Development Standards

The State Legislature has enacted several bills that require jurisdictions to adopt objective design standards. First, under the Housing Accountability Act, a housing development may only be denied or reduced in density if it is inconsistent with objective standards. Senate Bill (SB) 330, Housing Crisis Act of 2019, prohibits cities and counties from adopting standards that reduce residential development capacity and imposing or enforcing new design standards established on or after January 1, 2020, that are not objective design standards. Finally,

SB 35, passed in 2017, requires jurisdictions that have failed to approve housing projects sufficient to meet their State-mandated RHNA to provide streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. Per SB 35, review and approval of proposed projects with at least 50 percent affordability must be based on objective standards and cannot be based on subjective design guidelines.

The City of Rancho Palos Verdes has not revised its design standards since SB 330 and SB 35 were enacted. The 2021-2029 Housing Element Update includes a program to review and revise the City's design standards to ensure compliance with the requirements of SB 330 and SB 35. The City anticipates that the adoption of objective development standards will help to streamline the approval process and reduce the timelines for project approval as summarized in Table 32.

Senate Bill 35 Mandated Streamlining for Affordable Housing

SB 35 requires jurisdictions that have failed to meet their RHNA to provide streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. If a project meets certain requirements, including complying with objective standards, paying prevailing wages, and exempting the project from CEQA. The local jurisdiction must approve the project within 90 days of submittal of an application for 150 or fewer housing units, or within 180 days of submittal of an application for more than 150 units. As of August 2021, the City had not received any applications for SB 35 approval. The 2021-2029 Housing Element includes an implementation program to establish a process for SB 35 streamlining consistent with SB 35. The City anticipates that SB 35 streamlining for affordable housing projects will help to reduce the timelines for permit processing and approvals summarized in Table 32.

Senate Bill 330 Processing Procedures

SB 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. The bill allows a housing developer to submit a "preliminary application" to a local agency for a housing development project. Submittal of a preliminary application allows a developer to provide a specific subset of information on the proposed housing development before providing the full amount of information required by the local government for a housing development application. Submittal of the preliminary application secures the applicable development standards and fees adopted at that time. The project is considered vested and all fees and standards are frozen, unless the project changes substantially (by 20 percent or more of the residential unit count or square footage) or the applicant fails to timely submit a complete application as required by the Permit Streamlining Act.

Each jurisdiction may develop their own preliminary application form or may use the application form developed by HCD. In addition, the bill limits the application review process to 30 days, for projects less than 150 units, and 60 days, for projects greater than 150 units,

and no more than five total public hearings, including planning commission, design review, and city council.

SB 330 also prohibits cities and counties from enacting a development policy, standard, or condition that would have the effect of: (A) changing the land use designation or zoning to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed on January 1, 2018; (B) imposing or enforcing a moratorium on housing development; (C) imposing or enforcing new design standards established on or after January 1, 2020, that are not objective design standards; or (D) establishing or implementing certain limits on the number of permits issued or the population of the city or county.

In addition, the 2021-2029 Housing Element Update includes a program to accept the use of the preliminary application form provided by HCD in compliance with SB 330.

Building Codes and Enforcement

The City of Rancho Palos Verdes generally adopts the State's Building Code as required. The City has also adopted Chapter 15.20 of the Building Code section of the Municipal Code that establishes a moratorium on the issuance of Land Use Permits in the City's Landslide Moratorium Area within the Portuguese Bend Landslide complex. However, for the purpose of determining whether a land parcel is excluded from the moratorium, the City does allow for the filing and preparation of assessments, studies, negative declarations, and environmental impact reports.

On- and Off-Site Improvements Requirements

On-Site Improvements Requirements

The following are the City's onsite improvement requirements for residential projects:

- All utility lines installed for new construction are to be placed underground from an existing power pole or other off-site point of connection. This requirement can be waived if the nature of the development makes such installations unreasonable or if there are existing overhead lines and the underground location is not consistent with a likely future utility "undergrounding" project. Single-family additions are exempt from this requirement.
- Underground cable television is to be installed in all new residential ~~development~~developments.
- All mechanical equipment and all outside storage areas are to be screened from view of public areas and neighboring properties.
- At least 50 percent of the required 20-foot front and the 10-foot street-side setback areas are to be landscaped.
- Two garage spaces (18 feet width by 20 feet depth), completely enclosed, are required for each single-family dwelling unit, with one additional space (9' width by 20' depth) required for homes exceeding 5,000 square feet. Multiple family units are required to

have one completely enclosed garage space per unit (9 feet width by 20 feet depth), with an additional one-third parking space for each unit with less than two bedrooms and one additional parking space for each unit with two or more bedrooms. Another one-quarter parking space per unit is to be provided for visitors.

- Residential planned developments are required to have at least two completely enclosed garage spaces (18 feet width by 20 feet depth) for each unit of less than two bedrooms, and two additional uncovered spaces for each unit with two or more bedrooms.
- Two-bedroom apartment units are required to have 2.25 parking spaces with one space completely enclosed in a garage. The requirement for a space to be enclosed adds incrementally to the total production costs of rental housing.
- A driveway shall be a minimum width of 10 feet and a paved 25 foot turning radius shall be provided between the garage or other parking area and the street of access for driveways which have an average slope of 10% or more, and which are 50' or more in length.

Off-Site Improvements Requirements

The following right-of-way improvements and off-site improvements are required by the City, pursuant to Section 17.52.040 of the Municipal Code, unless existing in an acceptable condition as determined by the director of public works. Construction projects subject to these requirements include new construction or any addition to an existing building which adds 25 percent or more to the building's gross floor area. Single-family homes are exempt. Regardless of whether a building permit is required, these requirements may be a condition ~~of~~ imposed as part of a Planning entitlement.

A. Street or Alley Paving. Street or alley paving or repaving, not to exceed the area from the centerline to the curb for the length of the lot frontage. The city finds that this requirement is reasonably related both in type and extent to the impact of the proposed development based upon any one or more of the following: 1. The impacts of construction vehicles coming to and from the site; 2. The anticipated traffic generated by the project once completed; and 3. The project's proportional traffic impact on area roadways.

B. Sidewalks. Sidewalks, where required by the director of public works, based on the city's street standards study report, not to exceed the length of the lot frontage, or the total length of the front and street-side property lines for corner lots. The city finds that this requirement is reasonably related both in type and extent to the impact of the proposed development based upon any one or more of the following: 1. The need to provide safe pedestrian access to and from the adjacent properties and the site; 2. The need, from the perspective of safety, to separate pedestrian traffic from vehicular traffic coming to and from the site; and 3. The increase in pedestrian traffic generated by the proposed development.

C. Curbs and Gutters. Curbs and gutters, where required by the director of public works, based on the city's street standards study report, not to exceed the length of the lot frontage, or the total length of the front and street-side property lines for corner lots. The city finds that this requirement is reasonably related both in type and extent to the impact of the proposed development based upon any one or more of the following: 1. The increase in impervious coverage on the property created by the development; 2. The need to protect down-stream properties from uncontrolled runoff from the site; and 3. The need to protect vehicles and pedestrians coming to and from the site from uncontrolled and unchanneled storm water runoff from the site.

D. Street Trees. Street trees, 15-gallon can minimum size (unless a smaller size is specified by the city) at the spacing standards established by the director of public works. The city finds that this requirement is reasonably related both in type and extent to the impact of the proposed development based upon any one or more of the following: 1. The reduction in existing landscaping and/or open space and natural vegetation on the site; 2. The need to reduce the aesthetic impacts of the proposed development on the existing streetscape design; and 3. The need to screen the proposed development from the street.

E. Ornamental Streetlights. Ornamental streetlights, in accordance with the type and spacing requirements designated for the particular street by the director of public works. The city finds that this requirement is reasonably related both in type and extent to the impact of the proposed development based upon any one or more of the following: 1. The need created by the development to provide safe pedestrian and vehicular access to and from the site at night; 2. The need to reduce the risk of increased crime to and from persons coming onto the site at night or in early morning hours; and 3. The need to mitigate the aesthetic impacts of the project by providing for consistency and compatibility with surrounding developments and streetscape design.

F. Sewer and Drainage Facilities. Sewer and drainage facilities, as required by the director of public works. The city finds that this requirement is reasonably related both in type and extent to the impact of the proposed development based upon any one or more of the following: 1. The increase in sewage and/or storm water runoff generated by the development; and 2. The need created by the development to provide safe and proper disposal of sewage and storm water runoff from the site to protect the subject property and surrounding properties.

Fees and Exactions

This section describes and quantifies permit, development, impact and other fees imposed on housing development in Rancho Palos Verdes. Exactions also are discussed.

Fees

Appendix C contains the City's Master fee schedule, which includes fees for several Planning applications. Not every residential development project requires all of these applications. Individually, the applications are not highly expensive. For example:

• Site Plan Review	$357
• Site Plan Review (with Neighborhood Compatibility)	$1,846
• Height Variation (Director Level Review)	$4,651
• Parcel Map Tentative	$11,731 + $1,000 trust deposit
• Parcel Map Final	$4,688
• Tentative Tract Map	$15,000 trust deposit
• Final Tract Map	$9,606
• Environmental Assessment	$856
• Initial Study/Negative Declaration	$15,000 trust deposit + staff time
• Conditional Use Permit (New)	$6,406
• Grading Permit (Major- Director Level Review)	$2,884
• Environmental Excise Tax (varies by bedrooms)	$1,951-$3,902

Dedications and fees associated with on-site and off-site improvements are generally required ~~of~~for new subdivision tracts or parcel maps, not for improvements on existing lots. Such improvements and fees are based on the actual cost of providing needed infrastructure and public services. It is difficult, if not impossible, to estimate these costs on a "typical" development basis. For instance, parkland dedication fees amount to the equivalent of funding needed to provide .014 acre of parkland per dwelling unit (approximately 4 acres of parkland per 1,000 population). The dollar amount of the fee, however, is dependent on both the value of the land involved and the number of units proposed for development. Other improvements, such as roadways or landscaping, are particularly site specific, differing widely from project to project.

In addition to City fees, the Palos Verdes Peninsula Unified School District Board of Education has adopted the levying of these fees in accordance with Assembly Bill 2926, Statutes of 1986, State of California. For residential development projects, the fee is $3.48 per square foot. Most of the City (pre-annexation) pays this amount. The eastside of the City that was annexed in the 1980s pays an amount set by the Los Angeles Unified School District. The fees paid by residential construction are $4.08 per square foot of assessable space.
Although the fees for "typical" single-family and multi-family developments cannot be computed, the aggregate total fees would represent a small percentage of the cost of new housing in Rancho Palos Verdes, considering the high costs of land and construction, which are discussed in the Non-Governmental Constraints section of this Housing Element.

As stated above, typical fees cannot be computed; however, the actual fees for built projects ~~is~~ are known. Following are the fee amounts for representative single-family and multi-family housing projects:

Single-Family Unit (3,000 square feet)

		Per Sq. Ft.
City Permit Fees -	PLAN CHECK FEES NSFR	$0.6423
	PERMIT FEE NSFR	$1.6613
	MEP PERMIT FEE	$1.8756

EET Fee for New Development (Ground Up)- 2 bedroom more- $3,902.00

PVUSD School Fees- Residential - $3.48 Per Sq. ft.

Based on a 3,000 square foot single-family home, the fees above would amount to $26,880.50 per unit, or $8.96 per square foot.

Multi-family Unit (1,000 square feet):

		Per Sq. Ft.
City Permit Fees-	PLAN CHECK FEES APT/CONDO/HOTEL 1ST 10K SF	$0.4587
	PLAN CHECK FEES APT/CONDO/HOTEL OVER 10K SF	$0.1859
	PERMIT FEE 1ST 10K SF	$1.0539
	PERMIT FEE 0VER 10K SF	$0.7145

EET Fee for New Development (Ground Up)- 2 bedroom more- $3,902.00

PV School Fees – Commercial/Industrial- $0.56 Per Sq. Ft.

Based on the 1,000 square foot example unit, the City fees would amount to $6,875 per unit, or $6.88 per square foot.

Exactions

By definition, an exaction is a large capital improvement included in a project's approval for development (e.g., a park dedication, building a school, etc.). The City does not generally require large-scale capital improvements to be constructed by project applicants. Instead, the City's fees are intended to finance construction of such facilities.

In summary, the City concludes that the fees established by the City do not pose a constraint to development. Since the City does not carry out exactions, they are not a constraint to local development.

Housing for Persons with Disabilities

Definition of Family

Rancho Palos Verdes Municipal Code section 17.96.680 defines "family" as, "an individual or two or more persons, living together as a single housekeeping unit in a dwelling unit." The City's definition of family complies with fair housing laws, as it does not limit the number of persons that occupy a housing unit, does not make a distinction regarding related or unrelated persons living together, does not define family in terms of blood, marriage, or adoption, and emphasizes that a family means a single "housekeeping" unit in a dwelling unit.

Concentrating/Siting Requirements for Group Homes

The City's Municipal Code does not establish siting or separation requirements for group homes.

Reasonable Accommodation Procedures

Both the federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations (i.e., modifications or exceptions) in their zoning and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. For example, it may be a reasonable accommodation to allow covered ramps in the setbacks of properties that have already been developed to accommodate residents with mobility impairments.

To provide exception in zoning and land-use for housing for persons with disabilities, the City of Rancho Palos Verdes has in the past utilized either a variance or an encroachment permit process to accommodate requests such as special structures or appurtenances (i.e., access ramps or lifts) needed by persons with physical disabilities. While both variance and encroachment permit applications may be handled through an administrative procedure, the standard used to evaluate such deviations conflicts with laws applicable to housing for persons with disabilities. In order to better facilitate housing opportunities for persons with disabilities, the City adopted Reasonable Accommodation procedures.

Rancho Palos Verdes Municipal Code chapter 17.67 contains provisions for reasonable accommodations for persons with disabilities in the application of zoning laws and other land use regulations, policies and procedures when necessary to eliminate barriers to housing opportunities. The chapter includes:

- Procedure for requests for a reasonable accommodation
- Reference to applicable fair housing laws
- Definition of disability
- Timeline for a decision within 60 days
- Findings for granting a reasonable accommodation request
- Community Development Director determines whether to grant a request

Chapter 17.67 of the City's Municipal Code defines the procedures for requesting a modification or exception to the practices, rules, and standards for the development, siting, and use of housing to eliminate regulatory barriers and provide a person with a disability equal opportunity to housing of their choice. The process for requesting a Reasonable Accommodation starts with the filing of an application via the City's Uniform Planning Application. Applications are made to the Community Development Director and a written determination must be issued within 60 days of a complete application. The Director of Community Development reviews the application, investigates the situation and makes a written decision to either approve, conditionally approve, approve with modifications, or deny the request. The written decision to approve or deny a request for Reasonable Accommodation is required to consider the following factors:

1) The housing, which is the subject of the request for reasonable accommodation, will be used by an individual with a disability protected under the fair housing laws;
2) The requested accommodation is necessary to make housing available to an individual with a disability protected under the fair housing laws;
3) The requested accommodation will not impose an undue financial or administrative burden on the city;
4) The requested accommodation will not require a fundamental alteration in the nature of the city's zoning regulations and policies; and
5) There are no alternatives to the requested accommodations that may provide an equivalent level of benefit.

A decision rendered on a Reasonable Accommodation application can be appealed.

The intent of the City's Reasonable Accommodation Ordinance is to provide additional flexibility in the City's standards to allow persons with disabilities fair access to housing opportunities. In recent years the City's Community Development Department has approved two Reasonable Accommodation requests for the construction of residential ancillary site improvements including a ramp (Case No. ZON2013-00274) and a balcony (Case No. PLGR2019-0030). No additional housing programs are proposed, as the established findings are not considered a constraint on housing for persons with disabilities.

Application of Building Codes and ADA Requirements

The City has adopted the ~~2010~~ 2022 Edition of the California Building Code (CBC). Due to its unique climatic, topographical and geological characteristics, the City has adopted amendments to the CBC. These amendments include storm damage precautions, fire retardant roofing, specialized foundation requirements, seismic safety requirements, and geological and geotechnical reports for the evaluation and elimination of hazards. None of these amendments uniquely affect housing for the disabled. Per federal law, housing constructed after March 13, 1991, needs to comply with the accessibility standards of the Americans with Disabilities Act (ADA).

As mentioned previously, the City has adopted a reasonable accommodation procedure. A request for a reasonable accommodation may include a modification or exception to the rules, standards and practices for the "development" of housing. The term "development" includes modifications or exceptions to the Building Code.

In summary, the City's rules, policies, and standards are consistent with fair housing laws. The City's Municipal Code does not impose constraints on the development of housing for disabled persons.

Zoning for Group Homes and Community Care Facilities

City allows - by-right - all licensed residential care facilities housing six or fewer persons to be located in single-and multi-family residential zones. The City does not impose any requirements on these facilities other than those required for single-family homes. Apart from requiring a conditional use permit, the City has no other conditions or use restrictions on group homes serving seven or more persons.

Locally Adopted Ordinances that Directly Impact Housing Supply

City policies and code regulations that positively and directly impact housing supply are the Inclusionary Housing program, the Density Bonus for Affordable Housing, and the prohibition on Short-Term Rentals. Policies and code regulations that may constrain development, and that existed prior to the current Housing Element adoption, include the Landslide Moratorium Ordinance, the Neighborhood Compatibility Analysis, and the Coastal Development Permit process (required by the State Coastal Act).

Inclusionary Housing

To encourage and facilitate the development of affordable housing, the City has adopted the following land use controls:

Citywide Affordable Housing Requirement: All new residential developments of five or more dwelling units are required to provide up to five percent of all units affordable to very low-income households or to provide up to ten percent of all units affordable to low-income households. The affordable units shall be provided on-site or off-site. Upon City Council approval, in-lieu fees can be paid instead of providing the required affordable housing units. In 2005, the City Council established an in-lieu fee of $201,653 plus a ten percent administrative fee per affordable unit required, in which the in-lieu fee is adjusted annually based on the annual Consumer Price Index (CPI).

Housing Impact Fee: In order to mitigate the impact of local employment generation on the local housing market, new nonresidential development or conversion of existing development to a more intense use must make provision for housing affordable to low and very low households. This requirement applies to applications for the construction, expansion or

intensification of nonresidential land uses, including but not limited to commercial projects, golf courses, private clubs, and institutional developments.

Developers of nonresidential projects must pay a residential impact fee as established by the City Council if the project cannot provide low- or very low-income affordable housing units for each 10 employees to be generated by the nonresidential development, or every 5,000 square feet of nonresidential space to be created. The same in-lieu fee established by the City Council is applied and must be adequate to provide one low- or very low-income affordable housing unit for each 10 employees to be generated by the nonresidential development

Density Bonus for Affordable Housing

A Density Bonus is a density increase over the maximum allowable residential density in a particular zone and as allowed by the Land Use Element of the General Plan. The City's density bonus incentives were updated in 2008 to be consistent with SB 1818. SB 1818, which took effect on January 1, 2005, requires all cities to adopt an ordinance that specifies how compliance with Government Section 65915-65918 will be implemented.

The City provides the opportunity for a Density Bonus when a developer constructing a housing development of five or more dwelling units agrees to the following:

- 10 percent of the total units covenanted for lower income households
- 5 percent of the total units covenanted for very low-income households
- A senior citizen housing development or mobile home park
- 10 percent of the total dwelling units are a common interest development for persons and families of moderate income.

The amount of the Density Bonus is based on the percentage of affordable units and is provided in Table 33, below.

Table 33: Density Bonuses for Affordable Housing

Affordable Units	Density Bonus	Additional Density Bonus
10% of Units at Low Income	20%	One percent increase in the number of affordable units above initial ten percent, density bonus is increased by one and one half percent up to a maximum of 35 percent.
5% of Units at Very Low Income	20%	One percent increase in the number of affordable units above initial ten percent, density bonus is increased by two and one half percent up to amaximum of 35 percent.
Senior Citizen Development	20%	None.
10% of Units in Common Interest Development at Moderate Income	20%	One percent increase in the number of affordable units above initial ten percent, density bonus is increased by one half percent up to amaximum of 35 percent.

Sources: City of Rancho Palos Verdes Municipal Code, Chapter 17.11 - Affordable Housing, 2021; BAE, 2021

AB 2345 went into effect in 2021 and increased the maximum possible Density Bonus for projects incorporating affordable housing to 50 percent and also lowered thresholds for projects to request additional concessions and incentives from standard zoning regulations in conjunction with the density bonus. The City has not yet adopted revised density bonus provisions, but State law requires the City to follow the provisions of AB 2345 even if it hasn't updated its local ordinance. The 2021-2029 Housing Element Update includes a program to review and revise the City's Density Bonus provisions to align with the new State law.

Short Term Rentals

The City of Rancho Palos Verdes prohibits the operation or advertisement of short-term rentals in single-family and multi-family zoning districts. The single-family restriction is outlined in Section 17.02.026 of the City's Municipal Code and the multi-family restriction is outlined in Section 17.04.050 of the Municipal Code. Additionally, definitions of advertisement, responsible party, and short-term rental are provided in Section 17.96 of the Municipal Code.

On September 20, 2016, the City Council affirmed that short-term rentals, which are typically considered rentals of a residential property for a period of time less than 30 consecutive days, are prohibited within the City's residential zoning districts. Violations of the short-term rental prohibition in the City's residential zoning districts ~~maybe~~may be subject to fines of $2,500 for first citation, $5,000 for the second citation and $7,500 for the third citation.

Natural Community Conservation Plan/Habitat Conservation Plan

The City updated its General Plan and approved a final draft of the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) in 2018. The City's NCCP/HCP includes provisions for the protection of wildlife and vegetation communities. The General Plan Update did not introduce any major policies, programs or procedures that would constrain development. As part of the protection efforts, the NCCP/HCP outlined a number of code amendments required to protect sensitive communities/resources including Coastal Sage Scrub. More specifically, Section 6.3.3 of the NCCP/HCP requires the adoption of an interim Resource Protection Ordinance that would ensure that no proposed impacts, including but not limited to grading, grubbing and development within the Preserve, on a vacant lot abutting the preserve, or on a vacant lot outside the preserve that supports Coastal Sage Scrub will be approved by the City without a determination of conformance with the established NCCP/HCP.

Article 34

Article 34 of the State Constitution requires local jurisdictions to obtain voter approval for specified "low rent" housing projects that involve certain types of public agency participation. Generally, a project is subject to Article 34 if more than 49 percent of its units will be rented to low-income persons and includes State or federal funding; however, projects using tax credits are not subject to Article 34. If a project is subject to Article 34, it will require ~~an approval~~approval from the local electorate. This can constrain the production of affordable housing, since the process to seek ballot approval for affordable housing projects can be

costly and time consuming, with no guarantee of success. Local jurisdictions typically place a measure or referendum on the local ballot that seeks authority to develop a certain number of units during a given period of time. To date, Article 34 has not posed a barrier to affordable housing development in Rancho Palos Verdes.

Efforts to Remove and Reduce Governmental Constraints

As a part of the 2018 General Plan update, the City revised the Open-Space Hazard land use boundaries that bisected residential properties, so as to provide for more flexibility in accommodating development activities in these restricted use areas.

Non-Governmental Constraints

A variety of nongovernmental constraints impact the maintenance, improvement, and development of housing in a community. The Housing Element is required to discuss the availability of financing and development costs such as the price of land and cost of construction.

Availability of Financing

The availability of financing is a critical factor that can influence the cost and supply of housing. There are generally two types of financing used in the housing market: (1) capital used for initial site preparation and construction; and (2) capital used to finance the purchase of units by homeowners and investors. Interest rates substantially impact home construction, purchase, and improvement costs. A small fluctuation in rates can make a dramatic difference in the annual income needed to qualify for a loan. While interest rates for development and construction are generally higher than interest rates for home purchase (i.e., mortgages), financing is generally available in the City for new construction, rehabilitation, and refinancing.

While financing is generally available for market-rate development, limited availability of funding to subsidize for affordable projects is a key impediment to the construction of affordable housing, not only in Rancho Palos Verdes, but throughout California and the U.S.

Cost of Land

Typically, land costs account for the largest single component of housing development costs. The variable cost of land is influenced by many factors including location, lot size, zoning, accessibility, availability of services, and existing infrastructure. A review of residential lots listed for sale in Rancho Palos Verdes indicated typical asking prices for single-family lots ranging $300,000 to nearly $2 million. Due to the limited amount of vacant multifamily property in Rancho Palos Verdes, there are no examples of recently sold or currently listed multifamily parcels; however, it is likely that land suitable for multifamily residential development would cost upwards of $100,000 per unit.

Cost of Construction

Construction costs for residential development are based on the cost of labor and materials, which vary depending on the type of development. Once a vacant parcel is purchased, the contractor is also required to make site improvements before constructing a building on the property. Site improvements can include connections to existing utility systems, rough grading, and installation of water and sewer lines. The cost variation for site improvements depends on the lot size, unit size, and type of residential dwelling. Other factors that can influence costs are the primary infrastructure needed for the site and roadway improvements.

According to construction cost data published by RS Means, the per square foot cost of single-family construction in Rancho Palos Verdes is likely to be approximately $210 per square foot, not including site improvement costs. Site improvement costs may be approximately $50,000 per lot; however, this can vary substantially due to contributing factors such as geology and expansive soils conditions that often require that new construction have deepened footings, grade beams, caissons, removal and compaction of soils, and other conditions that drive up costs.

In total, the cost of land, site improvements, and construction of the home itself could add up to around $940,000 for a 2,800 square foot single-family home. With the addition of financing costs, permits and fees, other soft costs, and a builder profit of approximately ten percent, the cost to a homebuyer could easily exceed $1 million and align with the $1.25 million median local home sale price reported earlier.

For multifamily development, RS Means indicates that per square foot construction costs in Rancho Palos Verdes could be approximately $225 per square foot. Per unit site improvement costs are generally lower for multifamily development than for single-family development. Factoring in $100,000 per unit for land, and allowing for $25,000 in site improvement costs per unit, the construction costs for an 800-square foot apartment unit may be approximately $305,000. Adding in financing costs, permits and fees, and other soft costs totaling approximately 30 percent of hard costs ($61,500), plus a builder profit of around ten percent, the development cost per multifamily unit could be approximately $405,000.

In recent years, several factors have caused the increased cost of materials, including global trade patterns and federal policy decisions, such as tariffs, as well as state and local regulations, such as building codes. Most recently, the COVID-19 pandemic has also influenced the cost and availability of construction materials. Supply chain disruptions have resulted in project delays and increased costs due to a shortage of construction materials and equipment as well. In addition, labor costs have also increased in recent years, as the labor pool has not kept pace with the increase in demand. Since the recession, California has seen a severe tightening in the construction labor market, especially for workers trained in specific construction trades. The lack of an available labor force drives up the cost of labor and leads to project delays as workers are either unavailable or lost to more profitable projects.

Requests for Housing Developments at Reduced Densities

State law requires the Housing Element to include an analysis of requests to develop housing at densities below those anticipated in the sites inventory. City staff indicated that no requests were received to develop housing on sites identified in the Housing Element at densities below the permitted levels.

Length of Time between Project Approval and Applications for Building Permits

State law requires an analysis of the length of time between receiving approval for housing development and submittal of an application for building permit. As mentioned previously, an ~~applicant~~ application can be submitted to the City's Building & Safety Division for plan-check and permitting after receiving Planning Division approval including any applicable appeal periods. The Planning Division's Conditions of Approval require an applicant to submit development plans to the City's Building & Safety Division for plan-check within 180 days or one year from the project approval depending on the decision-making body. Otherwise, the Planning Division approvals expire. According to City staff, most projects are submitted for plan check by the Building & Safety Division within the aforementioned timeframe with a few exceptions that request extensions prior to expiration or re-issuance after expiration. The length of time passed is dependent on a number of factors, including funding constraints, time needed to finalize project design, and time needed to construct infrastructure improvements.

Zoning for a Variety of Housing Types (Note: This section to be relocated to Governmental Constraints section for final adopted Housing Element.)

The City of Rancho Palos Verdes Zoning Code, consistent with the General Plan, includes provisions for a variety of residential use types by zoning districts. The following analysis explains how the City facilitates these housing types consistent with State law requirements. Specifically, State Housing Element law (Government Code Section 65583(c)(1) and 65583.2(c)) require that local governments analyze the availability of provisions that will "facilitate and encourage the development of a variety of types of housing for all income levels, including multi-family rental housing, factory-built housing, mobile-homes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing."

Multi-family Rental Housing

As summarized previously in Figure 76, the Zoning Code includes five zoning districts for development of multi-family housing.

Single Room Occupancy (SRO) Units

Development standards were established for SRO housing. SROs are permitted through a Conditional Use Permit in the Commercial General (CG) zoning district. Municipal Code section 17.76.190 provides criteria for the development, operation and regulation of SRO facilities. The criteria ensures that SRO facilities are developed and operated on adequate sites, at

proper and desirable locations with respect to development patterns, adjacent land uses, and the goals and objectives of the general plan and any applicable specific plans.

Emergency Shelters

Section 17.96.625 of the Municipal Code defines emergency shelter as follows:

Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.

Section 17.20.020 of the Municipal Code permits emergency shelters in the Commercial General (CG) District by-right (i.e., with no discretionary action required). The CG zoning district consists of approximately 34 acres along Western Avenue which contain a number of underutilized office/commercial spaces that are appropriate in size and capable of accommodating emergency shelters. This zone was selected based on the proximity to transit and services readily available in the vicinity that could create synergy. Specifically, the area is adjacent to San Pedro, which is part of Los Angeles that shares the Western Avenue corridor with Rancho Palos Verdes, that has a number of shelters existing, recently built, or in the process of being developed by the City of Los Angeles through the Bridge Home program. The development standards applicable to uses in the CG zoning district, including emergency shelters, include:

Minimum two-acre site development area; minimum width (250'); minimum depth (150'); minimum frontage (200'); maximum lot coverage (50%); minimum setback (20'); minimum landscaping abutting a street (5' when abutting a state highway or 10' when abutting other streets); minimum landscaping abutting a non-residential property (10'); minimum landscaping abutting a residential property (10'); and one parking space per 200 square feet of floor area and one loading space per 10,000 square feet of floor area.

As a ~~built out~~built-out city, Rancho Palos Verdes does not anticipate creation of new commercial lots. The minimum lot size and lot dimension requirements do not apply to the re-use of an existing building within the CG zone for an emergency shelter. While any new emergency centers in the CG zone are anticipated to be developed in existing buildings, if a new emergency center was to be developed as a tear down and rebuild; the following sites meet the minimum two-acre site requirements:

Site No.	Parcel No.	Lot Size	Existing Land Use
1	7444-001-003	4.1	Commercial
2	7550-009-024	2.35	Commercial
3	7550-019-018	11.15	Commercial

Based on the information provided above; ~~thus~~ the minimum lot area and lot dimensions will not be an undue constraint on emergency shelters. Considering special requirements for parking for emergency shelters discussed below, emergency shelters may not need as much room for on-site parking as other uses permitted in the CG zone; thus, the lot coverage maximum of 50 percent may be an undue constraint on emergency shelters. The setback requirements are neither unusual ~~or~~nor overly burdensome. Further, it is likely that new emergency shelters established in the CG zone would be developed in existing buildings; thus, setback requirements would not be applicable and would not pose an undue constraint on development of emergency shelters. The standard CG parking requirement is inconsistent with AB 139, which requires only sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone.

The Housing Element includes a program to waive the 50 percent lot coverage maximum in the CG zone for emergency shelters and instead limit lot coverage only to the level that would allow the emergency shelter to comply with the minimum lot setback and landscape requirements. Further, the Housing Element includes a program to waive the standard CG zone parking requirements and instead require only sufficient parking to accommodate all staff working at the shelter, provided that requirement does not require more parking than other uses within the zone.

AB 2339 Requirements. Effective January 1, 2023, AB 2339 imposed new emergency shelter requirements on jurisdictions meeting certain conditions, including the City of Rancho Palos Verdes. In brief, the new law requires identification of a zoning district that allows emergency shelters as a permitted use without requiring a conditional use permit or other discretionary permit~~,~~ and that also allows residential uses. This may include zones that allow mixed uses that permit residential uses. As the CG zone does not allow residential use, the emergency shelter development opportunities in the CG zone alone do not meet the new requirements. To meet the requirement, through Program 16, the City of Rancho Palos Verdes will allow the development of emergency shelters as a permitted use in the MUOD without a conditional use permit or other discretionary permit.

AB 2339 requires there be adequate sites within the designated zoning district to accommodate the City's unmet need for emergency shelters. As discussed above, the City's point-in-time count indicated there was one unsheltered homeless person in Rancho Palos Verdes. AB 2339 defines an adequate supply of land to accommodate homeless shelter needs as 200 square feet of land area per unhoused homeless person. A 200 square foot site meeting this requirement is not likely to be developed for a homeless shelter facility; thus, the City has identified that there is at least one site available within the proposed MUOD zone that can accommodate an emergency shelter. The vacant lot at 29023 S. Western Avenue is 0.29 acres in size and is located in the area where the MUOD district will be created, which will allow residential development and will also allow development of emergency shelters without

discretionary approvals. Although it is to be included in the MUOD, this parcel has not been identified as a site to accommodate the City's 6th Cycle RHNA. Figure 77 and Figure 78 are maps that show the boundaries of the MUOD within the western and easter parts of the City of Rancho Palos Verdes, respectively, highlighting 29023 S. Western Avenue in the eastern part of the City as well as a range of other sites identified within the MUOD as part of the Housing Element housing sites inventory (see discussion below in **Housing Sites Inventory** section).

At 0.29 acres, or 12,632 square feet, the site would be adequate to accommodate a homeless shelter facility to meet the needs of as many as 63 individuals, according to the 200 square feet of site area per person standard established by AB 2339. Dudek has preliminarily calculated that this site could support a shelter with an approximately 3,400-square foot footprint and parking for up to eight staff vehicles. With one unhoused homeless person identified in the City of Rancho Palos Verdes, this site provides more than adequate area for the potential development of homeless shelter facilities. In addition, with the planned modifications to the CG zone development standards that would also be applicable to emergency shelters in the MUOD, the City concludes that the existing CG zone and the proposed MUOD will provide adequate opportunity for the development of emergency shelters to address the existing unmet need for shelter space in the City and that applicable regulations for developing emergency shelters in the CG zone and MUOD will not create undue barriers to the development of emergency shelters, either as a reuse of an existing building or as new construction.

Figure 77: Proposed Mixed Use Overlay Zone, West

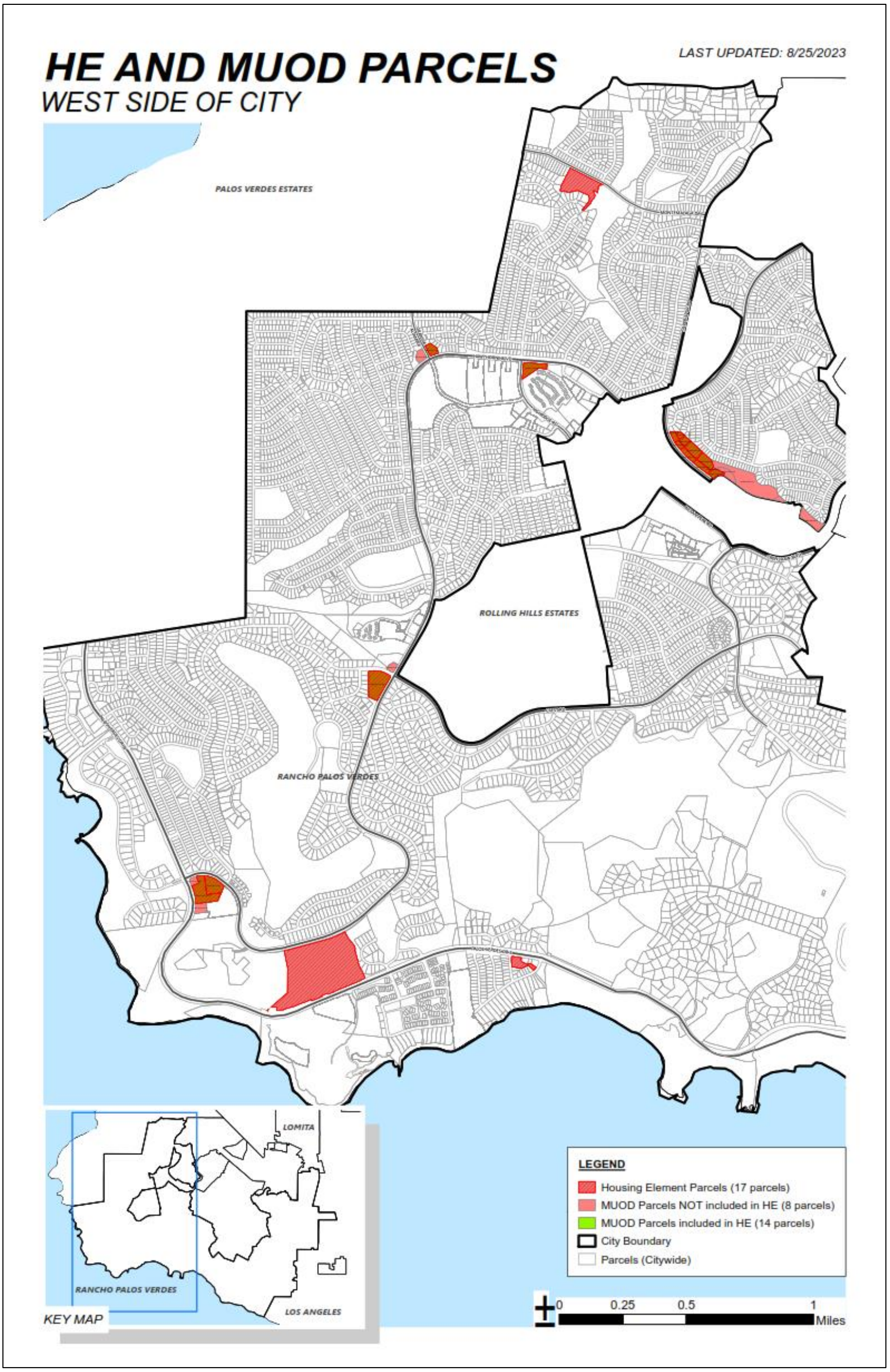
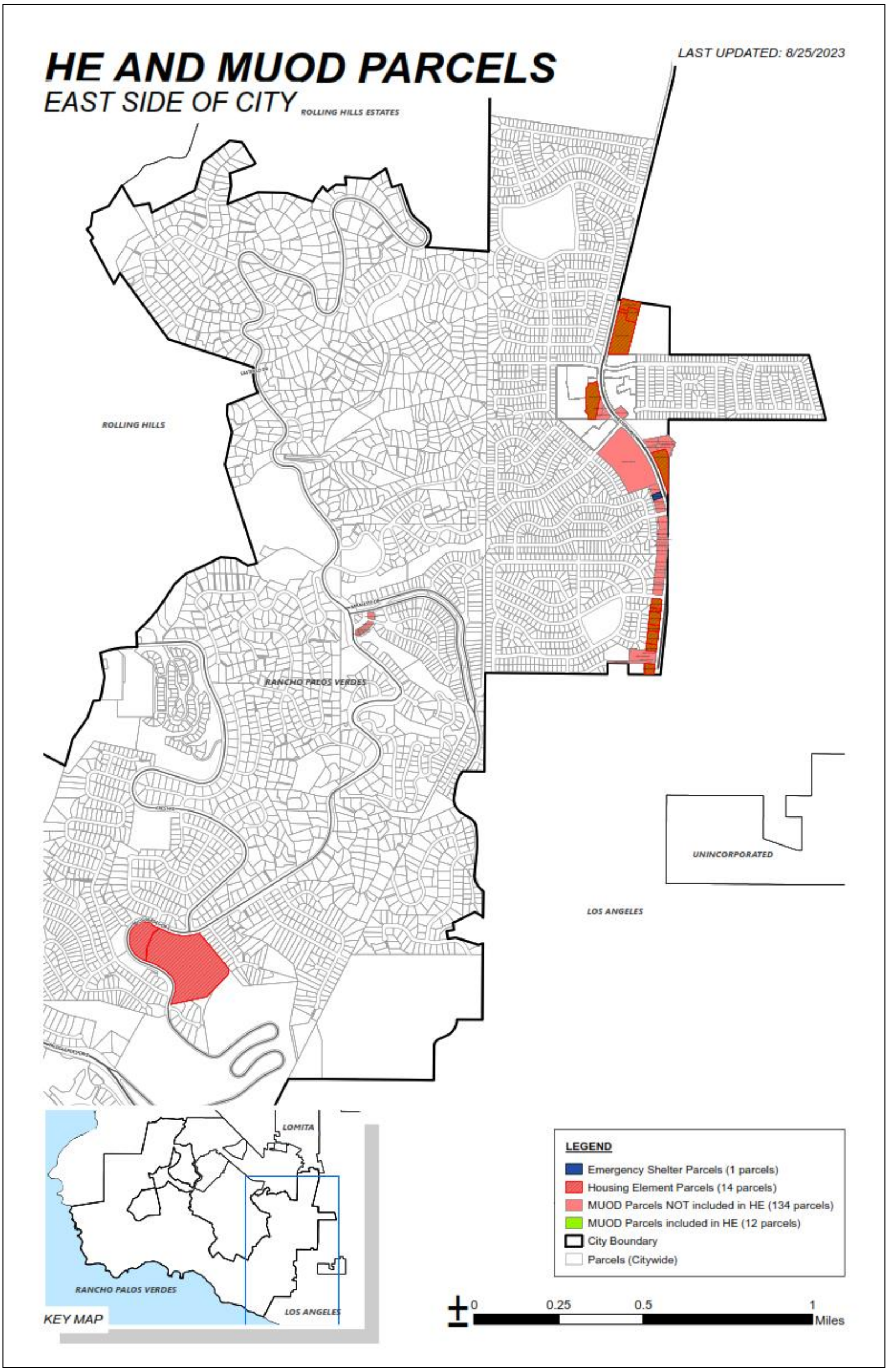


Figure 78: Proposed Mixed Use Overlay Zone, East



Low Barrier Navigation Centers

The City of Rancho Palos Verdes Municipal Code does not include a definition of Low Barrier Navigation Centers or regulations regarding the permitting of such facilities. AB 101, passed in 2019, requires that a low barrier navigation center be a use allowed by-right in mixed-use zones and nonresidential zones permitting multi-family uses if it meets specified requirements. The 2021-2029 Housing Element Update includes a program to review the Municipal Code to define low barrier navigation centers and identify zones where they will be allowed by-right, consistent with AB 101.

Transitional Housing

Section 17.96.2115 of the Municipal Code defines transitional housing as follows:

Rental housing that in which residents stay longer than overnight, but not more than six months, and is exclusively designated and targeted for individuals and households at immediate risk of becoming homeless or transitioning from homelessness to permanent housing. Transitional housing and supportive housing must be permitted as a residential use in all zones allowing residential uses, including mixed-use zones that allow housing, and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone. Transitional housing is a permitted use in ~~the single~~single-family residential zones and a conditionally permitted use in the multi-family residential zones. The City does not currently have a mixed-use zoning district that allows housing; however, Program 16 calls for making transitional housing a permitted use in a new mixed-use overlay zone and also making transitional housing a permitted use in the multi-family residential zones.

Employee Housing

According to state law, employee housing for six or fewer employees must be treated as a single-family structure and permitted in the same manner as other dwellings of the same type in the same zone. Thus, the City cannot impose a conditional use permit, zoning variance, or other zoning clearance upon employee housing that would not be required of a family dwelling of the same type in the same zoning district.

The City of Rancho Palos Verdes' single family residential zoning district (Zoning Code §17.02.020 – Uses and Development Permitted) allows certain uses by-right ("permitted"), including any use which is specifically required to be permitted in a single-family residential district by state or federal law. As the State law requires employee housing to be permitted in the Single-Family Residential zoning district by-right, the City's by-right uses in single-family zones ~~is~~are being interpreted to include employee housing six or fewer persons. The City does not have similar provisions for multi-family zones or mixed-use zones that allow residential development; thus, the Housing Element includes a program to make employee housing for six or fewer residents to be permitted in the same manner as other dwellings of the same type in the same zone.

Supportive Housing

State law requires that supportive housing shall be a use by-right in zones where multi-family and mixed-uses are permitted, including nonresidential zones permitting multifamily uses pursuant to Government Code section 65651.

Section 17.96.2095 of the Municipal Code defines supportive housing as follows:

A facility that provides housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. For purposes of this definition, "target population" means persons with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the California Welfare and Institutions Code) and may include, among other populations, adults, emancipated youth, families, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people. Supportive housing is a permitted use in ~~the single~~single-family but conditionally permitted in multi-family residential zones. To remedy this, the Housing Element includes Program 16 to modify the zoning code to allow supportive housing as a by-right use in multi-family zones and will include the same for the proposed mixed-use overlay zones.

Group Homes

State law requires that State-licensed group homes of six or fewer residents be regulated in the same manner as single-family residences for zoning purposes. In the City of Rancho Palos Verdes, licensed group homes serving six or fewer persons are a by-right use in single-family and multi-family zones. The City does not impose any requirements on these facilities other than those required for single-family homes and the City has no requirements for minimum distance between residential care facilities.

Due to the unique characteristics of larger (more than six persons) residential care facilities, the City requires a Conditional Use Permit for residential care facilities serving seven or more persons within the City's single-family and multifamily residential zones to ensure compatibility in the siting of these facilities among surrounding land uses. The process for requesting a Conditional Use Permit starts with the filing of an application via the City's Uniform Planning Application. Section 17.60 of the City's Municipal Code provides the procedures, application and public hearing requirements for consideration of a Conditional Use Permit. In considering a Conditional Use Permit, the City's Planning Commission may grant a permit, only if it finds:

1. That the site is adequate in size and shape to accommodate the proposed use and for all of the yards, setbacks, walls, fences, landscaping and other features required by

this title or by conditions imposed under this section to integrate said use with those on adjacent land and within the neighborhood;

2. That the site for the proposed use relates to streets and highways sufficient to carry the type and quantity of traffic generated by the subject use;
3. That, in approving the subject use at the specific location, there will be no significant adverse effect on adjacent property or the permitted use thereof;
4. That the proposed use is not contrary to the general plan;
5. That, if the site of the proposed use is within any of the overlay control districts established by Chapter 17.40 (Overlay Control Districts) of this title, the proposed use complies with all applicable requirements of that chapter; and
6. That conditions regarding any of the requirements listed in this paragraph, which the planning commission finds to be necessary to protect the health, safety and general welfare, have been imposed:
    a. Setbacks and buffers;
    b. Fences or walls;
    c. Lighting;
    d. Vehicular ingress and egress;
    e. Noise, vibration, odors and similar emissions;
    f. Landscaping;
    g. Maintenance of structures, grounds or signs;
    h. Service roads or alleys; and
    i. Such other conditions as will make possible development of the city in an orderly and efficient manner and in conformity with the intent and purposes set forth in this title.

The City's current regulations for Residential Care Facilities (more than 6 persons) present potential constraints on housing for persons with disabilities due to the discretionary nature of the Conditional Use Permit process. The City has included a program in the Housing Element to expand such facilities to all residential zone districts through the development of a ministerial permit process based on objective standards.

Housing for Farmworkers

The City of Rancho Palos Verdes is not proximate to agricultural land uses and does not have any residents who are employed in farmworker occupations; therefore, housing for farmworkers is not needed in the community.

Manufactured Homes

Manufactured homes are permitted by-right in single-family zones and are not subject to restrictions that are not applicable to conventionally built housing. Mobile home parks are permitted in multi-family zones with approval of a Conditional Use Permit.

Accessory Dwelling Units

ADUs and JADUs are permitted in single-family and multi-family residential zones pursuant to Municipal Code Chapter 17.10, and for the residential use of one family per dwelling unit.

REGIONAL HOUSING NEEDS ALLOCATION

A key component of any Housing Element Update is identifying adequate sites to address the jurisdiction's Regional Housing Needs Allocation (RHNA). The California Department of Housing and Community Development (HCD) determines state-wide projected housing needs and allocates new housing unit target numbers to regional Councils of Government (COGs). State law (California Government Code Section 65584) provides for COGs to then prepare and adopt plans that assign a "fair share" of the region's housing construction need to each city and county. The Southern California Association of Governments (SCAG) is the COG that determines fair-share portions of state allocations for the City of Rancho Palos Verdes. These allocations are contained in SCAG's Regional Housing Needs Assessment.[19]

This process provides for minimum fair share allocation targets, or basic housing construction needs, called the Regional Housing Needs Allocation (RHNA). The RHNA is divided into four income categories of housing affordability (i.e., very low, low, moderate, and above moderate). Cities and counties must prepare housing elements showing how they plan to accommodate their RHNA on available land that is appropriately zoned for residential development affordable to all income categories. While the City of Rancho Palos Verdes is obligated to ensure adequate land is zoned for housing, the City is not obligated to build any of the units or finance their construction.

The City of Rancho Palos Verdes was given a total RHNA of 639 dwelling units for the 6th Cycle RHNA projection period, which starts on October 15, 2021, and ends on October 15, 2029. Table 34 shows the City's 6th Cycle RHNA; however, in addition to the figures shown for the 6th Cycle allocation, the updated Housing Element must accommodate eight additional lower-income units that are carried over from the 5th Cycle.

Table 34: 6th Cycle Regional Housing Needs Allocation for Rancho Palos Verdes

Income Level	Units
Very-Low Income (<50% of AMI)	253
Low Income (50-80% of AMI)	139
Moderate Income (80-120% of AMI)	125
Above Moderate Income (>120% of AMI)	122
Total	**639**

Source: SCAG 6th Cycle Final RHNA Allocation Plan (pending HCD approval), 2021.

[19] See https://scag.ca.gov/rhna

For the housing element update, local jurisdictions will have to consider extremely low income (ELI) households as well. ELI housing needs may be calculated either by using Census data or simply assuming that 50 percent of the very low-income households qualify as extremely low-income households. For the purposes of this Housing Element, the City assumes that extremely low-income households represent half of the very low-income RHNA allocation, or approximately 127 housing units.

The City has limited ability to control economic pressures that are largely driven by regional housing supply and demand dynamics that are beyond the City's control. However, ensuring that the City adequately plans to accommodate its RHNA, including providing sites that can accommodate housing for lower-income households is a key responsibility to ensure that the City provides opportunity for development of housing that is suitable for households at all income levels and does not contribute to economic pressures by unnecessarily constraining the local supply of land available to meet demand for an expanded supply of housing.

HOUSING SITES INVENTORY

State law requires the City to document its capacity to accommodate its RHNA for the 2021-2029 Housing Element planning period. Most of this capacity must be demonstrated in the form of land appropriately zoned for production of new multifamily and single-family housing. A portion of the RHNA may be accommodated via the projected production of ADUs. This section details how Rancho Palos Verdes can accommodate its RHNA for 2021-2029. As previously discussed, the City's 2021-2029 RHNA is for a total of 639 housing units, spread across various income categories. In addition, the City must accommodate an additional eight lower-income units that are carried over from the 2013-2021 Housing Element, for a total of 647 units.

Environmental Constraints

A wide range of environmental factors may constrain the development of new housing in Rancho Palos Verdes. Historically, development has varied in the degree and sensitivity to which it has accounted for these constraints. Most have sited housing units in ways to maintain the hillside's unique character and resources. Others have extended typical flatland subdivisions into the hillside, using mass grading altering natural resources and landform. As development demands and pressures persist, the extent to which development will be permitted on the City's hillsides is of particular concern.

In order to demonstrate its ability to accommodate RHNA for the 2021 to 2029 planning period, the City has identified various sites within Rancho Palos Verdes which are most suitable for new or increased residential development. Sites also include locations where the City anticipates the transition of land uses from commercial and/or institutional to residential. Due to the extent of environmental constraints in the Portuguese Bend Landslide Moratorium Area, the Housing Element sites have avoided these areas and are instead limited to infill locations within existing developed areas and some vacant sites. While several sites included in the sites inventory have portions which are constrained by topography, the City's zoning allows the unit potential from non-developable portions of a site to be transferred to the flatter, more developable areas of the site. In conclusion, none of the sites included in the Sites Inventory have significant environmental constraints which impede their development.

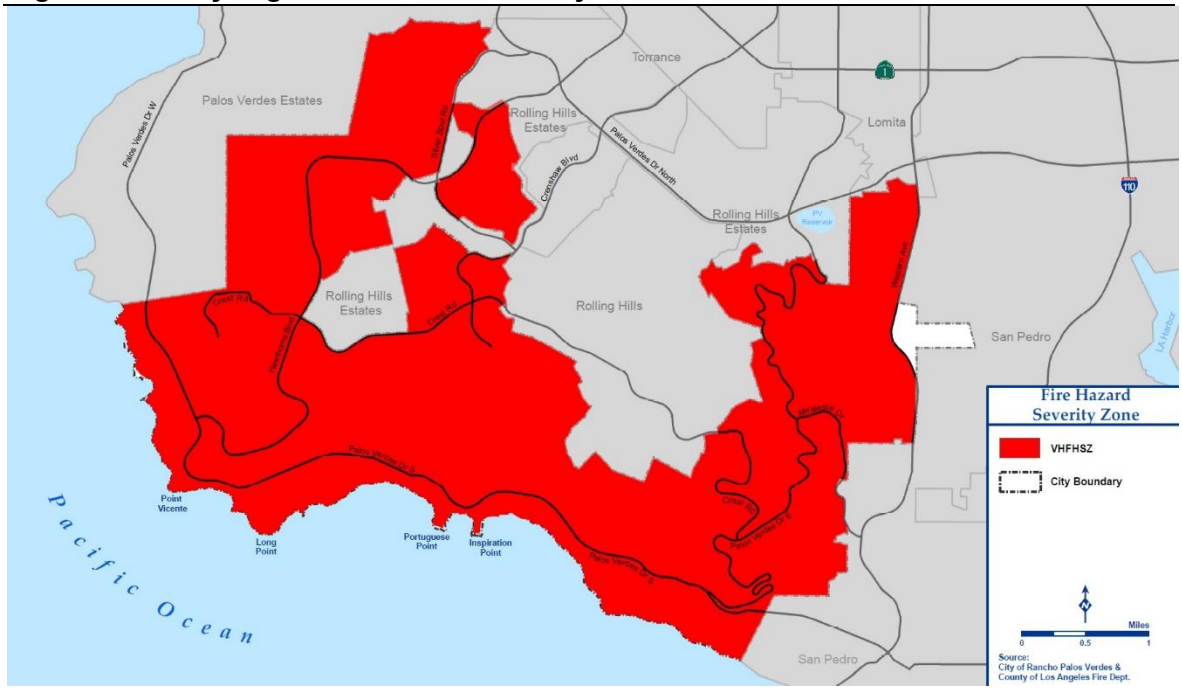
Wildfire Hazards

Wildfire hazard areas are commonly identified in regions of the wildland/urban interface, presenting a substantial hazard to life and property, especially in communities built within or adjacent to hillsides and mountainous areas. Such fires can burn large areas and cause significant damage to structures, valuable watersheds, and result in an increased risk of mud flows. The causes of wildland fires are numerous and include lightning, human carelessness, arson, and utility sparks either by transformer failure or wildlife shorting live lines. Nine out of ten wildfires are reportedly caused by some human interaction. Heat waves, droughts, and cyclical climate changes such as increased vegetation due to heavy rainy seasons such as with

El Niño can also dramatically increase the risk and alter the behavior of wildfires. The marine influence and the local geology on the Palos Verdes Peninsula have played significant roles in shaping the terrestrial ecology and wildfire hazards potential. Two geographical factors important in this discussion include (1) the composition of the local soils and (2) the topography of the Peninsula. The soils in the Peninsula have been derived from the parent metamorphic and sedimentary materials. Soils of this type are usually very clay-like and not particularly conducive to the establishment of well-developed plant communities. Development in some localities has extended into canyon areas and in some cases has reduced the fire hazard by removing the vegetation. However, development has also introduced the human element into more outlying locations, sometimes upslope from the fuel, thus increasing the fire hazard.

In 2008, the California Department of Forestry and Fire Protection, together with input from the local Los Angeles County Fire Stations, updated the City's Fire Hazard Severity Zone Map. (Figure 79: Very High Fire Hazard Severity Zones), indicating that the entire city, excluding portions of the city located east of Western Avenue (approximately 98 acres involving 322 single-family and 123 multifamily units) is classified as a Very High Fire Hazard Severity Zone. Planned development within the Very High Fire Hazard Severity Zones are required to comply with the California Fire Code and obtain Fire Department approval for provision of adequate emergency access, sprinklers, distance between buildings, etc. Pursuant to the State Government Code, properties located within a Very High Fire Hazard Severity Zone must maintain certain defensible space through specific fuel modification (brush clearing) requirements. These fuel modification requirements are enforced wholly by the Los Angeles County Fire Department. Furthermore, property owners located within a Very High Fire Hazard Severity Zone must disclose that their property is located within such a zone at the time of sale. These requirements have been in place since the original State Government Code dealing with Very High Fire Hazard Severity Zones was adopted in 1995.

Figure 79: Very High Fire Hazard Severity Zones



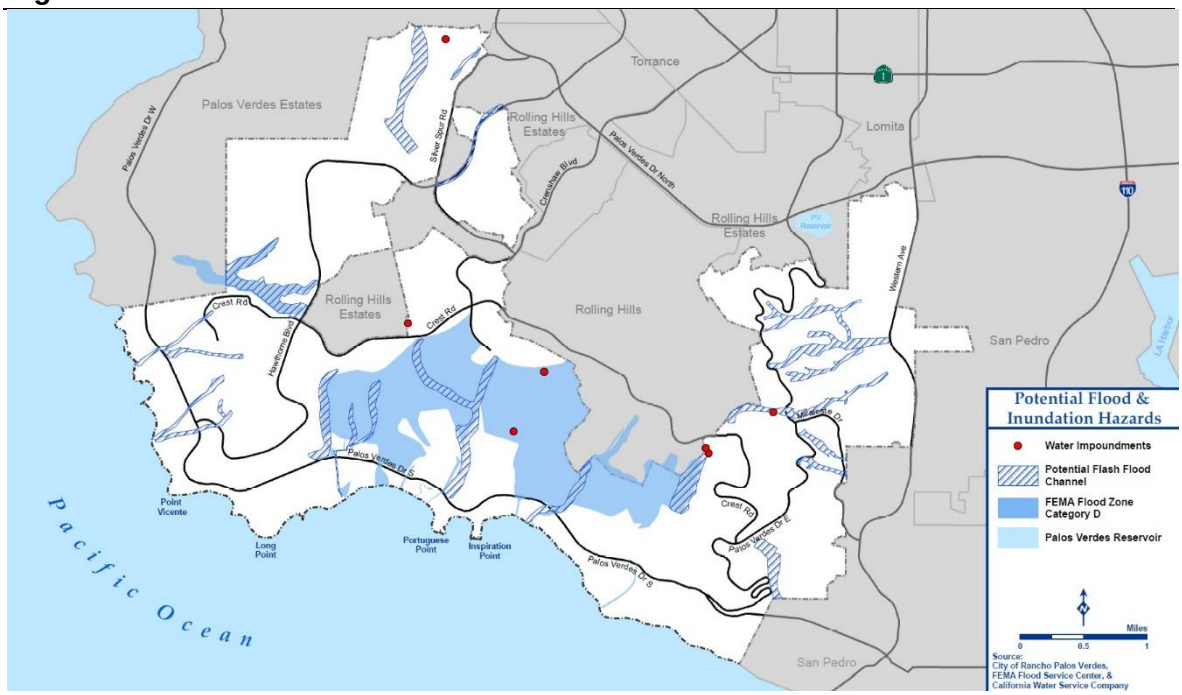
Flood Hazards

In general, three distinct types of flood inundation hazards are known to exist: flood inundation, dam inundation, and debris flows. Flood inundation hazards are those associated with major atmospheric events that result in the inundation of developed areas, due to overflows of nearby stream-courses or inadequacies of local storm drain facilities. While there are none in the City, dam inundation hazards are those associated with the downstream inundation that would occur given a major structural failure in a nearby impoundment. Such failures would most likely be caused by geologic phenomena, including slope instability or seismic failure. Another inundation hazard relative to Palos Verdes is debris flows that can occur during the rainy season and, in addition to impacting structures and roadways, can have an adverse effect on sensitive inter-tidal areas along the coastline. Flooding and debris flows can occur during storm events. These flows can occur in and below the areas denuded of vegetation and altered topsoil. The extent and amount of flows will depend on the rainfall intensity and duration of the storm event. These flows can be highly destructive and move large quantities of soil, rocks, brush, and trees into neighborhoods, causing property damage, blocking streets, and endangering properties. For areas with denuded vegetation as a result of a fire, it can take about four to five years for vegetation to significantly recover, and about ten years to fully recover.

FEMA identifies the Lunada and Agua Amarga Canyons, Portuguese Bend and Forrestal Nature Reserves, and other public and private properties as flood zone category D. (Figure 80: Flood Hazard Zones). Flood zones are geographic areas that FEMA has defined according to varying levels of flood risk. Flood zone D is defined as areas with possible but undetermined flood

hazards. No flood hazard analysis has been conducted in these areas and therefore these areas are designated as undetermined risk areas. Although the chances of a flood hazard are minimal, as identified by FEMA, a definite flooding problem does exist in the form of temporary flash floods related to heavy winter rains. Most of this flash flood activity is isolated along the canyons, the floors of which provide the runoff channels for the hilly, steep terrain. The amount of runoff during a storm is increased by the high runoff characteristic of the local soils. Most flash flood conditions in Rancho Palos Verdes are short-lived in nature, due to the limited size of the available watershed, and the damage resulting from flash floods is more erosive than inundative in nature. However, substantial damage can occur if developments encroach into the canyon bottoms or where roadways are too close to canyons, as with San Ramon Canyon.

Figure 80: Flood Hazard Zones



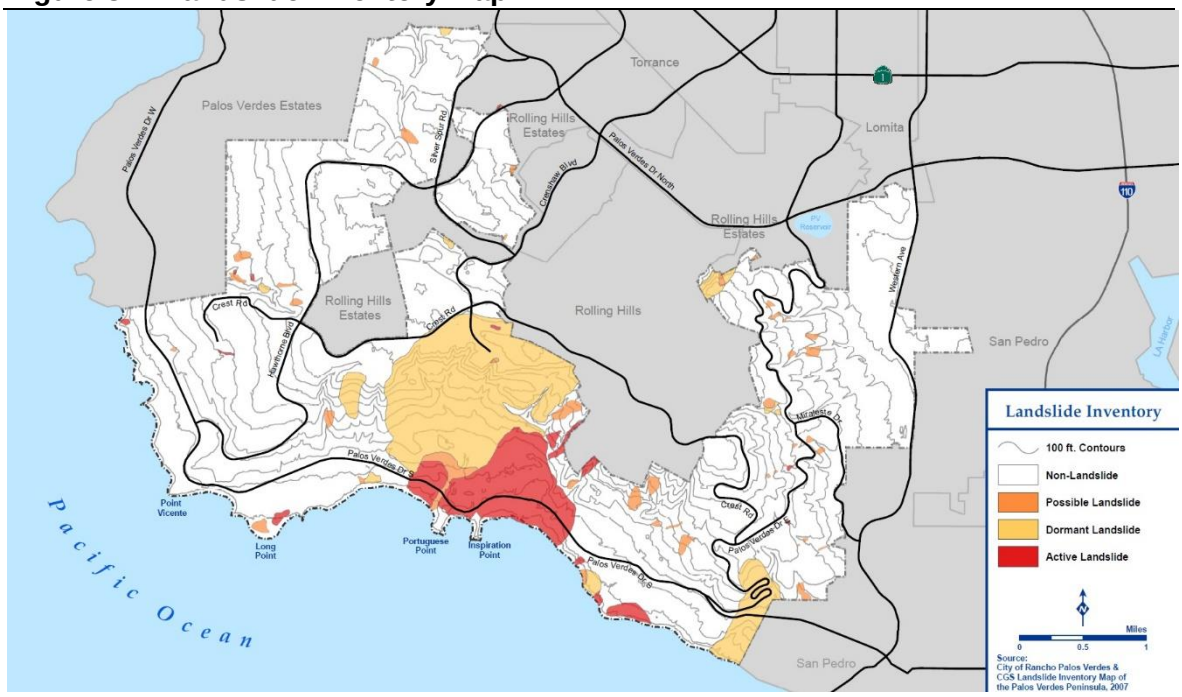
Geological Hazards

The Palos Verdes Peninsula is composed of a sequence of sedimentary and metamorphic rock that has been folded and uplifted along the Palos Verdes Fault on the north and an unnamed fault in the offshore area to the south. The folding and up-lifting of the Peninsula has produced an anticlinal structure in which the sedimentary rocks are inclined generally to the north on the northerly flanks of the Palos Verdes Hills and inclined to the south on the southerly side. This particular structural relationship is one of the major factors responsible for the large-scale landslides present on the Peninsula. The Palos Verdes Peninsula bedrock is composed of a metamorphic core blanketed by sequences of younger sedimentary rock. Five geologic formations are present on the Peninsula, including the Catalina Schist, Monterey Formation, San Pedro Formation, intrusive volcanic rocks, and marine terrace deposits. The

Palos Verdes Peninsula is tectonically uplifted and folded as a result of the Palos Verdes Fault. The complex folding generally represents a northwest–southeast trending double-plunging anticline. The sedimentary rocks are inclined generally to the north on the northerly flanks of the Palos Verdes Hills and inclined to the south on the southerly side. The 13 staircase marine terraces surrounding the Palos Verdes Peninsula are one of the most complete sequences of emergent marine terraces in Southern California. Geologic hazards in the area include seismic hazards, active and potentially active faults, landslides (including debris and mud flows), liquefaction, tsunamis, seiches, settlement and subsidence, expansive soils, and coastal bluff retreat.

- Landslides represent only one step in the continuous, natural erosion process. They demonstrate in a dramatic way the tendency of natural processes to seek a condition of equilibrium, and various erosion processes act to gradually reduce them to a base level. Landslides are an important agent in this cycle. Landslide hazards in the City can be grouped into two major landslide systems that represent complex groups of smaller coalescing landslides: the Portuguese Bend and the South Shores. Smaller, isolated landslides are scattered throughout the City, outside the two major systems. (Figure 81: Landslide Inventory Map) The Portuguese Bend is the most studied and publicized landslide in the area, and perhaps in the Los Angeles Basin. The Portuguese landslide has been mapped as a large ancient complex that extends from close to the top of the ridge of the city to the ocean. The most recent movement began in 1956, apparently as the result of grading operations, and involved movement in about one-third of the system. This area includes the Abalone Cove and the Portuguese Bend Landslides.

Figure 81: Landslide Inventory Map



Infrastructure Constraints

Infrastructure in the City is designed to serve resident needs in a manner that respects environmental constraints and retains the City's semi-rural residential character. The City's Capital Improvement Program (CIP) contains a schedule of public improvements including streets, public structures, storm water conveyance and wastewater treatment facilities, parks and other public works projects to facilitate the continued build-out of the City's General Plan. The CIP helps to ensure that construction of public improvements is coordinated with private development. As a result of these policies, any infrastructure constraints that currently exist must be fully mitigated and financed as growth occurs.

Water

The City of Rancho Palos Verdes receives its water service from the California Water Service Company (Cal Water). Cal Water reports that it is presently meeting all of the district's existing water service needs and the vast majority of its systems pipes are in better than average conditions. According to Cal Water's Urban Water Management Plan, water supply in the Palos Verdes District is projected to meet water demand through 2045(California Water Service, 2021). In addition, Cal Water is developing multiple regional water supply reliability studies using integrated resource planning practices to create a long-term supply reliability strategy through 2050 for their districts throughout the state. The studies will result in long-term strategies to address a wide range of water supply challenges including climate change, new regulatory requirements (e.g., the Sustainable Groundwater Management Act [SGMA]), and potential growth in demands due to new development. The reliability studies will be

completed on a rolling basis, with all studies anticipated to be complete by 2024. In addition, Cal Water also has its own aggressive and comprehensive water conservation program that has and will continue to reduce per-capita usage and therefore demands on critical water sources.

It should also be noted that some of the future residential development facilitated by the 2021 to 2029 Housing Element could provide new housing opportunities for residents already living in the City who may be currently living in overcrowded units and would not necessarily constitute new residents to the City. For this reason, projected population growth may not be directly correlated with the amount of new housing units that could be developed under the plan.

Waste Water

The City's water distribution infrastructure has enough capacity to accommodate future development that implements the 2021-2029 Housing Element. However, The City of Rancho Palos Verdes sanitary sewer services are provided by the Los Angeles County Sanitation District (LACSD). The system connects all buildings throughout the City to LACSD interceptors, which carry the sewage to a regional treatment facility for disposal. Wastewater in the City is conveyed to the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. This wastewater treatment plant provides both primary and secondary treatment for approximately 3.5 million people throughout Los Angeles County. The JWPCP has a capacity of 400 million gallons per day and currently average daily flows are approximately 260 million gallons per day (LACSD, 2020). Therefore, the plant has a remaining daily capacity of approximately 140 million gallons per day, which would be sufficient to serve future development facilitated by the 2021-2029 Housing Element. In addition, the City's wastewater conveyance infrastructure has enough capacity to accommodate future development that implements the 2021-2029 Housing Element. As is required by the City, the capacity of the existing sanitary sewer infrastructure would be reviewed at the specific location of the future housing units and an appropriate sewer capacity analysis would be conducted at the time of the proposed development.

Accessory Dwelling Unit Production

State policy is to allow local jurisdictions to project a certain amount of housing development to satisfy RHNA requirements via the development of ADUs, without identifying specific sites where these ADUs may be developed. The ADU projection is based on the local community's track record of permitting ADUs and development of a robust ADU program to incentivize and promote ADUs, which will increase the number of units constructed within the 6th Cycle beyond recent trends.

Since a major overhaul of the ADU ordinance was completed in 2020, the City of Rancho Palos Verdes has processed increasing numbers of ADU applications. Between the January 2020

and July 2022 time period, 22 ADUs were permitted, and planning approvals issued for 28 units (includes two SB 9 units), as shown in Table 35, below.

Table 35: ADU Permit Trends

ADU Trends

ADUs*	Permits Issued	Planning Approvals
2020	5	9
2021	6	11
2022 (thru July)	11	8
2022 (estimated)	18	14
Totals (thru July 2022)	22	28
Full Year Averages	10	11

*Includes two SB 9 units in 2022

Source: City of Rancho Palos Verdes, 2022.

This translates to an average of 10 ADUs per year (extrapolating Year 2022). Projecting this average alone forward for the eight-year 2021-2029 Housing Element planning period, the City could expect to produce 80 ADUs. These trends clearly show that ADU production is increasing despite a restrictive current ADU Ordinance. However, with the development of a robust ADU Production Program, the City is confident that an annual rate of ADU production can reach and potentially exceed 18 units per year.

Further, in collaboration with HCD, the SCAG has conducted a regional ADU affordability survey, the results of which HCD has approved for local jurisdictions to use in projecting the household income levels that future ADUs will serve. For Rancho Palos Verdes, the applicable affordability assumptions are:

Extremely Low	15.0%
Very Low	2.0%
Low	43.0%
Moderate	6.0%
Above Moderate	34.0%

Based on the eight-year projection of 144 ADU units as supported above, and the above affordability assumptions, ADU production could account for the following portions of the City's RHNA for the lower- (very low- and low-), moderate-, and above moderate-income levels:

Lower	86 units
Moderate	9 units
Above Moderate	49 units

Remaining RHNA After Accounting for ADU Production Potential

After accounting for the projected ADU production, the remaining RHNA to be accommodated on identified housing sites is as follows:

Lower	314 units
Moderate	116 units
Above Moderate	73 units

Housing Sites

As a nearly built out community, the City of Rancho Palos Verdes has very little vacant land zoned for residential development. Further, the City is encumbered by significant areas with extreme slopes, the largest moving landslide complex in the United States, and very high fire severity zones over most of the city, as noted above. This, combined with the large increase in the City's RHNA in comparison to the 2013-2021 Housing Element, made for a challenging process to identify housing sites sufficient to fully accommodate the 2021-2029 RHNA. Because of the combination of limited vacant land, geographic and geologic constraints, and a large RHNA compared to the 5th Cycle, the City does not have adequate existing sites to accommodate more than a very small portion of its remaining RHNA after accounting for the anticipated production of ADU units. For this reason, the City's inventory of housing development sites focuses on opportunities to rezone existing vacant and non-vacant sites as well as encourage more robust ADU production to accommodate housing that could be suitable for all income levels. Due to the constraints described above, the City will need to depend on ADU construction, and sees ADUs and JADUs as a valuable tool, to accommodate RHNA; thus, the City understands that a comprehensive ADU development and incentive program is needed, which is included as a set of Housing Element programs that address ADU issues and opportunities.

City staff and consultants began the process of identifying potential housing sites using a Geographic Information System (GIS) tool provided by SCAG to assist with the process. The SCAG HELPR tool contains an assessor's parcel database for the entire SCAG region which had been populated with data regarding the property characteristics for each parcel. The HELPR tool is searchable by jurisdiction and for vacant sites and commercial sites that may be suitable for redevelopment with housing, considering environmental constraints and other factors~~.~~. Site selection was further refined through a screening process that included review of HCD and California Tax Credit Allocation Committee (TCAC) opportunity areas, data from SCAG, LA County Assessor, City GIS, and other pertinent information such as lot size, grade elevation difference to determine view impacts, environmental and geological hazards, and accessibility to community amenities. City staff and consultants reviewed the relevant parcel data for Rancho Palos Verdes and conducted an initial scan to identify vacant sites and focus on those sites least impacted by environmental/physical constraints that might impede development for housing. Then City staff, based on local knowledge, identified additional parcels within the City for consideration. This included some sites that were the subject of a

study of potential redevelopment along the Western Avenue's commercial corridor by Piasky Solutions that the City commissioned ("Piasky study"), which were not included in the SCAG database. The Piasky study specifically targeted properties that presented good opportunities for redevelopment, such as sites that are developed at relatively low intensities and sites with underutilized buildings. City staff also added some additional sites that were anticipated to be included in a second phase of the Piasky study. These sites, along with the HELPR tool and City staff input, formed the basis for a preliminary housing sites inventory which was shared with the public for review and comment at an in-person public open house hosted by the City on September 25, 2021, as well a virtual public workshop that the City hosted online from September 27, 2021. This feedback was then shared with the Planning Commission at their October 12, 2021 meeting and with the City Council at their October 19, 2021 meeting. The feedback from the public provided at the Planning Commission and City Council meetings, as well as those from the appointed and elected members of these bodies served as the basis for City staff and consultants to refine the sites inventory. All feedback received to date whas ~~been~~ included in the~~is~~ draft of the 2021-2029 Housing Element Update, for further feedback from HCD as well as additional public input and refinement before the City adopted the ~~produces the Final~~ Housing Element Update ~~and presents it to the City Council for adoption~~ in August, ~~early~~ 2022.

In response to HCD's comments on the adopted Housing Element regarding the Housing Sites Inventory, the City of Rancho Palos Verdes worked with the consulting firm Dudek on a refinement of the Housing Sites Inventory in conjunction with the development of the Mixed-Use Overlay District (MUOD). This refined analysis of housing sites is included as Appendix F: Dudek Study. The following are key criteria utilized for refining the sites inventory:

1) **Physical Development Feasibility:** Parcels identified have a realistic development potential with an adequate lot area (where lot area is greater than or equal to 0.75 acres) and adequate building height (where development pad allows for a building height of 35 to 65 feet without interfering with adjacent residential views).
2) **Within State-Recognized Opportunity Areas:** Parcels were included to promote affirmatively furthering fair housing policies identified by the California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Areas and to support positive economic, educational, and health outcomes for low-income families. Parcels were added if they were within Highest, High, and Moderate Resource areas. Parcels within Moderate Resource, Rapidly Changing areas were not given preference. However, parcels within Low Resource areas and within Segregation and Poverty areas were discouraged. In addition, parcels were included if they are within high-quality transit areas, defined by SCAG as areas within one-half-mile of major transit stops and high-quality transit corridors.
3) **Outside of Local Hazard Zones:** Parcels were discouraged if their location was within known local hazard zones (as identified by the City's General Plan Safety Element), such as coastal sea cliff erosion zones, landslide areas, flood and inundation zones, liquefaction zones, and slope hazard zones with slopes greater than 25%.

4) **Adjacency to Amenities:** Parcels were encouraged with access to community amenities (i.e., within ~~one quarter mile~~one-quarter mile of a public or private school, open space and parks, retail and dining).

In response to a request from HCD staff to provide further details of the criteria used to identify potential Housing Element sites and the characteristics of the selected sites in relation to those criteria, the City has included Appendix G.

~~Table 34~~ Table 36 contains a listing of the refined candidate sites for re-zoning to accommodate the 6th Cycle RHNA remaining after accounting for the potential development of ADUs. In total, the opportunity sites include the capacity to accommodate up to 838~~677~~ housing units on sites that could be zoned for densities of 30 dwelling units per acre or more, plus an additional 188 units on sites that could be developed on sites with densities below 30 dwelling units per acre; however, as discussed below, for RHNA compliance purposes, the City of Rancho Palos Verdes is assuming that sites will only develop at 80 percent of their maximum development capacity.

Realistic Capacity of Sites

The realistic capacity of the potential site inventory is based on proposed amendments to the General Plan, Zoning Code, development trends in and around the City, and an assessment of factors related to development potential which have been included in more detail for each parcel in Appendix D: Detailed Housing Sites Characteristics ~~Appendix E~~. This appendix contains information about each of the sites such as age/condition of buildings, size and shape of parcel, compatibility with adjacent land uses, expression of property owner interest, and other factors that influence the estimate of the realistic maximum development capacity. As discussed above and below, further analysis conducted by Dudek has been used to refine the estimates of development capacity.

Following are a number of other factors that support the estimates of realistic maximum capacity of the Housing Element sites and the ultimate ability of developers to achieve those densities and ensure that the City will be able to fully accommodate its RHNA:

- A number of programs (i.e.~~,~~, Housing Program No. 1, 2, 3 & 16) are being proposed to amend the General Plan and Zoning Code to support and encourage a variety of residential and mixed-use developments throughout the City that will not be limited to rezoning the select sites found in Table 36.

- To encourage maximum housing production on sites proposed for Mixed Use Overlay District (MUOD) zoning, the MUOD development standards will allow up to 100 percent residential development and require a minimum of 25 percent residential development, and to further facilitate housing development on these sites, the MUOD will eliminate the requirement for these sites to undergo a view compatibility analysis

because sites have already been analyzed and allowable densities calibrated to ensure view compatibility. In addition, the MOUD~~,~~ will eliminate the requirement for a CUP for housing development on MUOD sites, and the MUOD will also provide a parking standard of one space per residential unit, with no requirement that the spaces be covered. Although potential development of MUOD sites with commercial uses and only the minimum 25 percent residential would reduce the ultimate housing capacity of the Housing Element Sites inventory, this is unlikely to cause the City problems in fully accommodating its 6th Cycle RHNA, as the Housing Element includes substantial housing unit buffers for housing units in all income categories. In the unlikely event that the buffers are insufficient, the Housing Element also includes Program 8 (No Net Loss) that calls for continuous monitoring of the City's capacity to accommodate its unmet RHNA and to take action to rezone additional sites if necessary.

- In 2016, the Highridge Condominium project at 28220 Highridge Road was completed with a total of 28 units, including two affordable units. The project exceeded the allowable maximum density of 22 d.u./acre by utilizing the City's density bonus ordinance. The City assumes similar development trends will occur where the maximum allowable density will be exceeded with amendments to the General Plan and Zoning Code that will create an environment more conducive for development.

- Recent development trends in adjacent communities such as Rolling Hills Estates (contiguous with Rancho Palos Verdes) has seen projects approved at densities well in excess of 22 d.u./acre, which is the maximum allowed density in the mixed-use overlay zoning district in their jurisdiction. For example, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre.

- The ~~Housing Element for the~~ City of Lomita, which is a neighboring city in the south bay~~also adjacent to Rancho Palos Verdes~~, identified in their housing element numerous examples of recent redevelopment projects on non-vacant sites with housing, including:

    - 24000 Crenshaw Blvd. (Kaia development) – redevelopment of underutilized commercial uses and consolidation of sites
        - 220 units
        - Approved 2020
    - 24813 Narbonne Ave – Redevelopment of parking lot and consolidated parcels for a three-story development
        - 15 units
        - Approved 2020
    - 25002 Medawar Way – Redevelopment of SFR homes and underutilized commercial. Consolidate parcels for a new 3 story mixed used development.

        - 20 units
        - Approved 2018
    - 24516 Narbonne Ave. and 2154 254th St. – Redevelopment of underutilized commercial uses, consolidation of the sites and vacation of alley to support additional unit
        - 21 units
        - Approved 2017
    - 25114 Narbonne Ave – redevelopment of two SFR and consolidated parcels for a mixed use development
        - 12 units
        - Approved 2017

- The City has been in communication with some property owners receptive to the idea of potential redevelopment and initiated internal discussions with the development community by inviting them on a tour along Western Avenue.

- Property ownership information was considered in which adjacent parcels under common ownership were given greater weight due to the possibility of efficiently consolidating lots, resulting in increased development potential.

- Appendix E: Piasky Study~~Appendix D (Piasky Study)~~ provides insights on potential opportunity sites for redevelopment using current development criteria, along with recommendations on regulatory constraints that should be amended/revised to make potential projects viable.

- As mentioned above, under the Infrastructure Constraints header, the water and sewer systems have adequate supply/capacity to be able to serve new housing that could be developed on Housing Sites, so development of the sites will not be constrained by water or sewer availability issues.

- ~~A screening analysis was carried out to identify adequate sites for housing and/or mixed use development that included review of HCD and the California Tax Credit Allocation Committee (TCAC) opportunity areas, data from SCAG, LA County Assessor, City GIS, and other pertinent information such as lot size, grade elevation difference to determine view impacts, environmental and geological hazards, and accessibility to community amenities.~~

In addition to ~~Aside from~~ the above, the Housing Sites Inventory only assumes that sites will develop at 80 percent of the maximum development capacity and still provides a 52 percent buffer for lower-income units, 26 percent for moderate-income units, and 64 percent for above moderate-income units. The City will monitor development trends on an annual basis when preparing the Annual Housing Element Progress Report and strategize programs and policies

as needed to ensure residential development is carried out in accordance with anticipated capacity. Program 8 (No Net Loss) calls for the City to monitor its housing sites development capacity relative to the outstanding unmet RHNA and take action to identify and rezone additional sites if necessary to ensure the City's ability to fully accommodate its RHNA for the planning period.

In response to HCD's October 14, 2022 comment letter on the adopted Housing Element, the City of Rancho Palos Verdes contracted with the Dudek consulting firm to conduct a refined analysis of the development capacity of the sites identified for rezoning. The Dudek study (Appendix F) assessed the physical development feasibility of the 30 sites identified in Table 35 of the Housing Sites Inventory in the previously adopted Housing Element Update. The Dudek analysis was meant to confirm and recommend revisions to the original assumptions made for maximum density, maximum number of units, percent of site development, and rezoning designation based on physical site characteristics, such as parcel area, parcel depth and width, topography, and existing structures on site. For all sites, the following new assumptions were made (based on general rules of thumb and best practices in design and development):

- Conservative density range of 12 to 22 du/ac for townhouse-style development. This assumes a two- to three-story attached housing unit with in-unit, tuck-under parking.
- Conservative density range of 35 to 45 du/ac for a podium or wrap-style development. This assumes either a ground-level podium/subterranean parking garage with three to four stories of housing above, or an above-grade parking garage wrapped by three to four stories of housing.

For select sites with notable site challenges, such as extreme slopes, narrow parcel depth and/or width, or nonrectangular parcel delineations, hypothetical site layouts were conducted to test real-world yields with appropriate building typologies. For select sites or collections of contiguous sites with rectangular parcel delineations capable of accommodating a standard parking structure (with a minimum footprint of 120 feet by 180 feet) and lack of other notable physical constraints, either a 35 or 45 du/ac maximum density assumption was made.

The analysis also assessed each parcel's potential impacts to adjacent residential properties given the City's existing view preservation regulations. As such, the analysis identifies each site's potential maximum building height under existing regulations, calculated as the potential approximate vertical clearance between the average elevation of the parcel and the average elevation of adjacent residential properties located uphill to be able to preserve a "view" from the residential properties to a nearby "scene" as defined by Municipal Code section 17.02.040. However, a more detailed analysis is required to determine adequate view preservation consistent with code requirements. Dudek's site-by-site analysis is included as Appendix F, and Dudek's recommended revisions to the original assumptions made in the

Housing Sites Inventory are reflected in the "Max Units" column of the current version of the sites inventory (Table 36).

To demonstrate the development capacity for each site, the Dudek analysis identified the percentage of each site that is developable, primarily considering slope as a limiting factor; the maximum recommended residential density based on analysis of the topography of the site and surrounding properties to avoid view obstructions; the resulting change in unit yield versus the assumptions in Table 35 of the previously adopted Housing Element Update; the recommended new zoning category; and the type of building that was tested to fit on the site if zoned as recommended. Each site also includes aerial imagery of the existing site conditions and parcel outline as well as a sample site development layout that illustrates the developable portion of the site (building footprint) that would be associated with the tested building typology and recommended density.

To conservatively evaluate the City's ability to accommodate its RHNA, Table 36 assumes that housing developments on the targeted housing sites will be develop at only 80 percent of the maximum density recommended for rezonings. The City believes this is reasonable, given that Dudek has tested the assumed development for each site, to confirm that it would fit on the site, given site size, shape, slope, parking needs, and so forth. The maximum densities recommended for the rezonings have been calibrated to support the achievement of housing yields targeted on sites inventory table and the assumed housing unit yields have been tested to ensure they will fit on the sites. Further, to ensure that the sites can be developed at the assumed densities, the Dudek analysis recommended that the proposed rezoning actions include provisions to eliminate the requirement for analysis pursuant to the View Preservation Ordinance and to eliminate the requirement for a Conditional Use Permit to allow development taller than 16 feet in height, on Housing Element sites. These recommendations are incorporated into Housing Element Program 1.

When~~If~~ rezoned as indicated~~suggested~~ in ~~Table 35~~ Table 36, ~~these~~ sites that Dudek's analysis indicated can support development of 30 dwelling units per acre or more would meet the default minimum density for development of housing that could be suitable for lower-income households. These sites would support development of 521 housing units. An additional 299~~314~~ dwelling units could be developed on other sites listed on Table 36. This includes 148 units on sites that can be developed at densities above 30 dwelling units per acre, that could be targeted for moderate-income housing development and 151 units on sites that could be zoned for residential densities of less than 30 dwelling units per acre. These units would be suitable for development of housing that could serve above moderate-income households.

As infill locations, all of the sites are generally served by water, wastewater, and electrical infrastructure that also serves adjacent properties. In addition, the City is not aware of any

capacity constraints that would not allow the utility providers to extend service to residential development on these sites at the levels envisioned in ~~Table 35~~ Table 36.

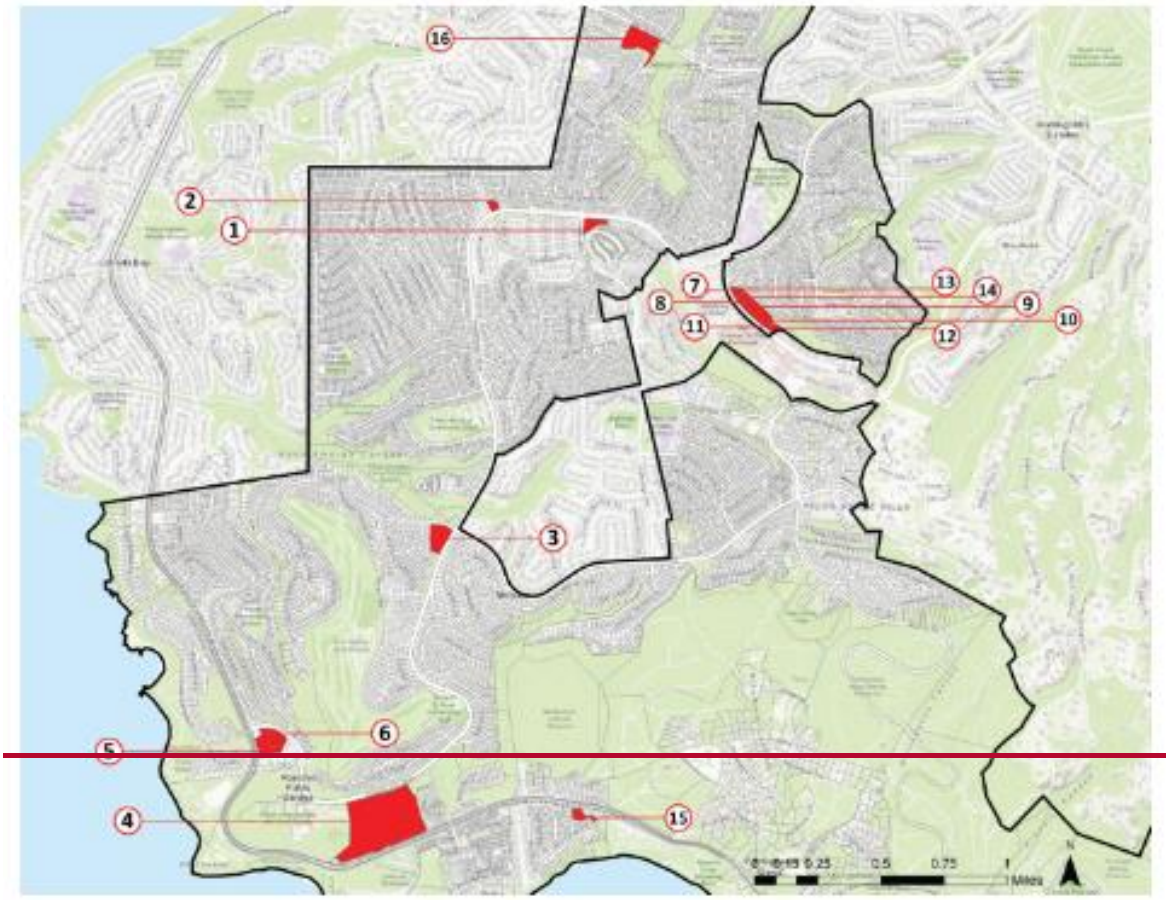
Figure 82 and Figure 83 below display the locations of the parcels listed in ~~Table 35~~ Table 36 for the western and eastern parts of Rancho Palos Verdes, respectively.

Table 36: Housing Sites Inventory

Site #	APN	Parcel Size Ac.	Comment	Vacant?	Infrastructure Available ?	% of Site Developable	Current Zoning	Current GP Designation	Potential Rezone to What Zone	Potential Res.	Max. Units	Projected Units (a)	Potential RHNA Suitability			Physical Address
													Low Income	Moderate Income	Above Mod. Inc.	
1	7589-014-001	2.05	Existing Service Station	No	Yes	50%	RM-8 (Residential)	R 6-12 (Residential)	MUOD-45	45	46	37	0	37	0	27774 Hawthorne Blvd.
2	7578-031-031	0.97	Existing Commercial Building	No	Yes	100%	CL (Commercial Limited)	CR (Commercial Retail)	MUOD-12	12	11	9	0	0	9	28041 Hawthorne Blvd.
3	7588-015-008	4.52	Existing Retail / Market	No	Yes	25%	CL (Commercial Limited)	CR (Commercial Retail)	MUOD-35	35	39	31	31	0	0	30019 Hawthorne Blvd.
4	7573-002-014	39.75	Existing Institutional Lot (Salvation Army)	Yes	Yes	13%	I (Institutional) & OH (Open Space Hazard)	IE (Institutional Educational), OH (Open Space Hazard) & Residential	ROD-35	35	180	144	144	0	0	30840 Hawthorne Blvd.
5	7573-001-014	3.85	Existing Commercial Building	No	Yes	80%	CN (Commercial Neighborhood)	CR (Commercial Retail)	MUOD-12	12	36	29	0	0	29	31098 Hawthorne Blvd.
6	7573-001-015	2.52	Existing Commercial Building	No	Yes	80%	CN (Commercial Neighborhood)	CR (Commercial Retail)	MUOD-12	12	24	19	0	0	19	31100 Hawthorne Blvd.
7	7586-028-008	0.53	Existing Professional/Office Building & Parking	No	Yes	100%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-45	45	23	18	18	0	0	430 Silver Spur Rd.
8	7586-028-010	0.43	Existing Professional / Office Building & Parking	No	Yes	100%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-45	45	19	15	0	15	0	450 Silver Spur Rd.
9	7586-028-020	1.52	Adjacent to Existing Professional/Office Building & Parking	~~Yes~~ No	Yes	30%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-45	45	20	16	16	0	0	500 Silver Spur Rd.
10	7586-028-015	1.44	Adjacent to Existing Professional / Office Building & Parking	Yes	Yes	15%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-45	45	9	7	0	7	0	550 Silver Spur Rd.
11	7586-028-016	0.87	Existing Professional/Office Building & Parking	No	Yes	60%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-45	45	23	18	18	0	0	550 Silver Spur Rd.
12	7586-028-002	0.83	Existing Professional / Office Building & Parking	No	Yes	100%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-22	22	18	14	0	0	14	27580 Silver Spur Rd.
13	7586-028-007	0.41	Adjacent to Existing Professional / Office Building & Parking	Yes	Yes	30%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-45	45	5	4	0	0	4	Behind 430 Silver Spur Rd
14	7586-028-009	0.65	Adjacent to Existing Bank Building & Parking	Yes	Yes	30%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-45	45	8	6	0	6	0	Behind 450 Silver Spur Rd
15	7586-028-019	0.85	Existing Professional / Office Building	No	Yes	100%	CP (Commercial Professional)	CO (Commercial Office)	MUOD-45	45	38	30	30	0	0	500 Silver Spur Rd.
16	7573-006-024	1.56	Vacant Residential Lot	Yes	Yes	50%	RS-4	R 2-4	RM-22	22	17	14	0	0	14	Southeast of Clipper Rd & Palos Verdes Dr. S
17	7578-002-011	6.89	Vacant Residential and Open Space Lot	Yes	Yes	15%	RS-A-5	R <=1/5	RM-22	22	22	18	0	0	18	Between Montemalaga Dr & Lightfoot P.
18	7564-024-001	3.71	Vacant Insitutional Zoned Lot Adajacent to Marymount University - property sold to UCLA	Yes	Yes	90%	I (Institutional)	IE (Institutional Education)	ROD-6	6	12	10	0	0	10	West of Marymount site (vacant land)
19	7564-024-002	20.87	Closed Marymount University site - property sold to UCLA	No	yes	60%	I (Institutional)	IE (Institutional Educational), OH (Open Space Hazard) & Residential	ROD-6	6	8	6	0	0	6	30800 Palos Verdes Drive East
20	7444-001-004	0.92	Existing Commercial Building	No	Yes	60%	CG (Commercial General)	CR (Commercial Retail)	MUOD-45	45	16	13	13	0	0	28300 S. Western Ave.
21	7444-001-005	0.93	Existing Commercial Buildings	No	Yes	100%	CG (Commercial General)	CR (Commercial Retail)	MUOD-45	45	42	34	0	34	0	28326 S. Western Ave.
22	7444-001-003	4.09	Existing Commercial Buildings	No	Yes	100%	CG (Commercial General)	CR (Commercial Retail)	MUOD-45	45	184	147	147	0	0	28500 S. Western Ave.
23	7550-009-024	2.35	Existing Commercial Buildings	No	Yes	100%	CG (Commercial General)	CR (Commercial Retail)	MUOD-35	35	82	66	66	0	0	28619 S. Western Ave.
24	7445-005-010	1.90	Existing Commercial Buildings	No	Yes	50%	CG (Commercial General)	CR (Commercial Retail)	MUOD-45	45	42	34	0	34	0	29000 S. Western Ave.
25	7557-039-005	0.55	Existing Commercial Building	No	Yes	100%	CG (Commercial General)	CR (Commercial Retail)	MUOD-35	35	19	15	0	15	0	29505 S. Western Ave.
26	7557-039-006	0.23	Existing Professional / Office Building & Parking	No	Yes	70%	CG (Commercial General)	CR (Commercial Retail)	MUOD-12	12	1	1	0	0	1	29519 S. Western Ave.
27	7557-039-018	0.77	Existing Professional / Office Building & Parking	No	Yes	70%	CG (Commercial General)	CR (Commercial Retail)	MUOD-45	45	24	19	19	0	0	29529 S. Western Ave.
28	7557-039-014	0.77	Existing Commercial Building	No	Yes	70%	CG (Commercial General)	CR (Commercial Retail)	MUOD-45	45	24	19	19	0	0	29601 S. Western Ave.
29	7557-039-017	0.37	Existing Parking Lot for Commercial Uses	Yes	Yes	70%	CG (Commercial General)	CR (Commercial Retail)	MUOD-45	45	11	9	0	0	9	North of 29601 S. Western Ave.(same property owner
30	7557-039-011	0.43	Existing Commercial Building	No	Yes	70%	CG (Commercial General)	CR (Commercial Retail)	MUOD-35	35	10	8	0	0	8	29619 S. Western Ave.
31	7557-039-020	0.60	Existing Commerical Building	No	Yes	100%	CG (Commercial General)	CR (Commercial Retail)	MUOD-22	22	13	10	0	0	10	29701 S. Western Ave.

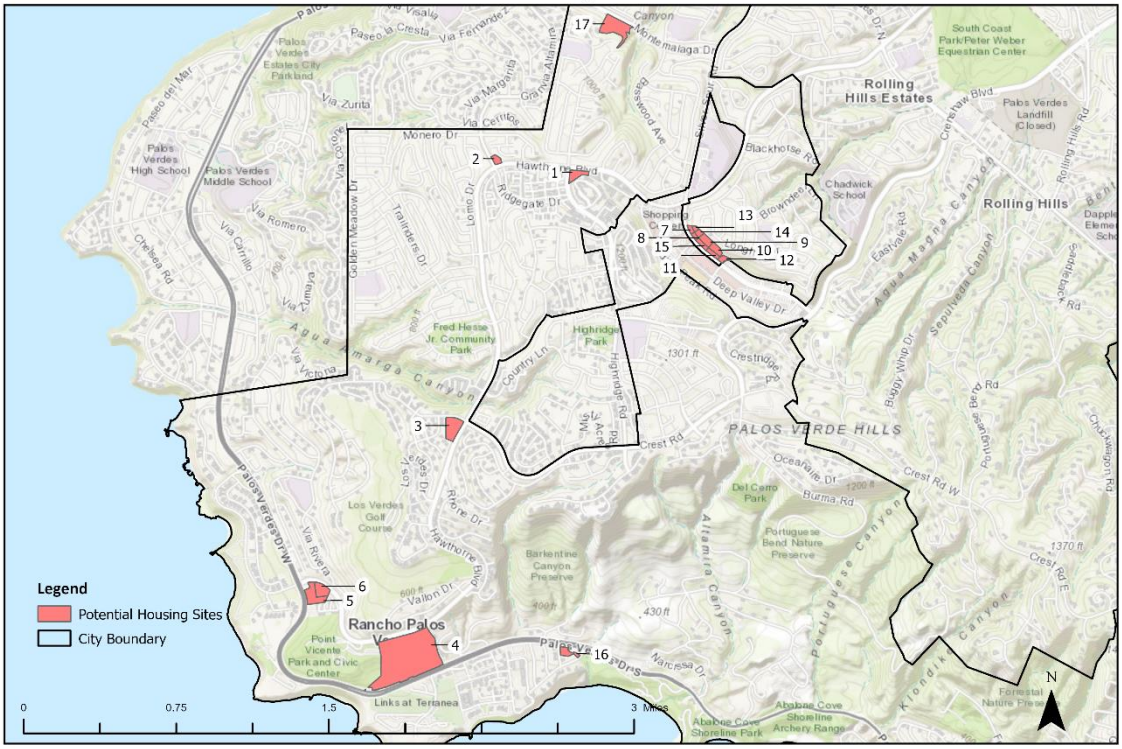
Notes:
"(a) Projected units assumes projects will achieve 80 percent of maximum density.
(b) Site 15 is a new site since adopted Housing Element, recommended by Dudek for inclusion, for possible coordinated development with sites #7-14. Sites 16 to 31 were formerly numbered #15 to #30.

Figure 82: Potential Housing Sites, West



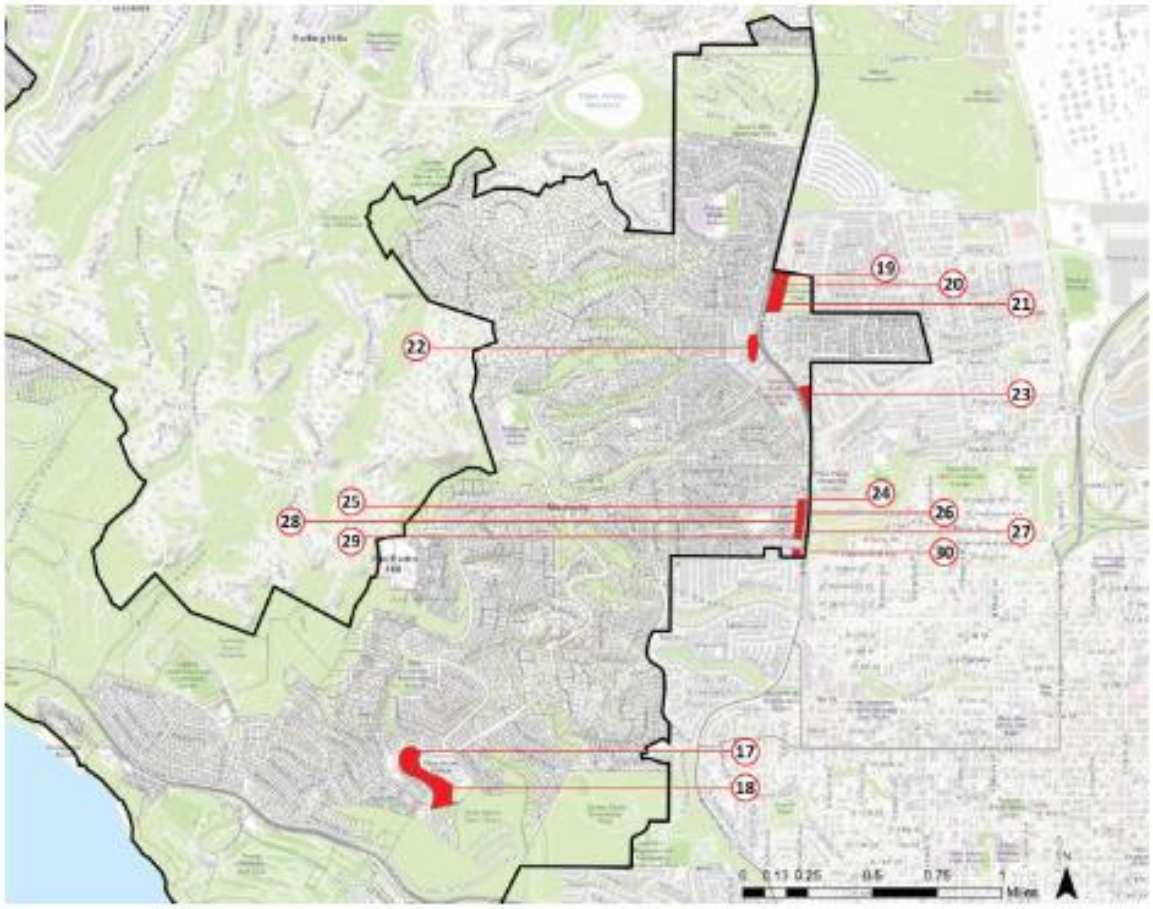
Site #	APN	Address	Potential RHNA Suitability		
			Low Income	Moderate Income	Above Moderate Income
1	7589-014-001	27774 Hawthorne Blvd	10	33	0
2	7578-031-031	28041 Hawthorne Blvd	0	0	11
3	7588-015-008	30019 Hawthorne Blvd	0	0	9
4	7573-002-014	30840 Hawthorne Blvd	328	0	0
5	7573-001-014	31098 Hawthorne Blvd	0	0	36
6	7573-001-015	31100 Hawthorne Blvd	0	0	24
7	7586-028-008	430 Silver Spur Rd	0	17	0
8	7586-028-010	450 Silver Spur Rd	0	0	19
9	7586-028-020	500 Silver Spur Rd	0	21	0
10	7586-028-015	550 Silver Spur Rd	0	9	0
11	7586-028-016	550 Silver Spur Rd	19	0	0
12	7586-028-002	27580 Silver Spur Rd	0	25	0
13	7586-028-007	Behind 430 Silver Spur Rd	0	0	3
14	7586-028-009	Behind 450 Silver Spur Rd	0	29	0
15	7573-006-024	Southeast of Clipper Rd & Palos Verdes Dr S	0	0	12
16	7578-002-011	Between Montemalaga Dr & Lightfoot P	0	0	25

Potential Housing Sites West



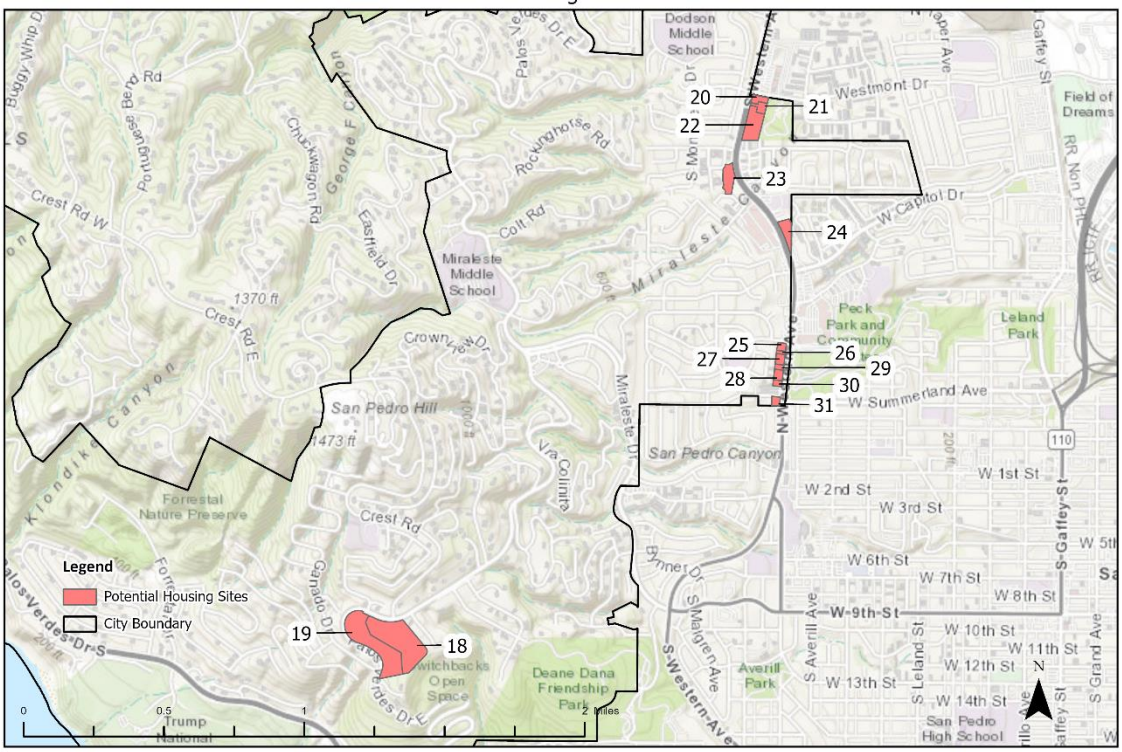
Site #	APN	Address	Potential RHNA Suitability		
			Low Income	Moderate Income	Above Moderate Income
1	7589-014-001	27774 Haw thorne Blvd.	0	37	0
2	7578-031-031	28041 Haw thorne Blvd.	0	0	9
3	7588-015-008	30019 Haw thorne Blvd.	31	0	0
4	7573-002-014	30840 Haw thorne Blvd.	144	0	0
5	7573-001-014	31098 Haw thorne Blvd.	0	0	29
6	7573-001-015	31100 Haw thorne Blvd.	0	0	19
7	7586-028-008	430 Silver Spur Rd.	18	0	0
8	7586-028-010	450 Silver Spur Rd.	0	15	0
9	7586-028-020	500 Silver Spur Rd.	16	0	0
10	7586-028-015	550 Silver Spur Rd.	0	7	0
11	7586-028-016	550 Silver Spur Rd.	18	0	0
12	7586-028-002	27580 Silver Spur Rd.	0	0	14
13	7586-028-007	Behind 430 Silver Spur Rd	0	0	4
14	7586-028-009	Behind 450 Silver Spur Rd	0	6	0
15	7586-028-019	500 Silver Spur Rd.	30	0	0
16	7573-006-024	SE of Clipper Rd. & Palos Verdes Dr. S	0	0	14
17	7578-002-011	Betw . Montemalaga Dr. & Lightfoot P.	0	0	18

Figure 83: Potential Housing Sites, East



Site #	APN	Address	Potential RHNA Suitability		
			Low Income	Moderate Income	Above Moderate Income
17	7564-024-001	West of Marymount site (vacant land)	0	0	12
18	7564-024-002	30800 Palos Verdes Drive East	0	0	8
19	7444-001-004	28300 S Western Ave	0	0	13
20	7444-001-005	28326 S Western Ave	0	0	14
21	7444-001-003	28500 S Western Ave	0	0	61
22	7550-009-024	28619 S Western Ave	40	0	30
23	7445-005-010	29000 S Western Ave	30	0	24
24	7557-039-005	29505 S Western Ave	17	0	0
25	7557-039-006	29519 S Western Ave	0	0	6
26	7557-039-018	29529 S Western Ave	0	23	0
27	7557-039-014	29601 S Western Ave	0	24	0
28	7557-039-017	North of 29601 S Western Ave (same property owner as 29601)	16	0	0
29	7557-039-011	29619 S Western Ave	8	0	7
30	7557-039-020	29701 S Western Ave	10	17	0

Potential Housing Sites East



Site #	APN	Address	Potential RHNA Suitability		
			Low Income	Moderate Income	Above Moderate Income
18	7564-024-001	West of Marymount site (vac. lot)	0	0	10
19	7564-024-002	30800 Palos Verdes Drive East	0	0	6
20	7444-001-004	28300 S. Western Ave.	13	0	0
21	7444-001-005	28326 S. Western Ave.	0	34	0
22	7444-001-003	28500 S. Western Ave.	147	0	0
23	7550-009-024	28619 S. Western Ave.	66	0	0
24	7445-005-010	29000 S. Western Ave.	0	34	0
25	7557-039-005	29505 S. Western Ave.	0	15	0
26	7557-039-006	29519 S. Western Ave.	0	0	1
27	7557-039-018	29529 S. Western Ave.	19	0	0
28	7557-039-014	29601 S. Western Ave.	19	0	0
29	7557-039-017	North of 29601 S. Western Ave.	0	0	9
30	7557-039-011	29619 S. Western Ave.	0	0	8
31	7557-039-020	29701 S. Western Ave.	0	0	10

~~Table 36~~ Table 37 contains a summary of the housing capacity of the identified housing sites, including a summary of the 2021-2029 RHNA, followed by a categorization of the potential for sites to accommodate the portions of the RHNA at different income levels. The table assumes that housing units that could be developed on sites that could be rezoned for densities of 30 dwelling units per acre could accommodate housing to address lower-income (i.e., very low-, and low-income) housing needs. As shown in the table, sites in the inventory list could potentially accommodate up to 521~~478~~ new lower-income housing units. Of these potential lower-income units, ~~344~~ 144 potential units are on vacant sites. Based on this and the potential for development of 86 lower-income ADU units, the City of Rancho Palos Verdes proposes to accommodate less~~more~~ than 50 percent of its lower-income RHNA on non-vacant sites. With a total lower-income RHNA of 400 units, and potential production of up to 86 lower-income ADUs and 521 new multifamily units at densities at or above 30 dwelling units per acre, this leaves excess lower-income capacity of 207~~164~~ units, or a 52~~41~~ percent buffer above the City's lower-income RHNA obligation.

~~The excess lower-income units can also help to address the RHNA for moderate-income housing, which is 125 units for the 2021-2029 RHNA.~~ As shown in the table, the Housing Sites Inventory has assigned potential for 148~~198~~ housing units to the moderate-income category. These are units on sites not identified as lower-income housing sites that are targeted for rezoning to accommodate housing development at 30 dwelling units per acre and above. These sites would qualify for consideration as lower-income housing opportunity sites based on meeting the default minimum density for lower-income units; however, this group includes some~~they typically are~~ sites that are smaller than one-half acre in size and/or would not yield developments of at least 16 units. Due to the smaller potential project size, these types of sites are not considered optimal for lower-income housing development and thus are targeted for moderate-income housing. After factoring in potential production of nine moderate-income ADU units, this creates a total moderate-income capacity of 157~~207~~ units. This represents an approximately 26~~66~~ percent buffer above the City's moderate-income RHNA obligation.

The lower part of ~~Table 36~~ Table 37 shows that sites in the housing inventory list could potentially accommodate an additional 151~~314~~ above moderate-income housing units on sites that could be zoned for housing at densities below 30 dwelling units per acre. Combined with above moderate-income ADU production potential of 49 units, this represents total above moderate-income development potential of 200~~363~~ units, for a 78~~241~~ unit surplus capacity above the City's above moderate-income RHNA. This represents a 64~~198~~ percent buffer in this income category.

Overall, the housing sites inventory provides substantial buffers above the need for lower-, moderate-, and above moderate-income housing sites. This provides the City with some level of flexibility to undertake rezonings to accommodate the RHNA at all income levels without necessarily having to identify additional sites for rezoning should some development occur on

one or more inventory sites that is less than assumed in this analysis, while still retaining the ability to fully accommodate the full 6th Cycle RHNA~~rezone all of the sites listed in Table 35 at the densities listed in the table~~. The Housing Element contains a program that commits the City to undertaking the rezonings necessary to fully accommodate the 6th Cycle RHNA, within timelines as required by State law. This would be accomplished by creating a new Mixed Use Overlay District (MUOD) that would include, but not be limited to, the housing sites identified in the sites inventory to be designated MUOD, as well as a Residential Overlay District (ROD) to include parcels identified in the sites inventory to be designated ROD.

Table 37: Summary of Housing Inventory Capacity

	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income
6th Cycle RHNA (New Housing Units) (a)	257	143	125	122
Default Minimum Density for Lower-Income RHNA Sites (b)	30 d.u./ac.	30 d.u./ac.	n.a.	n.a.
Preliminary RHNA Housing Sites Inventory Capacity				
		Potential Zoning at 30 d.u./ac.+	**Potential Zoning at 30 d.u./ac.+**	
Accommodation of Lower-Income RHNA				
Potential Lower-Income ADU Production (c)		86		
Potential New Lower-Income Units on Targeted Sites		478		
Sub-total capacity		**564**		
Total Lower-Income RHNA		400		
Surplus Lower-Income Site Capacity		164		
Number of Potential Lower-Income Units on Vacant Sites		*344*		
% of of Lower Income RHNA on Vacant Sites		*86%*		
Accommodation of Moderate-Income RHNA				
Potential Moderate-Income ADU Production (c)			9	
Potential New Moderate-Income Units on Targeted Sites (d)			198	
Sub-total capacity			**207**	
Moderate-Income RHNA			125	
Surplus Moderate-Income Site Capacity			**82**	
				Potential Zoning at <30 d.u./ac.
Accommodation of Above Moderate-Income RHNA				
Potential Above Moderate-Income ADU Production (c)				49
Potential New Above Moderate-Income Units on Targeted Sites				314
Sub-total capacity				363
Above Moderate-Income RHNA				122
Surplus Above Moderate-Income Site Capacity				**241**

	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income
6th Cycle RHNA (New Housing Units) (a)	257	143	125	122
Default Minimum Density for Lower-Income RHNA Sites (b)	30 d.u./ac.	30 d.u./ac.	n.a.	n.a.

Preliminary RHNA Housing Sites Inventory Capacity

	Potential Zoning at 30 d.u./ac.+	Potential Zoning at 30 d.u./ac.+
Accommodation of Lower-Income RHNA		
Potential Lower-Income ADU Production (c)	86	
Potential New Lower-Income Units on Targeted Sites	521	
Sub-total capacity	**607**	
Total Lower-Income RHNA	400	
Surplus Lower-Income Site Capacity	**207**	
Number of Potential Lower-Income Units on Vacant Sites	*144*	
% of of Lower Income RHNA ~~Remaining After ADUs~~ Accommodated on Non- Vacant Sites	*43%*	
Accommodation of Moderate-Income RHNA		
Potential Moderate-Income ADU Production (c)		9
Potential New Moderate-Income Units on Targeted Sites (d)		148
Sub-total capacity		157
Moderate-Income RHNA		125
Surplus Moderate-Income Site Capacity		**32**

	Potential Zoning at <30 d.u./ac.
Accommodation of Above Moderate-Income RHNA	
Potential Above Moderate-Income ADU Production (c)	49
Potential New Above Moderate-Income Units on Targeted Sites	151
Sub-total capacity	**200**
Above Moderate-Income RHNA	122
Surplus Above Moderate-Income Site Capacity	**78**

Notes:
(a) The Very Low-Income and Low-Income categories each include four carryover units from the 5th Housing Element Update Cycle.
(b) 30 dwelling units per acre is the default minimum density provided in State law for zoning to accommodate very low-income and low-income housing in Rancho Palos Verdes.
(c) See discussion of anticipated ADU development capacity in text.
(d) Moderate-income housing will require below-market rents or sales prices. Moderate-income units can be accommodated on excess sites suitable for lower-income housing development. A limited number of additional moderate-income units could be accommodated as Secondary Dwelling Units on lots with existing homes.

Sources: City of Rancho Palos Verdes, BAE, 2024~~2~~.

Analysis for Non-Vacant Sites

AB 1397 requires additional analysis to demonstrate the likelihood that non-vacant sites will be redeveloped as housing. The methodology must include:

- The jurisdiction's "past experience with converting existing uses to higher density residential development;"

Because Rancho Palos Verdes' commercial zoning has not historically allowed residential development, the City does not have past experience with converting existing commercial uses to higher density residential development. The proposal to create mixed-use zoning within the City's commercial areas will provide the first opportunity for this type of development to occur. However, there are ~~amble~~ample examples in nearby communities of redevelopment of non-vacant sites for housing development. For example, as previously mentioned, in Lomita, adjacent to the City of Rancho Palos Verdes, that city's Housing Element identified the following recent projects that involved housing development on non-vacant sites:

- 24000 Crenshaw Blvd. (Kaia development) – redevelopment of underutilized commercial uses and consolidation of sites
  - 220 units
  - Approved 2020
- 24813 Narbonne Ave – Redevelopment of parking lot and consolidated parcels for a three-story development
  - 15 units
  - Approved 2020
- 25002 Medawar Way – Redevelopment of SFR homes and underutilized commercial. Consolidate parcels for a new 3 story mixed used development.
  - 20 units
  - Approved 2018
- 24516 Narbonne Ave. and 2154 254th St. – Redevelopment of underutilize commercial uses, consolidation of the sites and vacation of alley to support additional unit
  - 21 units
  - Approved 2017
- 25114 Narbonne Ave – redevelopment of two SFR and consolidated parcels for a mixed use development
  - 12 units
  - Approved 2017

- The "current market demand for the existing use;" and

As discussed in the Housing Constraints section, the housing market in Rancho Palos Verdes is such that land values for sites zoned for residential development are very high. This creates a strong financial incentive for owners of property with residential development potential to consider building housing. Further, the non-vacant sites identified in Table 36 are all sites located along auto-oriented commercial corridors. These commercial corridors were originally developed in the 1920's through 1990's and were successful for many years; however, in

more recent decades, the retail landscape has changed and there is generally less demand for commercial space in the configurations found in commercial corridors as retail shifted first to shopping malls/centers, then to big box stores, and more recently to internet-based retailers. The latter trend accelerated drastically in response to the COVID pandemic shutdowns. This transition away from stand-alone retail stores and small unanchored strip shopping centers is evident in Rancho Palos Verdes at sites such as 29051 S. Western Avenue and 29105 S. Western Avenue which include long-term vacancies with interest from the property owners to redevelop the sites. In particular, the City has been in discussions with a property owner who owns several parcels of the commercially zoned properties along Western Avenue, from 29019 S. Western Avenue to 29229 S. Western Avenue since early 2021 and there have been a number of developers reaching out to the City with interest to discuss potential redevelopment projects along Western Avenue, including the owner of 28619 S. Western Avenue who has expressed support for the mixed-use zoning proposal.

The UCLA South Bay Campus at 30800 Palos Verdes Drive East is considered a non-vacant site, due to the presence of existing buildings. City staff have been in communication with University representatives about development opportunities for vacant areas of the site into residential uses and discussions are currently on going. The Housing Element's proposed residential medium density overlay for a portion of this site will help to make the site more attractive for residential development.

- "An analysis of any existing leases or other contracts that would perpetuate the existing use or prevent redevelopment of the site for additional residential development." (Section 65583.2(g)(1).)

Although existing leases for non-vacant commercial sites were not available for review during the preparation of the Housing Element Update, it is noted that the buildings at certain non-vacant sites included in Table 36, such as the former Marie Callender's restaurant at 29501 S. Western Avenue, or the shopping center at 29105 S. Western Avenue are vacant or include vacant spaces available for redevelopment. This information indicates that there is a reasonable likelihood that the owners of these properties would consider opportunities to redevelop the sites with housing during the 6th Housing Element Cycle and some have already engaged with the City to discuss redevelopment opportunities in anticipation of the mixed-use rezonings.

Furthermore, when a community relies on non-vacant sites to accommodate 50 percent or more of its lower-income RHNA, HCD presumes that the existing use will "impede additional residential development." (Section 65583.2(g)(2).) To overcome this presumption, the housing element must include site-specific "findings based on substantial evidence that the use is likely to be discontinued during the planning period." (Section 65583.2(g)(2).) As summarized in ~~Table 36~~ Table 37, the sites inventory demonstrates that Rancho Palos Verdes can

accommodate more than 50 percent of its lower-income RHNA on vacant sites, so this additional requirement does not apply.

In recognition of the market trends, potential property owner interest, and the requirements for use of non-vacant sites to accommodate a portion of the City's RHNA, the City of Rancho Palos Verdes has been analyzing its commercial corridors for opportunities to facilitate transition away from obsolete commercial uses and redevelopment with mixed-use commercial and housing. The City commissioned a study by Piasky Solutions and Pacific Consulting Group, LLC "to narrow the City's focus on feasible sites for potential mixed-use redevelopment and to provide the necessary feasibility analysis to help the City identify and/or eliminate potential sites for consideration as well as recommend the type of viable mixed-use options that could be feasible." The Piasky Study is limited to 18 parcels along Western Avenue on the west side from 29019 to 29619 S. Western Avenue; however, its findings are generally representative of the feasibility of redeveloping non-vacant commercial sites within the City's commercial corridors, and the City is considering expanding the scope of the study to include more properties. The Piasky Study is included as Appendix E~~D~~.

The Piasky Study identified a number of properties within the S. Western Avenue study area that it considered Priority 1 or 2 opportunity sites for redevelopment, based on analysis of site-specific characteristics that suggest the sites will be conducive to redevelopment. These sites have been included in the list of potential housing sites detailed in Table 36, along with other similar commercial properties located elsewhere on Western Avenue or along other commercial corridors within Rancho Palos Verdes. The City has received a number of inquiries on potential redevelopment of commercially zoned parcels along Western Avenue that are hopeful that the City's effort to establish a mixed-use overlay zoning district will foster economic development in the area as well as revitalize the commercial corridor.

To encourage the redevelopment of housing sites identified in Table 36, the City will implement Housing Element Program 1 (Zoning Amendments to Increase Housing Development Potential). Through a zoning amendment, the City will create the Mixed-Use Overlay Districts (MUOD) to provide development standards that will encourage higher density housing development on Housing Element sites on commercial corridors. As part of that rezoning action, the City will further incentivize housing development on MUOD sites by removing the view preservation analysis requirement and removing the requirement for a CUP for buildings over 16 feet in height (because sites have already been analyzed and allowable densities calibrated to ensure view compatibility). To further encourage residential development, the City will allow MUOD sites to be developed with as much as 100 percent residential development (i.e., no minimum requirement for commercial development). Further, Program 16 includes provisions to reduce parking requirements in the MUOD to only one space per dwelling unit and allow at least three stories of height for multifamily residential buildings in the MUOD-45, -35, and -22 overlay, new ROD-30 overlay, and for the RM-22 district.

None of the parcels planned for the MUOD treatment have underlying zoning that allows residential development; thus, these overlay districts will be compliant with the recent "Clovis" appeals court decision. For select Housing Element sites (i.e., #4 and #18), the City will implement a Residential Overlay District (ROD) to provide the opportunity for owners of properties with underlying Institutional zoning to develop housing on these sites. Finally, the City will rezone two sites that are currently designated for lower-density housing development (i.e., #16 and #17) to be developed with medium-density housing (RM-22).

The City has also added new Housing Element Program 15 as a place-based strategy to support areas targeted for lower-income housing development with public improvements, including Western Avenue streetscape improvements to benefit Housing Sites in the western part of the City and the Ladera Linda Community Center and Park project to benefit Housing Sites in the eastern part of the City.

Existing Residential Uses

The sites inventory does not include any sites that have existing residential uses. Thus, the replacement housing policy requirements of Government Code section 65915, subdivision (c), paragraph (3) do not apply.

Analysis of Sites Smaller than 0.5 Acre and Larger than 10.0 Acres

Housing Element law requires additional evidence of the developability of housing sites that are less than one-half acre in size or larger than 10 acres in size when targeted to meet lower-income RHNA needs. The list of housing opportunity sites on Table 36 includes a number of sites that are under one-half acre in size; however, none are targeted to meet lower-income housing needs. Although smaller than the size threshold, the City of Rancho Palos Verdes believes that these can still be viable sites for moderate- or above moderate-income housing due to factors such as the fact that they are infill locations that are already served by existing infrastructure, combined with the strong market demand for housing in Rancho Palos Verdes which makes it financially attractive to utilize the sites for housing.

Within the context of the City of Rancho Palos Verdes limited land supply and limited development activity, the City has seen other interest in housing development on small parcels, including, but not limited to:

- On November 29, 2016, the Planning Commission adopted P.C. Resolution No. 2016-16 approving a Height Variation, Grading Permit, Minor Exception Permit, Variance and Site Plan Review to construct a new 3,709 ft^2 split-level residence, 720 ft^2 attached deck, a reduction of the required front-yard setback, construction over an extreme slope and 471 cubic yards of associated grading on a 0.39-acre vacant lot located at 29425 Palos Verdes Drive East.

- On May 14, 2019 the Planning Commission adopted P.C. Resolution No. 2019-10 to approve a Height Variation Permit, Grading Permit and Site Plan Review to construct a new 5,292 ft^2 two-story single-family and associated grading on a 0.26-arce vacant lot located at 4348 Via Frascati.

- On July 27, 2020, the Director of Community Development approved a Site Plan Review, Major Grading Permit, and Minor Exception Permit to construct a new 4,686 ft^2 split-story residence and ancillary site improvements with 991.4yd^3 of associated grading on a 0.46-acre vacant lot at 14 Bronco Drive.

- On September 21, 2021, the City Council adopted Resolution No. 2021-46, approving a Site Plan Review, Major Grading Permit, and Minor Exception Permit for a 3,821 ft^2 split-story residence and ancillary site improvements with 1,049 yd^3 of associated grading on a 0.3-acre vacant lot at 30504 Palos Verdes Drive West.

- On June 12, 2019, the Planning Commission adopted P.C. Resolution No. 2019-12 approving a Height Variation, Major Grading Permit, Minor Exception Permit and Site Plan Review to construct two-story additions to a fire-damaged rebuild of a single-family residence for a total structure size of 4,975 ft^2 residence and a new 1,602 ft^2 two-story detached structure consisting of an 844 ft^2 three-car garage and 758 ft^2 ADU above on a 0.57-acre developed lot located at 5425 Middlecrest Road

The listing of potential housing development sites in ~~Table 35~~ Table 36 also includes two~~one~~ sites larger than ten acres. 30840 Hawthorne Boulevard is a large site commonly known as the Salvation Army site which could support higher density housing development that would be suitable to accommodate low-income households. Specifically, all units are proposed as low-income to align with the Salvation Army's mission to provide homeless shelters, transitional housing, and permanent supportive housing. The site will also provide further housing opportunities for students, faculty, and staff. The City estimates that approximately 13~~24~~ percent of this site is developable, due to environmental constraints and existing improvements on site that will likely remain, for a net developable acreage of 5.17~~9.54~~ acres. Hence, the actual site area to be potentially developed will be less than the ten-acre threshold. The portion of the site targeted for housing development provides direct access to Rancho Palos Verdes Boulevard South and access to water, sewer, and electrical utilities is available along the street frontage. The City is actively engaged with the Salvation Army about the rezoning, potential subdivision, and development of the portion of the site targeted for housing.

Table 36 also includes 30800 Palos Verdes Drive East, which is the 20.87-acre site of the UCLA South Bay Campus. Although the Dudek analysis indicates that this property (along with the adjacent vacant 3.71-acre parcel) could support a greater number of housing units, the table assumes relatively modest amounts of housing development that is consistent with

previous discussions of developing approximately 20 total housing units at the two parcels. For 30800 Palos Verdes Drive East, the table assumes development of eight housing units. Because of the relatively low development intensity assumed for this site, it is targeted for above moderate-income housing development. As a site to developed to accommodate a u~~U~~niversity campus, the site has direct roadway access to Palos Verdes Drive East and existing water, sewer, and electrical utilities that serve the site.

To encourage and facilitate the subdivision and development of sites larger than ten acres that are targeted for housing development the City has included Program 19, including incentives and assistance for subdividing the larger parcels for residential development.

The City has a track record of developing larger parcels of land for new housing development, as demonstrated by the following examples:

- In 1992, the City Council adopted Resolution No. 92-53, certifying Environmental Impact Report (EIR) No. 36, and adopted Resolution Nos. 92-54, 92-55, 92-56, 92-57, thereby conditionally approving Vesting Tentative Tract Map Nos. 50666 and 50667, Tentative Parcel Map Nos. 20970 and 23004, Conditional Use Permit Nos. 162 and 163, Coastal Permit No. 103, and Grading Permit No. 1541 for a Residential Planned Development (RPD) consisting of 83 single-family dwelling units including four off-site affordable housing units, an 18-hole public golf course, and public open space on 261.4 acres located at what is now known as the Trump National Golf Club project.

- In 1992, the City Council adopted Resolution No. 92-27, approving Conditional Use Permit No. 158 in conjunction with Vesting Tentative Tract Map No. 46628 for a Residential Planned Development of 79 single-family lots and five open space lots on a 132-acre vacant site, located seaward of the terminus of Hawthorne Boulevard at Palos Verdes Drive West.

Analysis of Sites Inventory Through the Lens of Affirmatively Furthering Fair Housing

As discussed in the Assessment of Fair Housing, the City of Rancho Palos Verdes does not have any areas where the data conclusively indicate that there are problems of racial segregation or isolation, or racially or ethnically concentrated areas of poverty (R/ECAPs). Further, the entire City of Rancho Palos Verdes is considered an area of Highest Resource within the Los Angeles County region. A review of the locations of the sites identified in Table 36that could be zoned to accommodate housing for lower-income households indicates that the sites are balanced across several different commercial corridors and institutional sites which traverse the City, including Western Avenue, Hawthorne Boulevard, and Silver Spur Road, so as to avoid over-concentrating new housing for lower-income households in any single part of the community. It is recognized that the potential development of 30840 Hawthorne Boulevard (Salvation Army Site) with up to 180~~328~~ units of higher density housing

or the potential development of 28500 S. Western Avenue with 184 units of higher density housing could create ~~a~~ large concentrations of lower-income households if all are developed as affordable housing; however, as noted previously, there are no Census Block Groups in Rancho Palos Verdes that have high existing concentrations of lower-income households. Further, the Salvation Army site is within an area of Rancho Palos Verdes where the median household income is within the middle range for the City (see Figure 46); thus, adding lower-income households to this area would not create problems from the standpoint of over-concentrating lower-income households. The 28500 S. Western Ave. site is within a Block Group where the median income is $75,000-$149,999, which is moderate in terms of countywide norms. Nevertheless, to mitigate those~~at~~ potential effects, the City could consider planning approaches for the sites to encourage mixed-income housing development, as Table 37 indicates that the housing opportunity sites on Table 36, have sufficient capacity to allow 30840 Hawthorne Blvd., ~~-~~28500 S. Western Ave., or other sites targeted for lower-income housing development to include substantial market rate components while still having sufficient capacity in the overall sites inventory to fully accommodate the City's 6th Cycle RHNA for lower-income units (as well as units targeted to other income categories). To the extent that the Salvation Army site could accommodate a substantial number of lower-income households, they would benefit from the location within an area of Highest Resource that provides immediate access to a range of services provided by Salvation Army to its clients, as well as shopping and other services, potential employment opportunities, and access to high quality schools and other resources within the broader Rancho Palos Verdes community that qualify the City as a highest resource/high opportunity area. Further, a larger campus with housing for lower-income households at the Salvation Army site may create sufficient scale to make it feasible for the organization to provide shuttle transportation for residents at 30840 Hawthorne Blvd. to access employment, schools, shopping and services, and connections to transit systems serving the surrounding area.

~~The affordable housing site on Silver Spur Road (550 Silver Spur Road) is located in a Block Group with a median income of $149,000 to $199,999 per year, which is in the middle range for Rancho Palos Verdes, as is one site targeted for affordable housing on Western Avenue (28619 Western Avenue), and the site targeted for affordable housing at 30800 Palos Verdes Drive East. Other sites on Western Avenue are within a Block Group that has a median income of $75,000 to $149,999 but the cumulative lower income housing potential on these sites (81 units)~~

The Housing Element sites targeted for lower-income housing development are smaller with potential for fewer low-income units (i.e., 82 units or fewer) and they are spread fairly evenly between the eastern and western parts of the City. Thus, development of these sites individually would not be likely to create an overconcentration of lower-income households. Further, all of Rancho Palos Verdes is located in Block Groups that have existing median household incomes of $75,000 to $149,000 or above, so development of lower-income housing in any of ~~of~~ these Housing Element sites is unlikely to create an ~~would not represent an~~ excessive concentration of lower-income housing in this part of the city, particularly as the

Housing Element mixes these lower-income opportunity sites with sites for additional moderate- and above moderate-income housing on the Western Avenue, Silver Spur, and Hawthhorne Boulevard corridors as well. Western Avenue and Hawthorne Boulevard are also areas in Rancho Palos Verdes that are served by a number of transit stops (PV Transit and Metro) that provide connections to jobs and other resources in surrounding areas; thus, affordable housing opportunities within these commercial corridors would afford residents mobility options that are not as conveniently available in other locations within the City.

Although specific sites are not called out in the Housing Sites Inventory shown on Table 36, the Housing Element programs supporting the ADU development potential summarized on Table 37 (Programs 4, 5, 6, and 7), along with the additional housing potential not counted towards the RHNA obligation supported by the Incremental Infill Housing program (Program 3) aim to create new housing development opportunities within Rancho Palos Verdes' existing low-density single-family neighborhoods. By encouraging, facilitating, and supporting development of infill housing in these neighborhoods, this will create expanded affordable housing opportunities in these areas in the form of smaller units that can be built on existing lots, these programs will help to better integrate the neighborhoods from a socio-economic standpoint.

In conclusion, the robust efforts to expand the potential for affordable housing development in Rancho Palos Verdes, as represented by this Housing Element and its various goals, policies, and programs, will help to affirmatively further fair housing. From a local perspective, this Housing Element substantially expands the opportunities to develop affordable housing in locations spread throughout the City, including commercial corridors, under-utilized institutional sites, and lower-density single-family neighborhoods where lower-income households have not traditionally had access to housing choices. From a regional perspective, expanding opportunities for lower-income housing development in Rancho Palos Verdes will help to provide greater access for lower-income households to live in a highest resource area, and to provide better socio-economic integration in a community that is known primarily as an upper-income enclave.

QUANTIFIED OBJECTIVES

While the RHNA represents the City's legal obligation to plan for the capacity to accommodate new housing development, the Housing Element also establishes quantified objectives that represent the City's anticipated new housing construction, rehabilitation, and preservation accomplishments during the 2021-2029 Housing Element period.

Table 38 summarizes the City of Rancho Palos Verdes' quantified objectives for the construction, rehabilitation, and conservation for the 2021-2029 Housing Element period. The quantified objectives do not represent a ceiling on development, but rather set a goal for the City to achieve based on needs, resources, and constraints.

New Construction

The objectives for new construction are based on the City's historic production patterns and anticipated resources available to support the development of below-market housing for lower-income households. Although the RHNA does not include allocations for extremely low-income households, Housing Element Law requires that jurisdictions estimate the need for housing units affordable to extremely low-income households. The quantified objectives assume that half of the very low-income housing production addresses needs for housing to serve extremely low-income households.

During the 2013-2021 Housing Element planning period, the City permitted 120 net new above-moderate income housing units. The City's above moderate-income RHNA for the 2021-2029 Housing Element planning period is approximately equal to this number – 122. Based on the results of the 2013-2021 time period, the City's quantified objective for above moderate-income housing units for the 2021-2029 planning period is equal to the new RHNA.

Due to limited resources and the need for substantial subsidy for all unit types other than above moderate-income units, the City has seen much more limited production of housing units for very low-, low-, and moderate-income households. Although the City intends to fully accommodate the 2021-2029 RHNA for these groups by providing land, appropriately zoned for development that could serve these income groups, the City's quantified objectives for these income categories are more modest, and are based on the following:

1. Assuming the City achieves its objective of 122 above moderate-income units (market rate units), the City's inclusionary housing policies could potentially generate either six very low-income units or 12 low-income units. For the purposes of quantified objectives, the Housing Element assumes that the market-rate units will generate inclusionary units or in-lieu fees that be leveraged to indirectly develop affordable units equal to three very low-income units and six low-income units.

2. As discussed previously, the City anticipates eight-year projection of 144 ADU units and, based on SCAG's ADU affordability analysis, these would break into income categories as follows:

Lower	86 units
Moderate	9 units
Above Moderate	49 units

The City assumes that the lower-income ADU units will be distributed as follows: 21 extremely low-, 22 very low-, and 43 low-income units. The above-moderate ADU units are assumed to be included in the 122-unit moderate-income production objective discussed above.)

Finally, the City's housing in-lieu fee fund has a balance of approximately $856,000. During the 2021-2029 Housing Element planning period, the City will issue a notice of funds availability (NOFA) for affordable housing developers interested in using the City's in-lieu fees to help develop one or more affordable housing projects in the City of Rancho Palos Verdes. Assuming approximately $35,000 in local assistance per affordable unit can be leveraged with State, federal, and other affordable housing funding sources, the City's existing in-lieu fee fund balance could leverage production of approximately 24 new affordable housing units. For the purpose of quantified objectives, the City assumes that these units could be distributed as follows: 6 extremely low-, 6 very low-, 12 low-income.

These quantified objectives total to 250 new housing units over the 2021-2029 time period, as summarized in Table 38.

Rehabilitation and Conservation of Existing Housing Units

The City does not have significant housing rehabilitation needs and the City lost its funding source for housing rehabilitation projects with the State's dissolution of local redevelopment agencies; however, the Housing Element contains a program for the City to assist lower-income households that may be in need of housing rehabilitation assistance by providing referrals to other agencies or organizations that may be able to help. The City's objectives for rehabilitation and conservation is eight units as follows: two extremely low-, two very low-, two low- and two moderate-income units.

Preservation of Affordable Units at Risk of Conversion to Market Rates

The preservation goal of zero reflects the fact that the City does not have any assisted housing units at risk of conversion to market rates during the next ten years.

Table 38: 2021-2019 Quantified Objectives by Income Level

Income Category	New Construction	Rehabilitation & Conservation
Extremely Low		2
Inclusionary Units	0	
ADU Units	21	
Existing Housing Impact Fees	6	
Very Low		2
Inclusionary Units	3	
ADU Units	22	
Existing Housing Impact Fees	6	
Low		2
Inclusionary Units	6	
ADU Units	43	
Existing Housing Impact Fees	12	
Moderate		2
ADU units	9	
Above Moderate (a)	122	0
All Income Categories	**250**	**8**

Note:
(a) Includes production of 49 above moderate-income ADU units.

Source: City of Rancho Palos Verdes, 2022.

HOUSING ELEMENT GOALS AND PROGRAMS

This chapter presents Rancho Palos Verdes' goals for the 2021-2029 Housing Element planning period as well as an implementation program to support these goals and policies. The goals and programs outlined below are based on findings from the needs analysis, assessment of fair housing, constraints analysis, and sites inventory presented in prior chapters, as well as input received from the community and stakeholders during the Housing Element Update process.

The programs below outline a strategy for addressing State Housing Element requirements and advancing the City's housing objectives, while remaining tailored to be achievable within the Housing Element planning period, given the City's financial and staffing resources. The goals and programs described in this chapter address five overarching goals. Each goal is supported by one or more programs that will be implemented during the 2021-2029 Housing Element planning period.

Goal 1: Housing Supply

Provide an adequate supply of housing for people of all ages, incomes, lifestyles, and housing preferences, and types of households, including for households with special housing needs.

1. **Zoning Amendments to Increase Housing Development Potential (modification of existing Program #1)**
   - Include component for Mixed-Use Overlay Zoning District (MUOD) and Residential Overlay District (ROD) (modify existing program and expand beyond Western Avenue)
   - Include component for other re-zonings to fully accommodate RHNA with appropriate zoning amendments for sites targeted in the sites inventory.
   - Complete necessary rezonings within the applicable statutory deadlines, including provisions for by-right development for projects that include at least 20 percent affordable housing.

2. **General Plan Amendment to Include a High-Density Residential Land Use Category (new)**
   - Establish General Plan land use category that allows for residential density of at least 30 dwelling units per acre, or higher, as appropriate to provide General Plan consistency for sites to be zoned to accommodate the City's RHNA for lower-income households in Program #1.

~~3. Incremental Infill Housing Program (new)~~
   - ~~Implement a new concept of incremental infill into the City's existing low density neighborhoods, allowing for more than just detached Single Family Residential~~

~~units, ADUs and JADUs, on lots 7,500 square feet or greater in these neighborhoods. The program will include:~~

- ~~Public outreach~~
- ~~Potential density allowances of up to two market rate and one additional affordable unit (3 total)~~
- ~~Development Standards, including maximum unit sizes (e.g., average of existing units within 200 foot radius); maintain height with modified setbacks, objective architectural standards, no construction on extreme slopes~~
- ~~Provide for conversion and/or addition of single family residence, redevelopment/new construction~~

~~"~~

4. Accessory Dwelling Unit Ordinance Amendments (modify existing)
   - Bring local ADU ordinance into minimal compliance with State ADU laws and amend the ADU ordinance to implement an Incremental Infill designation, which allows up to two units on lots over 7,500 square feet, or up to three units if one of the units is dedicated as affordable housing, inclusive of the ADU and JADU units

5. Accessory Dwelling Unit Production Monitoring (modify existing)
   - Monitor the trend of ADU construction to evaluate the effectiveness of Incremental Infill and ADU construction in residential zones, especially regarding occupancy and affordability. Modify the program if monitoring indicates that the City will not fully accommodate its RHNA due to a shortfall of ADU production.

6. Affordable ADU Incentive (Modify existing)
   - Provide information on the various incentives the City offers to facilitate production of affordable ADUs, as follows:
     - Tier 1: Workforce. Provide grants of $10,000 in exchange for affordability covenants.
     - Tier 2: Home Share. Administer a two-year trial for the creation of ADU or JADU units through the provision of $15,000 ""low-mod income housing"" and ""affordable housing in-lieu"" grants with a ten-year affordability covenant.
   - Creation of additional ADU and JADU housing through this program would create property sharing opportunities by two or more persons and render housing affordable to persons who could not otherwise afford housing individually due to the ability to share housing costs, yet maintain individual privacy. This could be of particular benefit to individuals with disabilities who need occasional assistance or female-headed households seeking additional security. The City will work with SBCCOG's Home Share South Bay Silvernest program to help place tenants in ADUs and JADUs."

7. ADU Assistance Program (modify existing)
    - Develop pre-approved ADU plans, informational handouts, and development spec sheets
    - Implement an ADU Calculator to estimate the cost of converting part of a home or constructing a rental unit
    - Develop ADU Amnesty Program to legalize illegally converted ADUs in exchange for affordability covenants on converted ADUs. Incentives include priority permitting and inspections.
    - Pursue funding from the State to assist homeowners in ADU construction
    - Publicize and provide links to State's list of grants and financial incentives for affordable ADUs pursuant to AB 671
    - Partner with the SBCCOG to prepare proposals for the ADU Acceleration REAP Project, which is to create incentives and reduce regulatory barriers for building context sensitive ADUs to increase housing supply; support long range housing planning efforts by South Bay jurisdictions; strengthen regional/sub-regional partnerships, collaborations, and funding models; and establish a sub-regional vision as a basis for future funding for ADUs. The program is anticipated to yield:
        - Estimate of the differences between market-rate rents and ""very low income"" and ""low income"" RHNA categories to adjust subsidy amounts that will make ADUs affordable
        - Provide recommendations to accelerate ADU construction
        - Report on success of outreach efforts
        - Provide ADU forecasts under current conditions and new policies to maximize ADU Construction"
8. No Net Loss (continue existing)

Goal 2: Fair Housing and Equal Opportunity

Affirmatively further fair housing and protect existing residents from displacement.

9. Section 8 Rental Assistance (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)

10. Citywide Affordable Housing Requirement/Housing Impact Fee (continue existing)
    - Include a component to issue a Notice of Funding Availability (NOFA) for affordable housing developers to utilize the City's affordable housing in-lieu fees to develop an affordable housing project in Rancho Palos Verdes.

11. First-time Homebuyer Assistance (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)

12. Outreach for Persons with Disabilities (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)

13. Low-, Very Low-, and Extremely Low-income and Special Needs Housing (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)

14. Assistance for Redevelopment of Non-Vacant Housing Sites (new)

15. Place-Based Strategies to Support Areas Targeted for Lower-Income Housing Development (new)

~~14.~~16. Fair Housing Services (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)

~~15.~~17. Fair Housing Information (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)

Goal 3: Address Governmental Constraints

Address City policies and practices that constrain the City's ability to provide housing for households at all income levels and for households with special housing needs and bring City policies in line with recent changes in State law.

~~16.~~18. Zoning Ordinance Amendments to Remove Governmental Constraints (modify existing)

- Bring Density Bonus Ordinance in line with State Density Bonus law
- Establish objective design standards in line with SB 330/SB 35
- Adopt use of HCD's SB 330 Preliminary Project Application form
- Amend Zoning Ordinance to include Low Barrier Navigation Centers as a by-right use in mixed-use overlay zones and non-residential zones permitting multi-family housing, subject to meeting requirements as allowed by AB 101
- Amend Zoning Ordinance for multi-family zones and mixed-use zones permitting residential uses to specify that employee housing for six or fewer persons shall be permitted in the same manner as other dwellings of the same type in the same zone
- Amend Zoning Ordinance to make transitional housing a by-right use in M~~m~~ixed-U~~u~~se O~~o~~verlay (MUOD) zones
- Amend Zoning Ordinance to make transitional and supportive housing by-right uses in multifamily housing and M~~m~~ixed-U~~u~~se O~~o~~verlay (MUOD) zones
- Amend Zoning Ordinance for CG zone to waive maximum coverage limit of 50% for emergency shelters and eliminate standard CG zone parking requirement and instead only require sufficient parking for staff working at the shelter

- Include provisions in new MUOD-45 overlay zone for by-right development of emergency shelters.
- Include provisions in the new MUOD-45, -35, and -22 overlay, new ROD-30 overlay, and for RM-22 Housing Element sites, to allow at least 3 stories of height for multifamily residential buildings.
- -Amend the Zoning Ordinance to provide a ministerial permit process for residential care facilities for seven or more persons based on objective standards.

~~17.~~19. Transparency in Housing Standards and Fees (new)

- Program to publish all development standards information and housing fee information on the City's website in compliance with California Government Code Section 65940.1.
-

20. Implement Development Review Process Improvement Recommendations

- Program to implement recommendations from a recently completed assessment of the City's development review process.

21. Housing Site Development Assistance

- Program to facilitate the development of portions of Housing Sites Inventory sites larger than 10 acres for housing.

Goal 4: Maintenance of the Housing Stock

Maintain and improve the condition of Rancho Palos Verdes' housing stock.

~~18.~~22. Housing Code Enforcement (continue existing)

~~19.~~23. Housing Conservation and Rehabilitation (new)

- The City will develop and implement a Residential Rehabilitation Program. The first component will aim to bring substandard housing units into compliance with City codes. The City's program would combine a pro-active canvassing of the City to identify substandard housing and a re-active complaint driven inspection process. The City's goal is code compliance and vacation of substandard housing is not anticipated. Property owners in violation of City codes are provided information on rehabilitation loans or grants they may be eligible for in correcting code violations. The program will assist lower income homeowners, including senior and disabled households, with funding for necessary materials and supplies for home repairs and improvements. The program would provide grants for the following activities: accessibility improvements, exterior or interior home repair, repair of fencing and/or landscaping, plumbing, exterior painting, roof repair, and similar activities. The maximum grant amount is $5,000 per household, unless for exceptional circumstances as approved by the Community Development Director. To qualify for the program, a household needs to meet the following conditions:

    - -Current household income must be at or below 80 percent of the County median income based upon family size.
    - -The head of the household must be at least 55 years of age or have a physical handicap that makes him/her unable to maintain the home.
- The City will analyze the use CDBG funds or other available funds to assist extremely low income and lower income households with needed home repairs and improvements. The City's objective will be to provide assistance to 10 households per year, or 80 households over the 8-year planning period."

Goal 5: Energy Conservation

Promote energy conservation in residential buildings.

~~20.~~24. **Energy Conservation (continue existing)**

Table 39: 2021-2029 Housing Element Programs

1. Zoning Amendments to Increase Housing Development Potential (modification of existing Program #1)	Establish ~~Mixed-Use~~ Overlay Zoning Districts for Mixed Use (MUOD-45, -35, -22, and -12), Residential High (ROD-35), and Residential Medium (ROD-6) (modification of existing program to expand beyond Western Avenue); Include other rezonings to fully accommodate the 2021-2029 RHNA after accounting for potential ADU production during the planning period.~~, with~~ New overlays and rezonings to include appropriate zoning and development standards to encourage achieving maximum allowable densities. Rezone for at least eight lower-income carryover units from 5th Cycle. The rezonings will meet all requirements pursuant to Government Code section 65583.2, subdivisions (h) and (i), including by-right multifamily uses in which 20 percent or more of the units are affordable to lower-income households, accommodating at least 16 units per site, requiring a minimum density of 20 units per acre and establishing residential only performance standards. Development under MUOD standards will require at least 25 percent residential development and will permit up to 100 percent residential. MUOD districts will also permit emergency shelters (as defined in Government Code section 65583 (a)(4)) without a conditional use or other discretionary permit with the same development standards for emergency shelters as found in the CG district (as updated by Program 18, below). The MUOD, ROD, and RM-22 districts will eliminate the requirement for a view preservation analysis and eliminate the requirement for a CUP for buildings over 16 feet developed on Housing Element sites.	Complete necessary rezonings within statutory deadlines, as applicable.	Community Development Department, Planning Commission, City Council
2. General Plan Amendment to Include a High-Density Residential Land Use Category (new)	Establish General Plan land use category or categories that allows for residential density of at least ~~30~~45 dwelling units per acre, or higher, as appropriate to provide General Plan consistency for sites to be zoned to accommodate the City's RHNA for lower-income households in Program #1.	Concurrent with rezonings under Program 1.	Community Development Department, Planning Commission, City Council
~~3. Incremental Infill Housing Program (new)~~	~~Implement a new concept of incremental infill into the City's existing low-density neighborhoods, allowing for more than just detached SFR units, ADUs and JADUs, on lots 7,500 square feet or greater in these neighborhoods. The program will include:~~ ~~- Public outreach~~ ~~- Potential density allowances of up to two market rate and one additional affordable units (3 total), inclusive of an ADU and a JADU~~ ~~- Development Standards, including maximum unit sizes (e.g., average of existing units within 200-foot radius); maintain height with modified setbacks, objective architectural standards, no construction on extreme slopes~~ ~~- Provide for conversion and/or addition of single-family residence, redevelopment/new construction~~	~~Develop and implement the program within 2 years of adoption of Housing Element; implement on an ongoing basis, evaluate the program for effectiveness after two years of implementation; sunset provision based on level of infill per tract.~~	~~Community Development Department, Planning Commission, City Council~~
4. Accessory Dwelling Unit Ordinance Amendments (modification of existing)	Bring local ADU ordinance into minimal compliance with State ADU laws ~~and amend the ADU ordinance to implement an Incremental Infill designation, which allows up to two units on lots over 7,500 square feet, or up to three units if one of the units is dedicated as affordable housing, inclusive of the ADU and JADU units~~.	Make amendments for minimal compliance with State laws within one year of Housing Element adoption. ~~Amend ADU ordinance to implement Incremental Infill program (see below) within two years of Housing Element Adoption~~.	Community Development Department, Planning Commission, City Council

Program Name	Description/Objectives	Timing	Responsibility
5. Accessory Dwelling Unit Production Monitoring (modification of existing)	Monitor the trend of ADU construction to evaluate the effectiveness of Incremental Infill and ADU construction in residential zones, especially regarding occupancy and affordability. Modify the program if monitoring indicates that the City will not fully accommodate it's RHNA due to a shorfall of ADU production.	Monitor at least twice during the Housing Element planning period. Modify the program within six months if monitoring indicates a need for program updates to fully accommodate the City's RHNA.	Community Development Department
6. Affordable ADU Incentive Program (modification of existing)	Provide information on the various incentives to be offered by the City ~~offers~~ to facilitate production of affordable ADUs, as follows: - Tier 1: Workforce. Provide grants of $10,000 in exchange for affordability covenants, targeting assistance for four units per year. - Tier 2: Home Share. Administer a two-year trial for the creation of ADU or JADU units through the provision of $15,000 "low-mod income housing" and "affordable housing in-lieu" grants with a ten-year affordability covenant. Creation of additional ADU and JADU housing through this program would create property sharing opportunities by two or more persons and render housing affordable to persons who could not otherwise afford housing individually due to the ability to share housing costs, yet maintain individual privacy. This could be of particular benefit to individuals with disabilities who need occassional assistance or femaile-headed households seeking additional security. The City will work with SBCCOG's Home Share South Bay Silvernest program to help place tenants in ADUs and JADUs. For this entire program, target six units per year citywide during the trial period. If successful, continue the program on an ongoing basis, targeting six units per year citywide.	Develop and implement the program within one year of Housing Element adoption.	Community Development Department
7. Accessory Dwelling Unit Assistance Program (modification of existing)	Develop pre-approved ADU plans, informational handouts, and development spec sheets Implement an ADU Calculator to estimate the cost of converting part of a home or constructing a rental unit Develop ADU Amnesty Program to legalize illegally converted ADUs in exchange for affordability covenants on converted ADUs. Incentives include priority permitting and inspections. Pursue funding from the State to assist homeowners in ADU construction Publicize and provide links to State list of grants and financial incentives for affordable ADUs pursuant to AB 671 Partner with the SBCCOG to prepare proposals for the ADU Acceleration REAP Project, which is to create incentives and reduce regultory barriers for building context sensitive ADUs to increase housing supply; support long range housing planning efforts by South Bay jurisdictions; strengthen regioanl/sub-regional partnerships, collaborations, and funding models; and establish a sub-regional vision as a basis for future funding for ADUs. The program is anticipated to yield: - Estimate of the differences between market-rate rents and "very low income" and "low income" RHNA categories to adjust subsidy amounts that will make ADUs affordable - Provide recommendations to accelerate ADU construction - Report on success of outreach efforts - Provide ADU forecasts under current conditions and new olicies to maximuze ADU Construction" For this entire program, target ten units per year citywide.	Complete and implement within one year of Housing Element adoption. Partnering with SBCCOG underway and ongoing.	Community Development Department

Program Name	Description/Objectives	Timing	Responsibility
8. No Net Loss (continue existing)	Monitor housing sites inventory to ensure sites are adequate to accommodate RHNA and take action to identify and zone additional sites if necessary.	On-going	Community Development Department, Planning Commission, City Council
9. Section 8 Rental Assistance (modification of existing program to ensure outreach to minority groups that experience disproportionate housing problems)	Continue to assist the Housing Authority (LACDA) by conducting a Landlord Outreach Program, informing the Housing Authority of the City's status on providing affordable housing through the existing housing stock and providing an Apartment Rental Survey to the Housing Authority. Target ten new tenants with tenant-based vouchers in Rancho Palos Verdes citywide during the Housing Element Planning Period.	Conduct apartment rental survey within 12 months of adopting the Housing Element update and again in 2026. Conduct Landlord Outreach Program in 2024 and 2027 and report to Housing Authority within 6 months of completing surveys and landlord outreach, in 2025 and 2028.	Community Development Department
10. Citywide Affordable Housing Requirement/Housing Impact Fee (continue existing program)	Continue to implement inclusionary requirements and housing impact fee requirements. During the 2021-2029 period issue a NOFA to utilize in-lieu fee funds. Prioritize use of affordable housing funds for projects in locations with good access to transit, shopping, schools, parks, and employment.	On-going; issue NOFA by 2024.	Community Development Department
11. First-time Homebuyer Assistance (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)	Connect qualifying households with first-time homebuyer assistance programs offered by other agencies: County Homeownership Program, Morgage Credit Certificate Program, and So Cal Home Financing Authority First Home Mortgage Program. Target 20 first-timehomebuyers in Rancho Palos Verdes citywide during the Housing Element Planning Period.	At a minimum, conduct outreach efforts in 2024 and 2027 and as new programs become available.	Community Development Department
12. Outreach for Persons with Disabilities (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)	Continue to work with the Harbor Regional Center to implement an outreach program that informs families within Rancho Palos Verdes about housing and services available for persons with developmental disabilities.	Conduct outreach to RPV individuals with disabilities and households with members with disabilities in 2024 and 2027.	Community Development Department

Program Name	Description/Objectives	Timing	Responsibility
13. Low-, Very Low-, and Extremely Low-income and Special Needs Housing (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)	Assist 30 Very Low-, Low-, and ~~15 E~~xtremely low-income and/or Special Needs households through a combination of inclusionary units, ADUs, new affordable housing supported with in-lieu fees, and assistance with securing Section 8 vouchers through LACDA. To support this objective, the City will prioritize use of available funding to assist renters in these groups generally, ~~and extremely low-income renters with special needs in particular~~, and will provide priority processing for developments that commit to housing for ELI, VLI, LI and Special Needs households, provide additional regulatory concessions and incentives for housing developments that include ELI/VLI/LI/Special Needs units, support or pursue funding applications for ELI/VLI/LI/Special Needs housing when requested by developers, and conduct outreach and coordinate with affordable housing developers through an annual NOFA process. To support this program, the City will update the municipal code to ensure density bonus regulations are consistent with State law, promote the use of density bonuses on the City's website, and provide technical assistance (i.e., regular project meetings with dedicated staff to faciliitate timely project completion) to developers in utilizing density bonus provision to maximize feasibility to meet local housing needs.	Issue NOFA annually for availability of in-lieu fees to support ELI/VLI/LI/Special Needs housing~~, with a preference for ELI housing service special needs populations~~; contact LACDA annually to determine opportunities to connect ELI households with Section 8 vouchers. On an ongoing basis, seek opportunities to use in-lieu fees to incentivize developers subject to inclusionary requirements to deed restrict inclusionary units to ELI/VLI/LI/Special Needs households as appropriate. Update density bonus provisions and provide density bonus promotional materials on the City website by June, 2025. Provide technical assistance to affordable housing developers on an ongoing, as-requested basis.	Community Development Department
14. Assistance for Redevelopment of Non-Vacant Housing Sites (new)	Assist with the redevelopment of at least two non-vacant housing sites with housing during the 6th Cycle by conducting outreach to property owners and offering a range of assistance and incentives for redevelopment projects that produce housing consistent with or exceeding the housing units projected in the Housing Sites Inventory. Assistance will include deferring or reducing fees for sudivision of lots, deferring or reducing fees for affordable housing, expediting permit processing, and working with developers to identify and target specific state and/or federal financial resources that can assist the projects to move forward. City staff will also provide technical assistance, including dedicated staff, to shepherd applications through the City's approval process, to assist with funding applications, and to design projects to qualify for City incentives.	Conduct outreach to owners of Non-Vacant Sites listed in the Housing Sites Inventory within six months of Housing Element certification. Provide technical assistance and offer incentives on an as-requested, ongoing basis.	Community Development Department

Program Name	Description/Objectives	Timing	Responsibility
15. Place-Based Strategies to Support Areas Targeted for Lower-Income Housing Development (New)	The City of Rancho Palos Verdes will invest in public improvements in areas targeted for lower-income housing development. This includes the Western Avenue Beautification project, including median and parkway landscaping, landscape lighting, street furniture, crosswalk aesthetic enhancements, and stormwater capture features. This will help to improve the quality of life for households living on or near the mixed-use corridor. The City will also construct a new Ladera Linda Park and Community Center, including a new 6,800-square foot community center, play areas, landscaping, and ancillary park improvements. The addition of this amenity will help to increase the quality of life in the adjacent neighborhoods, including Housing Element sites in the eastern part of the city.	Complete Ladera Linda Park and Community Center improvements by December, 2024. Complete Western Avenue Beautification Project by December, 2025.	Public Works Department
16. Fair Housing Services (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)	Continue to contract with Housing Right Center for fair housing services.	On-going	Community Development Department in collaboration with Housing Rights Center
17. Fair Housing Information (modify existing to ensure outreach to minority groups that experience disproportionate housing problems)	Continue to provide Fair Housing brochure that describes fair housing laws and rights including tenant education regarding displacement; links to the Housing Rights Center website; State Department of Fair Employment and Housing; and U.S. Department of Housing and Urban Development. • Fair Housing Services and Program information continues to be made available on the City's website.	Review brochure and website every two years and update as needed. Distribute brochures annually to public locations such as City Hall, library, community centers, senior center, and others where they will be visible to vulnerable populations. Publicize availability of fair housing information through City's web site, social media, contact lists, and a notice in the City's utility billing statements at least annually.	Community Development Department

Program Name	Description/Objectives	Timing	Responsibility
18. Zoning Ordinance Amendments to Remove Governmental Constraints (modify existing)	-Bring Density Bonus Ordinance in line with State Density Bonus law -Establish objective design standards in line with SB 330/SB 35 -Adopt use of HCD's SB 330 Preliminary Project Application form -Amend Zoning Ordinance to include Low Barrier Navigation Centers as a by-right use in mixed-use overlay zones and non-residential zones permitting multi-family housing, subject to meeting requirements as allowed by AB 101 -Modify zoning ordinance for multifamily zones and mixed-use zones permitting residential uses to specify that employee housing for six or fewer persons shall be permitted in the same manner as other dwellings of the same type in the same zone -Modify zoning ordinance to make transitional and supportive housing by-right uses in multifamily housing and mixed use overlay zones -Modify zoning ordinance for CG zone to waive maximum coverage limit of 50% for emergency shelters and eliminate standard CG zone parking requirement and instead only require sufficient parking for staff working at the shelter -Include provisions in new MUOD-45 overlay zone for by-right development of emergency shelters. -Include provisions in all new MUOD and ROD-35 overlay zones to require no more than 1 parking space per multifamily housing unit with no requirement for covered parking. - Include provisions in new MUOD-45, -35, and -22 overlay, new ROD-35 overlay, and for RM-22 Housing Element sites, to allow at least 3 stories of height for multifamily residential buildings. -Amend the zoning ordinance to provide a ministerial permit process for residential care facilities for seven or more persons based on objective standards.	Complete Municipal Code updates within 36 months of Housing Element Update adoption.	Community Development Department, Planning Commission, City Council
19. Transparency in Housing Standards and Fees (new)	Publish all development standards information and housing fee information on the City's website in compliance with California Government Code Section 65940.1.	Within 6 months of HEU adoption.	Community Development Department

Program Name	Description/Objectives	Timing	Responsibility
20. Implement Development Review Process Improvement Recommendations (new)	Implement recommendations of Michael Baker International's assessment of the City's development review process to make the City's development review process more understandable, increase City staff's ability to efficiently handle development applications, and expedite the process of reviewing and approving development proposals. - Conduct an internal training workshop on at least an annual basis with Planning Division staff to discuss concerns and questions regarding Planning application review and update application checklists to improve these processes. (Annually, Q1 of each Fiscal Year) - Schedule a joint City Council and Planning Commission study session to examine the Zoning (Development) Code and its nexus and impacts to review timeframes of certain discretionary applications. (3/2025) - Ensure that subjective comments used in Planning application response letters refer to existing City documents. (12/2024) - Create policies or handouts to clarify unclear Municipal Code information provided by planning Staff in response to planning submittals. (12/2024) - Ensure that all documents that are referred in planning application response letters comments are posted on the City's webpage (5/2024 and ongoing) - Develop a digital platform that gathers all applicable regulations and ordinances for all parcels within City limits could be very beneficial for customer due diligence and ensure a smoother review process. (12/2024) - Hire additional Planning Division Staff to manage workloads (Ongoing)	Within time-frames indicated in parentheses for each bulleted item.	Community Development Department
21. Housing Site Development Assistance (new)	To facilitate the development of large sites over ten acres in size listed in the Housing Sites Inventory for lower income households, the City shall strive to streamline the approval process for land divisions, lot line adjustments, and/or specific plans or master plans resulting in a parcel size that enables affordable housing development (e.g., less than ten acres in size). For all sites over 10 acres in size listed in the Housing sites inventory, the City will prepare the survey necessary to define the rezoning for the sites and provide the survey information to the property owner to utilize in preparing the subdivision application. The City will also waive the Land Division application fee. Further, for projects that provide at least 20 percent of units affordable to lower-income households, the City will expedite the entitlement processing and provide lot division incentives, such as lot covereage adjustments to accommodate expected units and landscaping. In addition, for projects including at least 50 percent affordable housing, the City will also process fee deferrals. The City will underake ongoing outreach to property owners regarding lot division incentives.	Initiate collaboration with site owners to subdivide and create a parcel smaller than ten acres in size for high density housing development within 6 months of Housing Element adoption; provide expedited processing, process fee deferrals, and offer lot division incentives upon request by affordable housing developers. Conduct outreach annually to owners of eligible properties to inform them of lot division assistance and incentives.	Community Development Department

Program Name	Description/Objectives	Timing	Responsibility
22. Housing Code Enforcement (continue existing)	Continue to manage the housing code enforcement on a complaint basis and strive for voluntary compliance through the Code Enforcement Division. Target 150 closed enforcement cases citywide during the Housing Element Planning Period.	On-going	Community Development Department
23. Housing Conservation and Rehabilitation (new)	The City will develop and implement a Residential Rehabilitation Program. The first component will aim to bring substandard housing units into compliance with City codes. The City's program would combine a pro-active canvassing of the City to identify substandard housing and a re-active complaint driven inspection process. The City's goal is code compliance and vacation of substandard housing is not anticipated. Property owners in violation of City codes are provided information on rehabilitation loans or grants they may be eligible for in correcting code violations. The program will assist lower income home owners, including senior and disabled households, with funding for necessary materials and supplies for home repairs and improvements. The program would provide grants for the following activities: accessibility improvements, exterior or interior home repair, repair of fencing and/or landscaping, plumbing, exterior painting, roof repair, and similar activities. The maximum grant amount is $5,000 per household, unless for exceptional circumstances as approved by the Community Development Director. To qualify for the program, a household needs to meet the following conditions: -Current household income must be at or below 80 percent of the County median income based upon family size. -The head of the household must be at least 55 years of age or have a physical handicap that makes him/her unable to maintain the home. The City will analyze the use CDBG funds or other available funds to assist extremely low income and lower income households with needed home repairs and improvements. The City's objective will be to provide assistance to 10 households per year, or 80 households citywide over the 8-year planning period.	Develop and implement the program within 18 months of Housing Element adoption. Issue a NOFA annually to notify residents of available assistance.	Community Development Department
24. Energy Conservation (continue existing)	Continue to encourage voluntary participation in the City's Green Building Construction Program by offering permit streamlining as well as up to a 50% rebate for Planning and Building fees	On-going	Community Development Department

GENERAL PLAN CONSISTENCY

State law requires that General Plans are internally consistent. This means that the contents of one element, such as the Housing Element, must not be in conflict with any other part of the General Plan. The 2021-2029 Housing Element Update represents a substantial modification of the 2013-2021 Housing Element. In particular, the 2021-2029 Housing Element programs call for post-adoption actions to update various parts of the Municipal Code to align with State law and modify the zoning for certain parcels in order for the City to be able to accommodate its RHNA for the 2021-2029 Housing Element planning period.

Because these actions will be undertaken after adoption of the 2021-2029 Housing Element Update, amendments to other parts of the General Plan may be necessary to ensure consistency. The General Plan amendments related to the Housing Element Update will not be made concurrent with the adoption of the Housing Element Update. Rather, it will be handled concurrently as various Housing Element programs are completed over the next eight years.

APPENDIX A: SUMMARY OF COMMUNITY ENGAGEMENT ACTIVITIES

- Joint Planning Commission/City Council Study Session - August 25, 2021
- 6th Housing Element Survey - August 25, 2021 to October 3, 2021
- Stakeholder Interviews - August/September/October 2021
- In-Person Housing Element Open House - September 25, 2021
- Virtual Housing Element Open House - September 25, 2021 to October 3, 2021
- Draft Housing Element Planning Commission Meeting - October 12, 2021
- Draft Housing Element City Council Meeting - October 19, 2021
- Final Housing Element Planning Commission Meeting – August 9, 2022
- Final Housing Element City Council Meeting – August 11, 2022

APPENDIX B: PUBLIC COMMENTS CONSIDERED IN PREPARING REVISED HOUSING ELEMENT UPDATE

From: Lita Jacoste <Litaesq@aol.com>
Sent: Friday, November 5, 2021 11:52 AM
To: Housing Element
Subject: Marymount Proposal

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

This is a repeat of comments previously sent to you:

Increased traffic on dangerous switchback is problematic. There have been fatal accidents. This will be the main road for the Marymount project. Get ready to spend more money policing and for fire and ambulance if you allow dense building here.
Safety concerns in case of evacuation: Traffic bottlenecks already exist. When traffic is backed up, there is no other way down the hill other than the one road: PV Drive East. You are stuck there from Crest until Miraleste. Increased density puts the evacuation plan at risk.

Lita Jacoste
Litaesq@aol.com

The information contained in this email is privileged and confidential information that is intended for the sole use of the addressee. Access to this email by anyone else is unauthorized

From: Stephanie Krasovec <skrasovec@cox.net>
Sent: Friday, November 5, 2021 4:50 AM
To: Housing Element
Subject: Marymount rezoning

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Dear Mr. Silva,

I wrote previously about my opposition for the Miraleste Plaza housing project, now I write to you to oppose the use of the lot next to Marymount for building up to 44 homes. As you explained to me previously the city is evaluating these areas due to a state mandate for rezoning to build more "affordable" housing. We purchased in 1995 on Ganado Drive, and one of the many reasons we purchased was to move away from high density housing as well as the stellar school system and the beautiful views and quiet neighborhoods. PVDE is one of the most traveled roads in our community and is used as a "cut through" by many and bringing in additional housing is not only going to bring in more traffic to the area but it will also upset the nature and tranquility of our neighborhood and I am sure more traffic lights too! Let's be real, housing developers have been clambering to build in this area, and believe me they are not going to be **AFFORDABLE** as developers want to make money and purchasing the land in this area will not be cheap, building will not be cheap and they will expect that their return will not be cheap. They will be built, sold quickly (not for those who **can't afford** but for those who can afford) and we will be left with the excess traffic, more accidents, increased density in a single bedroom community, and a lowering of our property values. Palos Verdes is known for their open spaces and building in every nook and cranny will not help with affordable housing as the land in this area is not affordable. This is a way for **DEVELOPERS TO MAKE MONEY** and does nothing to help our community.

It's ironic, many years back Marymount College wanted to build campus housing and the city halted that because of the same reasons that I cite now. I offer my opposition.

Regards,
Stephanie Krasovec
30741 Ganado Drive

From: Kim M White <tri4kim@cox.net>
Sent: Saturday, November 6, 2021 7:45 AM
To: Housing Element
Cc: CC
Subject: No housing adjacent to Marymount

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Hello,

A few years back, we voted NO on a football stadium and dorms on the properties at Marymount College PV which is now Marymount University.
The chief reason was because of the added traffic and View Ordinances as we didn't want our neighbors view obstructed.

Now, y'all are considering housing that would block the views and take away open land?
No.

I know this is late, but I just saw the post on Next-door.
I live in the area and did not get ANY notification that this was a possibility.

Please keep your citizens informed by snail mail of items in your agenda that will affect them in a timely matter.
We would like our voices heard.

Thank you,

Kim White, (POA for Harold & Pauline White, also)
3147 Dianora Drive

From: serrelda spangler <rillamarie@yahoo.com>
Sent: Friday, November 5, 2021 9:07 AM
To: Housing Element
Subject: No new housing near Marymount!!!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Sent from Yahoo Mail on Android

From: bsattler <bsattler@igc.org>
Sent: Thursday, July 28, 2022 5:25 PM
To: Ken Rukavina
Cc: Ara Mihranian; Jaehee Yoon; CC; Octavio Silva; PC
Subject: Re: Housing Element documents

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Dear Ken,

I apologize for having overlooked including you in my original communication. Thank you for this detailed response.

I understand that the City is being forced into some very difficult deadlines. At the same time, I and many other individuals who live near and/or rely on Western Avenue for shopping, commuting and emergency ingress/egress are very concerned about potential impacts of excessive quantities of new housing being focused on Western Avenue. In that regard, any changes to the site inventory from the last draft version will be of particular interest to us.

Having changes to the draft highlighted will be very helpful for this rushed review.

I think that it would also be beneficial for the City to communicate this looming deadline as broadly and urgently as possible to all residents. I was the only person aware of this at our Eastview (Rolling Hills Riviera) HOA meeting this week, and that was only because I am on the City listserve for the Housing Element.

Barbara

On 7/28/2022 10:50 AM, Ken Rukavina wrote:

> Dear Barbara:
>
> We appreciate and understand your concern regarding the compressed schedule for review of the Housing Element Update (HEU) document prior to the Planning Commission and City Council hearings on August 9 and 11, respectively.
>
> The impetus for this compressed schedule is the recent passage of SB 197 (Housing Budget Trailer Bill), which provides local agencies additional time to complete the required rezoning of sites to comply with the housing element. However, local agencies must adopt their housing elements, that HCD finds to be in substantial compliance with state

housing law, within one year of the original statutory deadline (i.e., October 15, 2021) to benefit from SB 197. The consequence of not meeting this new deadline is that governments are required to rezone by October 15, 2022, or be subject to penalties and other consequences for non-compliance.

To accommodate this schedule, the adopted HEU must be submitted to HCD no later than August 15 to allow them the statutory 60 days to review the HEU for compliance. Hence, the Planning Commission and City Council have been scheduled on short notice to adopt the HEU by August 15.

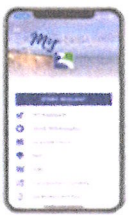
Although the City had hoped to provide more time for review, we are working on completing the document the best we can at this time to achieve compliance and still meet the submittal timeline outlined above. The primary changes will be to the site inventory, updates to various sections and programs in response to HCD's comments, and a few new programs/policies to address infill, transitional, and employee housing. The edits/changes will be identified to better facilitate their review once the document is published by the end of next week.

Regards, Ken

Ken Rukavina, PE

Director of Community Development

City of Rancho Palos Verdes



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GET IT ON Google Play

From: bsattler <bsattler@igc.org>
Sent: Tuesday, July 26, 2022 1:05 PM
To: Jaehee Yoon <jyoon@rpvca.gov>; CC <CC@rpvca.gov>; PC <PC@rpvca.gov>; Octavio Silva <OctavioS@rpvca.gov>; Ara Mihranian <AraM@rpvca.gov>
Subject: Re: Housing Element documents

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Thank you for this information, Jaehee.

If the final Draft document is not available until Friday, August 5 then the public will not have any reasonable amount of time to review it or to submit our comments and concerns to either the Planning Commission or the City Council before the scheduled meetings. In fact, it will be impossible for the public to even see, let alone review or comment on this document before the August 4 deadline for comments.

The public deserves a better opportunity to participate in decisions affecting the General Plan.

Barbara Sattler

On 7/26/2022 9:29 AM, Jaehee Yoon wrote:

> Hi Barbara,
>
> Thank you for your email.
>
> We are currently working on updates to the document which will be available next Friday, August 5, 2022.
>
> Please let me know if you have any other questions.

Thank you.

Jaehee

From: bsattler <bsattler@igc.org>
Sent: Tuesday, July 26, 2022 8:25 AM
To: Jaehee Yoon <jyoon@rpvca.gov>
Subject: Housing Element documents

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Hello Jaehee Yoon -

I received listserve notices from the City regarding the Housing Element update scheduled for both Planning Commission and City Council meetings in August. Both notices direct the public to the City website for more information.

The most current version of the Housing Element update that I could find on the City website yesterday (7-25-2022) was:

HCD Review Draft, 2021-2029 Rancho Palos Verdes Housing Element Update
dated November 19, 2021

Have there been any modifications to this document since November 2021?

Barbara Sattler

bsattler@igc.org

From: melanie saavedra <netoychispa@gmail.com>
Sent: Friday, November 5, 2021 2:21 PM
To: Housing Element
Cc: CC
Subject: No on rezoning next to Marymount college

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

You don't have my approval on building up to 44 more homes next to Marymount college. There's going to be too much traffic, pollution, brown outs and water shortages. This must stop.

Concerned, Melanie Saavedra

Sent from my iPhone

From: Haydee <alayzahaydee@gmail.com>
Sent: Saturday, November 6, 2021 9:39 AM
To: Housing Element
Subject: NO to rezoning!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

pls reconsider the rezoning , DO NOT APPROVE, we all worked very hard to come to the hill, for its low traffic n quiet neighborhood , on weekend between bikers n cars it's congested with what we have, more apts or condos , 2 cars per unit it's just to much!!! I say NO !

thank u

Neil n Haydee Hamadey
PVE residents over 40 yrs

From: Danielle Thom <dthom1@me.com>
Sent: Friday, November 5, 2021 11:06 PM
To: Housing Element
Cc: CC
Subject: Please do not add housing at Marymount

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Dear City of RPV- Housing
Please do not try to use Marymount land as a place to build units- The area would not be able to handle 200 + people. With the accidents that keep occurring around the switch backs this would just add to the issue- Adding housing units that could be as high as 30' would ruin the views and the values of the currently valued $2 million dollar homes!
There is more land on PV drive north east of rilling hills prep with open road.
Or at the top of Crest on the Hawthorne side-

Danielle Thom
26 Avenida de Azalea
RPV, CA 99275

From: Kimberlee Galante <kimberleedgalante@icloud.com>
Sent: Friday, November 5, 2021 8:53 AM
To: Planning
Subject: Proposed 44 homes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Hello and Good Morning;
I wanted to communicate my level of concern for the approval to build the homes next to Marymount. The traffic is already difficult. We don't want more traffic lights in our community. There are lots of accidents at Ganado and PV DR East. We have the motorcycles racing up and down the hill that we can't control. Please do not approve of the homes requesting to be built on this land.
Thank you, Kimberlee Galante

Sent from my iPhone

From: John Swoboda <jhswoboda@aol.com>
Sent: Monday, November 8, 2021 10:40 AM
To: Housing Element
Subject: Proposed 44 units on Marymount Site

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Dear City Council and Staff;

The very recent proposal to allow the construction of 44 housing units up to 30 feet in height on the Marymount site is outrageous. It must not be allowed.

There is the very real problem of land instability. That land is very steep and has never been developed. The building proposal represents a likelihood of environmental disaster.

There have been major drainage issues in that area (consider the San Ramon Canyon Storm Drain Project). This is a fragile environment which requires protection rather than development.

The primary means of ingress and egress from that areas are the switchbacks, a narrow and curving road which offers one lane in either direction. The traffic congestion resulting from the additional homes would be an environmental and safety concern.

It should also be noted that there is no Conditional Use Permit as to this property.

Juliet Swoboda
Homeowner and resident of Mira Catalina

From: thebunny1 <thebunny1@cox.net>
Sent: Saturday, November 6, 2021 5:31 PM
To: Housing Element
Subject: Rezoning Marymount for 44 homes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Please don't approve the rezoning of the parcel of land at Marymount College. We live in a quiet residential area and we choose to live her for that reason. As it is, our homes are set close together and traffic on Palos Verdes Drive East is plentiful. We don't need more congestion for our quiet side of the hill.

Just a suggestion: There are a lot of commercial properties that are vacant due to the Pandemic. Those empty properties could be converted into housing, especially along Western.

Thank you,

Rochelle Krieger
31227 Floweridge Dr
RPV, CA 90275

From: John Lakis <jlakis@cox.net>
Sent: Saturday, November 6, 2021 6:19 PM
To: Housing Element
Subject: Rezoning next to Marymount College

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

I live on Palos Verdes Dr East directly across from this area. This is a terrible spot just as it was for the dorms that Marymount wanted to build. This is one of the most dangerous streets in the area heading up and down the switch backs. The last thing we need is more traffic on this road. We are sure to have an increase in accidents and deaths. We have already seen an increase in traffic and accidents in the last 1 1/2 years due to Covid and that has proven to be more dangerous for the residents.
I'm completely against building here.

John Lakis
310.738.0293
jlakis@cox.net

From: James <jyoungortho@gmail.com>
Sent: Saturday, November 6, 2021 6:53 PM
To: Housing Element
Subject: Rezoning of 4 acre lot near Marymount

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

To the city council,

I'm for rezoning the lot in order to allow for higher density housing. If the developer is allow to built lower cost housing, especially targeting renters or smaller houses, this will partially solve the affordability issues for many people. Land mass in RPV is not going to increase for housing. For those of us who were lucky enough to buy when prices were affordable, we should have a little empathy for those struggling to buy or rent in RVP.

Dr. James Young
Resident of RPV

Sent from my iPad

From: Erin Harris <erinaburns@aol.com>
Sent: Friday, November 5, 2021 7:14 AM
To: Housing Element; marc_90277@yahoo.com
Subject: Rezoning of lot adjacent to Marymount for 44 homes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Dear RPV Council-
Please do not rezone this area for 44 homes. This will drastically decrease our housing prices, increase traffic and block views. Have you performed an increased traffic study on PV drive East? What about the fatalities from the switchbacks? People also continuously speed on that road as I know since I live on San Ramon Drive. Will this be put up for a public vote? Please keep me posted on the status.
Sincerely, Erin Harris, 2750 San Ramon Drive; RPV, 90275

https://www.rpvca.gov/DocumentCenter/View/17674/Draft-6th-Cycle-Housing-Element

!!!URGENT!!! The City chose adjacent lot next to Marymount for rezoning up to 44 homes.
The city has chosen the lot next to Marymount as a candidate for rezoning to RM-12. This will allow 44 units up to 30 feet in height on this almost 4 acre lot.

Lisa Garrett

From: 4bfoley@gmail.com
Sent: Friday, November 5, 2021 5:11 PM
To: Housing Element
Cc: CC
Subject: Rezoning of lot adjacent to Marymount University

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

I am commenting on the Public Review Draft 2021-2029 RPV Housing Element Update, dated October 7, 2021. Specifically I am commenting on the rezoning of Site #4, 7564-024-001, 3.71 acre lot, identified in Table 33: Housing Sites inventory list. It is vacant, zoned institutional, adjacent to Marymount College. I am opposed to the rezoning of this site to RM-12, which could allow for 44 units to be built on it. I would like to review the CEQA, California Environmental Quality Act, EIR, regarding this rezone. I do not believe that this area can be rezoned using an exemption or a negative declaration under CEQA. I believe that a full traffic report be conducted, an aesthetics review, etc... a full and complete EIR. I also am wondering if there will be any federal funding used for this site and the other rezoning of sites referred to in this Housing Element Draft? If so I request that a full EIS, Environmental Impact Statement be completed. I do not feel that this RPV Housing Element Update for public review can be commented on properly or approved until a full EIR is available for review. I live on Vista Mesa Drive, RPV, and the development of this project will impact me directly. I would also like to know if any of our property taxes will increase due to this project.

I would like to submit this as a formal comment. Please let me know the status of the EIR, as I look forward to reviewing it and potentially involving local and Federal agencies review.

Betsy Foley
2738 Vista Mesa Drive
RPV, CA 90275
4bfoley@gmail.com

Sent from Mail for Windows

From: Heather Pitvorec <hpreporting@gmail.com>
Sent: Friday, November 5, 2021 2:14 PM
To: Housing Element
Cc: CC
Subject: Rezoning of Marymount lot

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

To Whom It May Concern:
I'm writing to voice my opposition in the redistricting of the lot next to Marymount to be a candidate for RM-12 zoning.
Not only will this impact the traffic patterns, has anyone even given a thought the the fire danger in this area? There's only one way out for many of us in these neighborhoods. The canyon is to the right of me and to the left is switchbacks. Adding more housing, and dense housing at that, would be a horrible idea and could cost people their lives in the case of an emergency.
This is a high fire zone and we all know with climate change it's not going to get any better. You're potentially creating a disaster, with lives at stake.

Sincerely,
Heather Pitvorec,
Concerned MiraCatalina Resident

--

From: Denise Pellegrino <sl500mom@yahoo.com>
Sent: Friday, November 5, 2021 11:27 AM
To: Housing Element
Subject: Rezoningv of property next to Marymount

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

I am so outraged right now I could scream. This beautiful area we worked so hard to be able to afford snd the coastline that we all moved here to be able to enjoy will be ruined!!
How in the world could anyone think this is ok!!!!! The back switches are our only way out of this area that isn't so congested that we can actually drive somewhere. Fires are also a huge concern I. These areas snd we would have no way out in an emergency situation with this much added traffic.
This whole state is turning into China. People on top of people - lower income being out into areas all of us have worked so hard to get into. I know why everyone wants out if California!!!! It's run by a bunch of idiots.
Please think before making this huge mistake. The bottom line may look good. But when everyone here has land value go down millions of dollars, there wont t be anything left to run the city.
I am just sick inside even thinking of the possibility of this happening right down the street from us.

My husband has worked since he was 10 years old and we have saved for years to be able to live in this beautiful city. We moved when we were in our 50's which is when we could afford to be here.
How awful to even imagine this happening.
My daughter and son-in-law live right around the corner from us snd are so sick of what is happening here they're thinking of moving out of state. If something g like this happens, I know it will happen snd I certainly can't imagine living with them and my grandchildren so far away.
Please stop thinking with your wallets snd thinking about ruining the beautiful city we live in and taking so much from all of us who call this home.
Denise Pellegrino
SI500mom@yahoo.com
310 377-4013
Sent from my iPhone

From: David Benedetti <porkchop33@cox.net>
Sent: Thursday, November 4, 2021 7:40 PM
To: Housing Element
Subject: There is no room

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

The Marymount site is unsuitable for the buildings you are requesting to put there. Preserve our coastline. Keep our neighborhood streets just that....not congested.

From: eugene lee <calfanatic94@gmail.com>
Sent: Sunday, November 7, 2021 6:20 PM
To: Housing Element

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

I oppose the proposal to add potentially 140 low income units along Silver Spur Road in Rancho Palos Verdes and Rolling Hills. Our neighborhood has already experienced an increased influx of traffic and suffered unnecessary burdens from the recent developments.

We have seen the negative impact of increased traffic and along with that reckless driving that puts the residents in the neighborhood in danger. We do not want our home values compromised nor our families negatively impacted.

These units would cause people to use Longhill, Silver Arrow, Beechgate as alternative routes. These streets already suffer from major congestion during school hours. I live near the school and many days cannot even leave my neighborhood without encountering long lines of cars stretching three-four blocks beyond the school site.

We have seen and suffered the headaches and roadblocks that came along with building the new senior living facility on Silver Spur. Also upgrading the pipe and water lines along Crenshaw Dr. gave us a glimpse of how dangerous and vulnerable we are living on this hill. There were many delays all times of the day and drivers rushing to leave the hill drove recklessly and endangering other drivers, pedestrians and children. Whenever there is any sort of outage or accident, we are stuck and blocked with no other option.

This area is already developed enough and cannot bear the load of additional housing and increased density. Thank you for helping to protect and look out for the interests of all the residents on the peninsula.

Sincerely,

Eugene Lee

From: Melanie Tissot <melanietissot@gmail.com>
Sent: Friday, November 5, 2021 12:38 PM
To: Housing Element

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Please do not put up new housing next to Marymount. It will cause a tremendous amount of traffic and pollution. I am a home owner.
Melanie Gunn

From: Megan Keane <Megan@amarinecorp.com>
Sent: Friday, November 5, 2021 2:40 PM
To: Housing Element
Subject: Marymount adjacent lot rezoning to RM-12

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Hello,

I own a home on San Ramon Drive in Rancho Palos Verdes. My children attend Mira Catalina. I have been a resident of Rancho Palos Verdes since 1993.

I am against using the lot next to Marymount College for low income housing. My main concern is for safety. A multi unit complex would put a lot more traffic on PV Drive East. The closest route off the hill would be down the switchbacks. This particular location in Rancho Palos Verdes doesn't make sense for any density higher than single family homes. It's for this same reason that the Marymount dorms weren't built adjacent to Marymount college a decade ago.

Thank you,

Megan Keane
American Marine Corporation
Vice President, CA Region
Email: megan@amarinecorp.com
Cell: 310-345-4294

From: Jordan Lucoff <lucoffster@gmail.com>
Sent: Friday, November 5, 2021 1:31 PM
To: Housing Element
Subject: Marymount college location for 44 new homes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

This will create massive traffic in a one lane area. It will be unsafe to have so many more cars on the road and may impact the school systems.

We are adamantly opposed to zoning in this area.
Thank you!
Jordan Lucoff Miller
818.416.1243
Sent from my iPhone

From: Jonathan Haskell - Glow <jonathan@glowmusicgroup.com>
Sent: Friday, November 5, 2021 12:18 PM
To: Housing Element
Cc: Kari Kimmel
Subject: Marymount Development Opposition

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Hi there,

I wanted to take a minute to voice my **opposition** to building on or occupying any land on the Marymount site. We all love and live in Palos Verdes, especially on this side of the hill, for it's open space, serenity, and limited traffic and crowds. Speaking for my family, the area of Mira Catalina is blessed with open ocean and open fields every time we leave the neighborhood. That space in particular is home to a wide open field, clear to Catalina views, photoshoots, and plain air painters galore. It would be a real shame and would alter the landscape permanently for this area to be developed. I'm happy to speak with anyone involved to have my opinion heard. Having also grown up in Palos Verdes, this place is home to me and its most endearing characteristic is that it is a true escape from Los Angeles, without feeling like you're in a bustling city. Even if you look at Pacific Palisades, it's completely developed. Is that what we want RPV to become? I hope not.

Thank you kindly for taking the time to consider this.

Sincerely,

Jonathan Haskell & Kari Kimmel-Haskell
Mira Catalina residents.

Jonathan Haskell
Glow Music Group
Email: jonathan@glowmusicgroup.com
Read more about Kari & Glow Music Group in Billboard's recent writeup!

Recent Placements Include: America's Funniest Home Videos, Teen Mom, Young & Pregnant, Station 19, Rothy's, All American, Dynasty, Nancy Drew, Mayans, Shameless, Siesta Key, American Gods, Gatorade, Coke, Goliath, Happiest Season, A Babysitter's Guide To Monster Hunting, Woke, The Sims, Big Sky, Young Rock, Animal Kingdom, CVS, Michael Kors, Call Me Kat, Turner & Hooch, Kung Fu, Zoey's Extraordinary Playlist, Power Book III: Raising Kanan, Younger, Rebel, Riverdale...

From: timmonahan13@yahoo.com
Sent: Friday, November 5, 2021 11:33 AM
To: Housing Element
Subject: Low income housing

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

I say NO to the low income housing in the Marymount area!!!
That's got to be the most ridiculous proposal I have heard in my 40 years here in RPV. We will fight with all our might on this one!!

Sent from my iPhone

From: Atash Soltani <atash3000@juno.com>
Sent: Sunday, November 14, 2021 4:11 PM
To: Housing Element
Cc: atash3000@juno.com
Subject: "No" to building low income houses in RPV

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

As a residence of RPV for more than 20 years who moved here originally for raising a family and good school district, building low income houses in the city will have a major negative impact on current and future mid to high income families to consider moving to the city as it is totally going to change the demographic. I including my family are opposed to this decision and hear the same comments from all the residents (neighbors) in RPV awaiting a reconsideration please! All RPV residents are hopping for a decision change to be notified.

Thanks,
Atash Soltani
Arian Mohammadi

From: Dennis Chapman <dennis.chapman85@gmail.com>
Sent: Friday, November 5, 2021 10:42 AM
To: Housing Element
Subject: 44 houses on lot next to Marymount University

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Please do not approve this. Traffic on PV Drive East will be terrible with many more accidents. Also houses 30 feet high will impact views and decrease current property values. VOTE NO ON THIS PROJECT!!!

Dennis Chapman
Home owner on San Ramon Drive

Sent from my iPhone

From: Marcia Crabtree <betterthaneticket@gmail.com>
Sent: Friday, November 5, 2021 10:09 PM
To: Housing Element
Subject: 44 houses to be built potentially next to Marymount

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Are you kidding me? Like we do not already have enough traffic incidents on the extremely dangerous curving PVDE?? This was a major reason neighbors protested strongly against allowing dormitories in the area, and why Marymount's request to build them was denied, on top of the potential noise. Also, the height of the proposed buildings would eliminate many area homeowner's beautiful views, for which they paid premiums, despite the city's policy of protecting such views as with it's view restoration policy and it's prohibition of excessive heights for remodels and the like. Please, please, please take this land off the table for consideration of the proposed development.

Sincerely,

Marcia Crabtree
Area resident for almost 30 years

From: alicia sichan <ajgold99@yahoo.com>
Sent: Saturday, November 20, 2021 10:05 AM
To: Housing Element
Subject: Against dense housing next to MCU

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

To whom it may concern,

I am against development of the property next to Marymount California University for the following reasons:

1. Our neighborhood enjoys open space and ocean views that would be negatively impacted by housing next to MCU.
2. The road cannot support additional traffic and has already seen several serious and fatal accidents because of increased traffic and speeding.
3. Our properties were purchased under the assumption that MCU would not develop the open parcel off of PV East.
4. "Affordable housing" is not realistic for this area because of the exiting multi-million dollars homes in the neighborhood.

Thank you for your consideration in this important matter.

Alicia Sichan
Homeowner on Seaglen Dr. RPV 90275

From: April Sandell <hvybags@cox.net>
Sent: Monday, August 1, 2022 10:36 AM
To: Ara Mihranian
Cc: Housing Element; Housing Element; CC
Subject: City Council to meet before this housing/element plan goes before the City Planning commission

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Hi Ara,

I believe that you announced the "special" meeting of the council members would be held around August 2nd. Question: Will the subject meeting be open for public attendance and/or will be live via zoom or RPV channel???

BTW- As you may be aware, some discussion during the recent RHRHOA meeting the final housing plan and related zoning overlay identifying of a portion of the Terraces Shopping Center for use.
(I did not watch or participate in the above mentioned HOA meeting but otherwise heard thru the grapevine the HOA members discussed theTerraces property as part of the City''s plan to meet the State requirements and not happy much less supportive.

Thank you in advance for your response.

April Sandell

From: JANET YAMAMOTO <rjec@cox.net>
Sent: Friday, November 5, 2021 8:41 AM
To: Housing Element; CC
Cc: Stasys Petravicius; Laura McGuire; Angelique Lyle; ls428@cox.net; bridleman@cox.net; dec_37@yahoo.com; Wedemeyer; Kathy Millea; Jonathan Whitehead; katelindawalsh@gmail.com; Rich Schleicher; Eva & Tom Wildey
Subject: Clipper Road Open Lot APN 7573-006-024

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

City Counsel Members/Housing Study Committee,

Please DO NOT rezone this lot on Clipper Road. It is in the process of being sold to a developer. An architect has been out getting ready to build 12 units on this property. He is well ahead of the Housing Development Study and appears confident the rezoning will be approved for 12 units, as stated on page 158 of the Study:

https://www.rpvca.gov/DocumentCenter/View/17674/Draft-6th-Cycle-Housing-Element

Many of us have lived here for well over 20 plus years. Some as long as 45 & 60 years! The lot's current zoning, I believe is for 4 single family homes. We request that it be kept at that. The purchaser of this property has no intention of serving the community, but only to profit his pocket.

Please help us to keep our quiet community of Abalone Cove compatible with our environmental surroundings. We DO NOT want a mass of units towering into our backyards and ruining the gorgeous views we deeply enjoy. This is not what the founders our our precious area intended and it is why we all live in this area.

Please restrict development in RPV by not putting increased housing in already established neighborhoods.

Thank you all for serving our City.

Best Regards,

Janet Yamamoto

11 Sea Cove Drive

From: Marc Harris <marc_90277@yahoo.com>
Sent: Saturday, November 6, 2021 8:52 AM
To: Housing Element
Subject: Comments for Rezoning of lot adjacent to Marymount college for 44 homes
Attachments: ParcelMap.pdf

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Dear RPV Council-

44 Homes on 3.71 acres works out to an average lot size of 3672.88 sq ft. This is slightly larger than the average lot size in North Redondo Beach. Please refer to the attached parcel map and the lots adjacent to this area. They average 12000 sq ft+, more than 3 times the size of the lots being proposed. At 12000 sq ft, in keeping with the ethos of the neighborhood, you would have only 13 houses. That being said, this development is not what the city of RPV needs. Declining home values, significant traffic increases due to housing density and on one of the most dangerous roads in RPV...

I am FIRMLY against this development as the city should be as well.

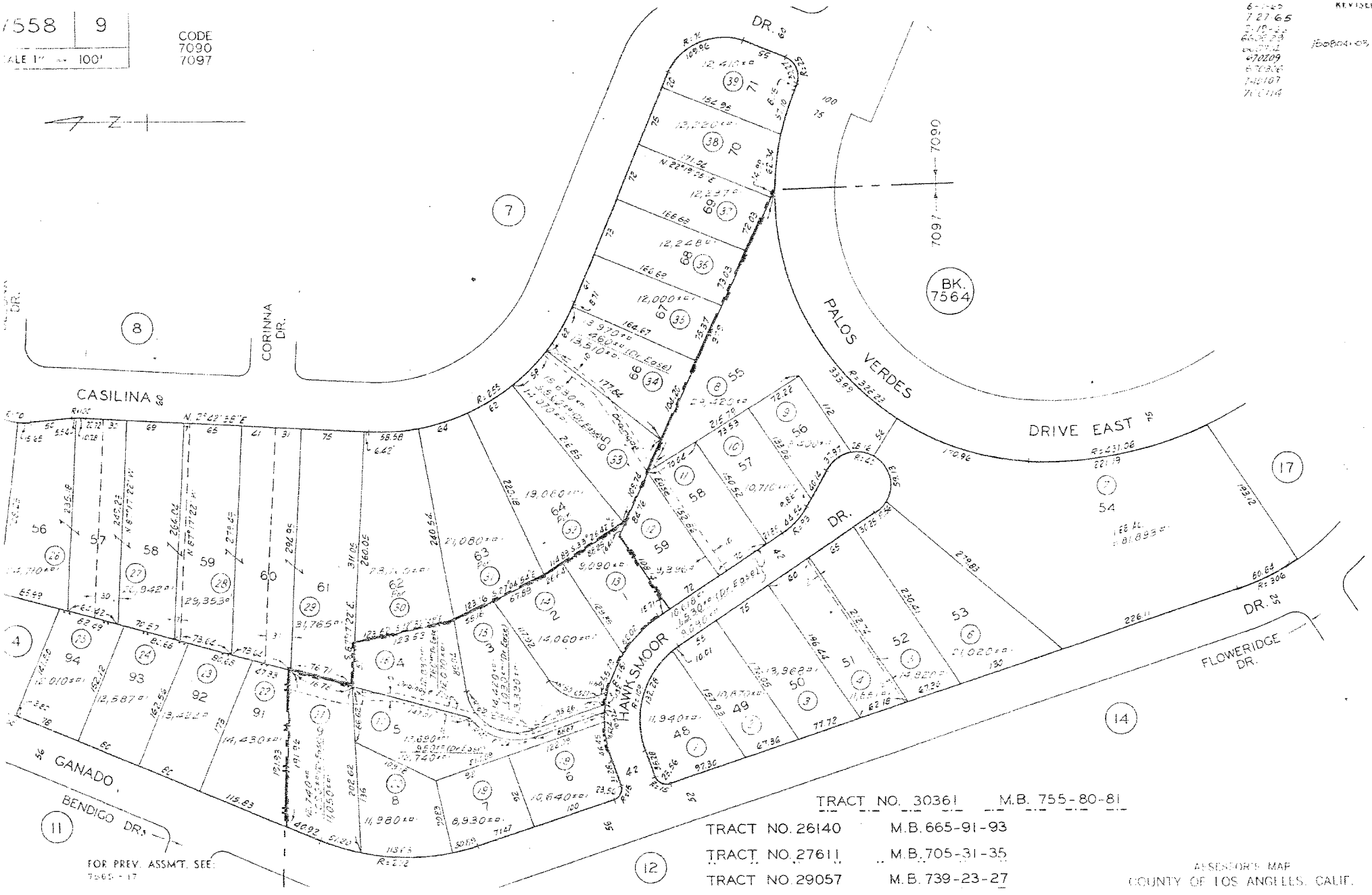
Sincerely,

Marc Harris, 2750 San Ramon Drive; RPV, 90275

https://www.rpvca.gov/DocumentCenter/View/17674/Draft-6th-Cycle-Housing-Element

!!!URGENT!!! The City chose adjacent lot next to Marymount for rezoning up to 44 homes.

The city has chosen the lot next to Marymount as a candidate for rezoning to RM-12. This will allow 44 units up to 30 feet in height on this almost 4 acre lot.


1558 | 9
SCALE 1" = 100'
CODE
7090
7097
REVISED
DR.
PALOS VERDES
DRIVE EAST
CASILINA
CORINNA DR.
HAWKSMOOR DR.
FLOWERIDGE DR.
GANADO
BENDIGO DR.
BK. 7564
7090
7097
TRACT NO. 30361 M.B. 755-80-81
TRACT NO. 26140 M.B. 665-91-93
TRACT NO. 27611 M.B. 705-31-35
TRACT NO. 29057 M.B. 739-23-27
FOR PREV. ASSMT. SEE: 7565-17
ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

From: Petra Schneider <petra.schneider@netzero.net>
Sent: Saturday, November 13, 2021 2:27 PM
To: Housing Element
Cc: Don Page Cem
Subject: Comments on RPV Draft Housing Element

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

I have slogged my way thru the draft document.

So here are some thoughts.....

We moved to RPV almost 20 years ago off PV Drive East by Marymount campus.

What attracted us is the rural feel of this neighborhood that includes the charming winding PV Drive East road, the beautiful Miralest neighborhood, lots of old growth pines, and so much more that is not an urban cement city. But over the last 20 years RPV 'cement mentality' has encroached more and more even onto PV Drive East.
Stop it!!

RPV has turned into a cement city with poorly selected new vegetation and tons of cement.
Maybe some folks like all that cement. Gives them sidewalks, huge streets, street lights, traffic lights, gets rid of pesky trees, makes them feel safe. Just like living in the big city.
But its definitely not charming!!

No to adding housing to Miralest, no to further cementification of PV Drive East, no to traffic lights, ...you get the idea.
Marymount College property is becoming a convenient parking lot for filming crews, big events, etc. What is up with that?
Again, a total disregard for the neighborhood. Filming crews should be parked where they film.
That huge very ugly 'cement road to nowhere' in front of Marymount. Thats created all sorts of traffic and noise issues.

I could go on and on....a total disregard to our charming rural lifestyle that i would like to maintain.

But here is something that could be done to improve quality of life.

Focus on reducing traffic to the schools. Make it a project for the schools and students.
Contribute to making this planet 'greener' instead of polluting, create awareness among students. Civic engagement, global engagement.

Need more ideas? or more details?

Thank you for listening.

Petra Schneider
3332 Deluna Drive
RPV

From: Chris Barley <hausbar1976@yahoo.com>
Sent: Friday, November 5, 2021 2:07 PM
To: CC; Housing Element
Subject: Fwd: Site number 4

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Subject: Site number 4

Hello,

I'm writing you to say that ANY development on the lot adjacent to Marymount would be a mistake and poor judgement. First off, this lot has many wildlife that call it home. Destroying their habit would be wrong. Secondly, this has been an issue before and the residents spoke against it. Dorms or housing would impact this area for the worse. Visually, who wants to look at a sea of roofs? Where will these people be going to school at? What about all the extra cars and when the university is at full capacity even worse traffic. PV drive east is already a nightmare in the AM's and after school. Thirdly, how fair would it be to block residents's views with this new development? You'd be tanking our home's value, unless you're paying my home's depreciation, which I doubt? Lastly, SAFETY! Already, when a natural disaster hits we're screwed. One lane roads and MORE residential would be disastrous. How would people get to safety if there was a fire? The city is just asking for lawsuits. Please, I respectfully request no building near Marymount.

Kindest regards,

Chris Barley
310-617-1828
30857 Casilina Drive
Rancho Palos Verdes, CA 90275

From: Dean Nicolls <dnicolls@gmail.com>
Sent: Friday, November 5, 2021 10:06 AM
To: Housing Element
Subject: High-density housing, increased traffic & depressed property values

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Dear RPV City Council,

I was alarmed to find out from friends in the community that a mandate to build high density housing in my neighborhood had been passed.

As a long-time resident of RPV, I've grown to love it here, and have found very little to complain about, so the fact that this worries me enough that I feel compelled to send this letter should demonstrate how important this issue is to me (and presumably to many members of our community).

My **three main concerns** are **property values**, **traffic** and **parking**.

- **Property Values**: Over the last 15 years I have invested my wealth into my home, and now am very proud to say that I own this asset which represents a significant portion of my wealth. This is not just an investment in my children and future, but in the community itself. Implementing High density housing in our neighborhood will likely cause a drop in property values for the surrounding neighborhoods.

- **Traffic**: I have already witnessed increased traffic over the last few years due to other local projects. While I understand an increase in traffic is sometimes necessary, I worry that the new proposed project would mean a significant increase in my daily commute, and general travel around RPV.

- **Parking**: I'm also concerned that the high-density housing will make parking even more challenging. Parking near Del Cerro has become a nightmare and requires several days of lead time to secure a parking spot.

These are just a few of the reasons that I oppose the measure to build high density housing, and I hope our local council members will consider these arguments as they make this important decision.

Sincerely,

Dean Nicolls

From: Deanna Wahl <wahl_flower@yahoo.com>
Sent: Friday, November 5, 2021 10:17 AM
To: Housing Element
Subject: Homes by Marymount

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Please stop this madness. We do not want mandated apartments anywhere in RPV. There already is a lot of traffic with those already living in the area and the bike riders. We do not want this!! Stop forcing us to have more low income housing in our area. Sue CA and fight to end the mandates.

Deanna Wahl

From: Peggy Roan <pegroan@icloud.com>
Sent: Friday, November 5, 2021 10:53 AM
To: Housing Element
Subject: Housing development near Marymount college

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

I strongly oppose the idea of developing 44 units near Marymount college. The neighborhood fought against the development of dorms and for same reason they will be opposed to developing this land for multi units. We can't accommodate more traffic on the switchbacks, it's already dangerous driving this narrow , winding road that's usually packed with bikers and motorcycles. We can't accommodate more cars in this residential area.

Sent from my iPad

From: NK Brigden <nkbrigden@gmail.com>
Sent: Monday, August 1, 2022 11:07 AM
To: Housing Element
Subject: Housing element due dates

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

As a resident of Rancho Palos Verdes I feel like this housing element agenda is being rushed through.
When things are rushed like this, I know there must be something wrong.
The residents should have time to read, discuss the plans, and have input.
The consequence of proposed actions will impact our neighborhoods so I think the residents deserve to be thoroughly informed and on board.
Nancy K Brigden
3162 Crownview Dr.

From: Patricia Ott <pattyo@cox.net>
Sent: Friday, November 5, 2021 12:39 PM
To: Housing Element
Subject: Housing Element

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

I realize that I am late in responding to the Housing Element plan, but I would just like to get on record my dislike of the plan. As with most other commenters, I agree that this would certainly erode our neighborhood with more traffic, noice, accidents, etc. I don't see any plans to widen roads (eliminate bike lanes in order to accommodate more cars), build new schools, supply more firefighting and police personnel. Need I go on ? I realize that this is a State mandate so I'm not critical for RPV City Council since their hands are tied. I just want to put in writing my concerns.

Thank you for taking the time to provide this information to us.

Sincerely,

Patty Ott
3450 Hightide Dr
RPV

From: Pfleger, Birte Britta <bpflege@exchange.calstatela.edu>
Sent: Friday, November 5, 2021 7:34 AM
To: Housing Element
Subject: Housing for area adjacent to Marymount

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

Dear RPV

I am writing to strongly oppose rezoning the area adjacent to Marymount college to build up to 44 housing units. My husband and I own our home at 3073 Crest Road. We would be directly impacted by the construction and increased traffic of 44 additional housing units. The demographic report by the city is seriously flawed: it does not consider that RPV's statistics essentially reflect what is happening in the larger LA area: stagnant population numbers. More importantly, this area does not have the infrastructure to accommodate an additional 44 housing units. My family bought our home here 3.5 years ago precisely because it was less crowded. Utility costs, ranging from water, trash, gas and electricity are simply too high here to allow for low income housing to make sense. Water scarcity simply does not allow for 44 more housing units to be built on top of a hill.
Thank you for considering the will and the needs of the people who live here and pay enormously high property taxes.

Best wishes,
Dr. Birte Pfleger-Cullinan
3073 Crest Road
RPV

Sent from my iPhone

From: Michael Cristillo <michaelcristillo@gmail.com>
Sent: Friday, November 5, 2021 1:23 PM
To: Housing Element
Subject: Housing near Marymount

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

Since no consideration was offered as to how the effect from fires, flooding, traffic congestion, etc would affect the area surrounding this new complex, it seems unjustified and illogical to build it "blindly' so to speak.
Michael Cristillo

From: Flo Johnston <imflojo@hotmail.com>
Sent: Friday, November 5, 2021 10:19 AM
To: Housing Element
Subject: Housing near Marymount

CAUTION: **This email originated from outside of the City of Rancho Palos Verdes.**

I live in the neighborhood adjacent to the potential rezoning to RM-12 lot near Marymount. This will adversely impact our view of the ocean and the traffic in this area. That bend sees alot of speeding cars and potential for accidents will inevitably increase. How will these issues be addressed and have they been considered?

Sent from my Verizon, Samsung Galaxy smartphone

From: Jose Singson <jsingson@juno.com>
Sent: Wednesday, November 10, 2021 12:59 PM
To: Housing Element
Subject: Low income housing

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the City of Rancho Palos Verdes.

I oppose the low income housing in the Marymount area.

Jose Singson

Sent from my iPhone

CALIFORNIANS FOR HOMEOWNERSHIP

MATTHEW GELFAND, COUNSEL
MATT@CAFORHOMES.ORG
TEL: (213) 739-8206

January 6, 2022

VIA EMAIL

Ken Rukavina
Director of Community Development
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275
Email: krukavina@rpvca.gov

RE: Request for additional analysis and evidence regarding treatment of nonvacant sites in the City's Sixth Cycle Housing Element.

Dear Mr. Rukavina:

Californians for Homeownership is a 501(c)(3) non-profit organization devoted to using legal tools to address California's housing crisis. Our organization is monitoring local compliance with the law governing housing elements.

As you know, housing element law places strict requirements on the sites inventory that the City must include with its Sixth Cycle Housing Element. We have reviewed the inventory provided with the City's draft Housing Element submitted to the state Department of Housing and Community Development (HCD). Based on this review, we are concerned that the inventory is legally inadequate, and that the City will not be able to meet its obligation to support the inventory with evidentiary findings as the law requires.

These inadequacies may expose the City to the risk of litigation. This letter is intended to assist the City in identifying additional information and facts now, before it has adopted its Housing Element, so that the City can reduce this risk and comply with the law.

State Law Governing the Use of Nonvacant Sites to Satisfy Housing Element Obligations

Under Government Code Section 65583.2(g)(1), for each nonvacant site, a city must "specify the additional development potential . . . within the planning period," and it must explain how the developmental potential for each site was measured. The methodology must consider the extent to which the existing use may impede development.

525 S. Virgil Avenue
Los Angeles, CA 90020

Additionally, if a city intends to rely on nonvacant sites to make up more than fifty percent of its lower income housing need, it is also subject to Government Code Section 65583.2(g)(2). This provision requires the city to make an affirmative factual showing that the existing use is not an impediment to development. More specifically, the city must present "findings based on substantial evidence that the use is likely to be discontinued during the planning period." Without these findings, the existing use is "presumed to impede additional residential development."

Inadequacy of the City's Draft Housing Element

The sites inventory in the City's draft Housing Element does not meet these requirements. The inventory does not adequately account for the impediment created by the existing uses on the listed nonvacant sites, including the possibility that a site will be maintained in its current use rather than redeveloped during the planning period. Indeed, the inventory appears to assume that every listed nonvacant site will be redeveloped during the planning period.

What's more, the City's draft housing element appears to rely on nonvacant sites to satisfy over 50% of the City's lower income RHNA. But the inventory does not identify evidence that the existing uses on each of these sites will be discontinued during the planning period. Instead, the City references a limited study it commissioned (the Piasky Study), which did not consider the impediment of existing uses. It is not enough to state that a higher-intensity use *can* develop on a site. Instead, it must be shown that the actual existing use is *likely* to be discontinued.

Then, in addition to the few sites that were mentioned in the Piasky Study, the body of the City's draft Housing Element states that the sites inventory includes "other similar commercial properties located elsewhere on Western Avenue or along other commercial corridors within Rancho Palos Verdes." However, there are no clear factors that were applied to the additional sites.

This comes nowhere near meeting the City's obligations under Section 65583.2(g)(2). Accordingly, as it stands, the existing uses of the non-vacant sites listed in the City's inventory would be presumed to impede additional residential development, making those sites inappropriate for inclusion.

Request for Additional Information

Because the City's draft Housing Element does not meet the requirements in subdivisions (g)(1) and (g)(2) of Government Code Section 65583.2, the City may face the significant risk of litigation if it adopts the Housing Element in its current form. Accordingly, we have prepared a table (below) to offer the City an opportunity to provide the additional analysis and evidence that the law requires. We ask that you complete this table and return it to us within 14 days, so that we can review it with sufficient time to make informed comments on the City's draft Housing Element.

In the table, we have listed the nonvacant sites identified for lower income housing in the City's sites inventory. The table includes a space to describe the analysis the City undertook under Section 65583.2(g)(1); as part of this analysis, the City should identify the percentage of similar

sites that were redeveloped in the Fifth Cycle or otherwise explain how its prior experience justifies its assumptions. It also includes a space to identify the site-specific evidence required by Section 65583.2(g)(2).

If the City does not respond to this letter, we will assume that it does not have further analysis or evidence to provide. We or another organization may use the City's failure to respond as evidence for inadequacy of the City's analysis and evidence under Section 65583.2. And we may argue that the City's failure to timely provide this information hindered our right to make informed public comments regarding the City's draft Housing Element. For these reasons, we urge you to comply with our request.

* * *

Time is of the essence, so please respond to this letter within 14 days of receipt. If you have any questions or would like to discuss any of this with me, please do not hesitate to give me a call at (213) 739-8206.

Sincerely,



Matthew Gelfand

cc: City of Rancho Palos Verdes
Octavio Silva, Deputy Dir. of Comm. Dev. (by email to octavios@rpvca.gov)
Ara Mihranian, City Manager (by email to aram@rpvca.gov)
Veronica Tam & Associates, Consultant (by email to veronica.tam@vtaplanning.com)
William W. Wynder, Esq., City Attorney (by email to wwynder@awattorneys.com)

California Department of Housing and Community Development
Gianna Marasovich (by email to gianna.marasovich@hcd.ca.gov)

APN	Nonvacant?	Method Under § 65583.2(g)(1)	Evidence Under § 65583.2(g)(2)
7557-039-017	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____
7586-028-007	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____
7586-028-009	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____
7586-028-015	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____
7586-028-020	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____
7557-039-005	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____
7557-039-006	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____
7557-039-018	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____

APN	Nonvacant?	Method Under § 65583.2(g)(1)	Evidence Under § 65583.2(g)(2)
7586-028-002	Yes	Draft HE: None listed. Response: _____	Draft HE: None listed. Response: _____
7586-028-008	Yes	Draft HE: None listed. Response: _____	Draft HE: None listed. Response: _____
7586-028-016	Yes	Draft HE: None listed. Response: _____	Draft HE: None listed. Response: _____
7445-005-002	Yes	Draft HE: None listed. Response: _____	Draft HE: None listed. Response: _____
7557-039-011	Yes	Draft HE: None listed. Response: _____	Draft HE: None listed. Response: _____
7557-039-014	Yes	Draft HE: None listed. Response: _____	Draft HE: None listed. Response: _____
7557-039-020	Yes	Draft HE: None listed. Response: _____	Draft HE: None listed. Response: _____
7586-028-010	Yes	Draft HE: None listed. Response: _____	Draft HE: None listed. Response: _____

APN	Nonvacant?	Method Under § 65583.2(g)(1)	Evidence Under § 65583.2(g)(2)
7550-019-018	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____
7589-014-001	Yes	Draft HE: None listed. Response: _____ _____ _____ _____	Draft HE: None listed. Response: _____ _____ _____ _____

February 1, 2022

Octavio Silva
Deputy Director of Community Development/Planning Manager

via email to housingelement@rpvca.gov

Re: IS/ND for Rancho Palos Verdes 2021-2029 Housing Element

Dear Mr. Silva,

Thank you for the opportunity to comment to the Notice of Intent to Adopt a Negative Declaration (ND/IS) for the Rancho Palos Verdes 2021-2029 Housing Element (HE).

We understand that the City of Rancho Palos Verdes is being challenged under extreme time pressure to make substantial changes to its Housing Plan. We are supportive of the goal to provide more affordable housing throughout the state of California. At the same time, we appreciate the value of well designed and controlled urban planning. We also appreciate the considerable efforts that the City has been making towards implementing the new Regional Housing Needs Allocation (RHNA) requirements for 639 new housing units.

However, we are particularly concerned that the City's focus on available sites for added housing places an excessive and unreasonable burden on Western Avenue rather than distributing that burden evenly throughout the City. We therefore offer the following comments:

A Negative Declaration is Inadequate

The City claims that "The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the City and does not propose any development." Therefore, the City argues that the Draft HE would not entail any significant impacts.

However, the Housing Element is a key part of the City's General Plan and as such creates a basis for the City's governing documents and procedures regarding Land Use. The HE should not in any way create a Policy, whether directly stated or inferred, that the majority of the RHNA requirement for the City of Rancho Palos Verdes should be focused on the eastside of the City or along Western Avenue. To the contrary, the HE must explicitly state that the City plans to distribute its RHNA obligations evenly and fairly throughout the City as a whole, and provide Goals and Policies to support such a plan.

Furthermore, the City cannot pretend that concentrating the majority of new housing developments required by RHNA onto Western Avenue will not have Significant Impacts that cannot yet be evaluated under CEQA. CEQA does not allow piecemealing of impact considerations. To defer full CEQA analysis until each individual property owner proposes a specific project evades the need to analyze the impacts of a potential concentration of these developments on Western Avenue. This is especially important in light of changes to the California Code since it seems that some of the smaller property developments might later be exempt from any further CEQA evaluation.

Although specific project details for individual sites remain unknown, cumulative impacts of the potential additional housing concentration identified in the Housing Sites Inventory need to be analyzed, particularly in terms of traffic and public safety in situations such as emergency evacuations. These potential impacts must be analyzed and identified early in the planning stage.

Additional GOALS should be added to the Housing Element

> *Housing opportunities for all income levels should be incorporated throughout cities and counties, rather than concentrated in existing low income neighborhoods. Distribution of affordable housing opportunities, through land use and zoning decisions as well as other tools, can ensure a jurisdiction's commitment to affirmatively furthering fair housing, maintaining equity, and improving health outcomes.*
>
> *--California Office of Planning and Research: 2017 General Plan Guidelines https://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf, accessed 1/28/2022*

In order to best comply with that Guideline, we suggest that the following Goals be added to the Housing Element:

GOAL: The RHNA should be distributed evenly throughout the City rather than concentrated in any location or region of the City. Massive developments concentrated in a single location/area should be avoided. Smaller, evenly dispersed mixed income developments located throughout the City are preferable.

GOAL: New housing developments should contain a proportional percentages of units available to all income brackets to match need in the RHNA rather than being designed only for a limited income bracket. A mixed income level would reduce any stigma or resentment associated with housing sites and provide more opportunities for social interaction including potential employment leads.

GOAL: Provide adequate housing while maintaining open space and low profile structures as much as possible. Maintain Neighborhood Compatibility as much as possible. Preserve gardens, landscaping and natural vegetation. New housing developments should avoid impacts to neighboring privacy and access to sunlight, including sunlight needed for solar rooftop installations.

The Housing Sites Inventory List

Please clarify the implications of the Housing Sites Inventory List (Inventory List). Once this list is incorporated into the Housing Element of the General Plan, would the properties included be specifically targeted for housing development and thus have any sort of preliminary approval for that use?

Is this list an actual assignment of zoning and usage to be locked into the Housing Element of the General Plan? If so, then an EIR is necessary to evaluate the impacts of such uses and intensities of use, both individually and cumulatively.

If the Inventory List is only intended as a starting point for analysis, then the tables (Table 33) and maps (Figures 76 & 77) presenting the list data should explicitly clarify that limitation. Furthermore, it would be premature to incorporate such a tentative and potentially misleading list into the Housing Element of the General Plan until the list is better refined with appropriate site selection, zoning and density details.

There seem to be arbitrary assignments of Maximum Density Residential Density ratings and Potential RHNA Suitability. The City currently does not have any criteria for Mixed Use zoning. None of the properties have been assigned to more than one income category and none are assigned to Moderate Income.

We have multiple questions regarding the Housing Sites Inventory List:

- How was the Maximum Residential Density for each parcel determined?
- Are the densities listed existing or proposed?
- What criteria were used to determine "Potential RHNA Suitability"?
- What criteria were used to assign either Low or Above Moderate Income categories?

Housing for Moderate Income people needs better consideration and support in the Housing Element
Moderate Income housing should not merely be relegated to the "leftovers" of excess Lower Income housing.

Mixed Use Zoning should not favor development of excessive amounts of Above Moderate Income housing.
The City does not need to provide over five times the amount of Above Moderate housing than is specified by RHNA. Mixed Use zoning should not be allowed for parcels providing only Above Moderate Income housing. Mixed Use zoning should require a mix of income levels that is proportionate to the RHNA.

For larger sites, it would be desirable to include housing units to accommodate the full spectrum of income levels. For smaller sites, a more limited range might be acceptable, such as an equal proportion of units for Moderate and Above Moderate income levels.

Zoning

Mixed Use Zoning should be carefully defined, including a desirable range of proportions between residential and commercial uses. "Mixed Use" should not necessarily mean massive or maximal use, nor should it be focused primarily on dense residential development. To many people, past positive experiences of "Mixed Use" have been of one or two housing units above a small business. The public does not necessarily equate "Mixed Use" with massive buildings housing hundreds of units. The City should keep that distinction in mind when evaluating public preferences.

Does zoning need to be area-wide or can it be parcel-specific?

Might some large parcels include multiple zoning configurations in specific percentages or locations?

In order to ensure fair distribution of RHNA housing throughout the City, it may be appropriate to establish multiple Mixed Use zoning districts throughout the City that are assigned a certain proportion of the housing obligations.

Residential Density

In addition to changing zoning in order to improve housing opportunities to meet RHNA, the City should also consider changes to Maximum Residential Density assignments. Some parcels with low zoning density (e.g., the Salvation Army parcel, currently zoned at 12 du/ac) should be reconsidered for increased zoning density in order to accommodate a broader range of housing income levels. For example, if a portion of that site's density were upgraded to 30 du/ac, it could accommodate significantly more housing for lower income households, providing a better balance of housing throughout the City as a whole.

Developer's costs should not be the primary governing factor in determining housing density

Inventory Summary

In order to better understand the city's plans for housing development to meet the RHNA obligation, we made a summary of the Housing Sites Inventory List.

Housing Sites Inventory List Summary by Location

Location	**Total Listed Units**	% City Allocation	% RHNA	**Low Income Units**	% City Allocation	% RHNA	**High Income Units**	% City Allocation	% RHNA
Western Ave.	768	59	128	514	73	139	254	42	235
Hawthorne Blvd.	341	26	57	46	7	12	295	49	273
Silver Spur Rd.	85	6	14	85	12	23	0	0	0
No Address	116	9	19	57	8	15	59	10	55
Total, Entire City	1310	100	218	702	100	189	608	100	563

The table above shows the total number of units listed in the Inventory for each location and how those allocations were divided into different income categories.
The "% RHNA" column shows how these numbers relate to the RHNA requirements.

Note that the total number of units identified in the Inventory is far in excess of what is required by RHNA.

RPV Regional Housing Needs Allocation (RHNA)2021-2029

Income Category	Total Housing Units	Housing Units after ADU inclusion
Very Low	253	
Low	139	371 (very low and low combined
Moderate	125	123
Above Moderate	122	108

Western Avenue is unfairly targeted to provide an excessive proportion of new housing

Cumulative impacts must be considered when planning and evaluating impacts for Western Avenue. Analysis of possible impacts should not be deferred until individual projects are proposed.

Rancho Palos Verdes only controls one side of Western. Projects developed by the City of Los Angeles, such as the very large new Ponte Vista housing project, currently under construction and not yet fully occupied, also impact Western Avenue. It is foreseeable that Los Angeles may possibly decide to allow dense developments on their side of Western Avenue. Potential impacts including traffic congestion and emergency ingress and egress are significant concerns because Western Avenue is the primary arterial for this area, with very limited options for detours.

The Draft Housing Element is not consistent with the Jobs Proximity Index Score.
The Jobs Proximity Index Score map (Figure 59) shows that Work/Housing relationships are significantly better on Hawthorne Boulevard than they are on Western Avenue. It would therefore be logical to assign proportionately more housing opportunities to Hawthorne than to Western if the intent is to maximize job opportunities for residents of these new housing developments and to reduce commuting distances.

The Housing Sites Inventory List targets Western Avenue with an excessive obligation to provide additional housing for the entire City. Because the Inventory List focuses so predominantly on Western Avenue properties, the list does not, in itself, provide an equitable range of options for distributing the RHNA obligations more evenly throughout the City

The Inventory targets Western Avenue, which is only a very small geographical area within the City, to provide 59% of the City's total RHNA housing inventory. In fact, the 768 housing units listed in the inventory for sites on Western Avenue significantly exceed the total RHNA obligation of 639 units for the entire City.

The Inventory also targets 73% of the City's housing for lower income people to Western Avenue, with 334 of those units targeted to the Terraces Shopping Center. The total of 514 Low Income units targeted to Western Avenue greatly exceeds the entire City's Low Income housing RHNA requirement of 371 units.

To focus such a disproportionate quantity of additional housing on Western Avenue is not only grossly unfair, it could be potentially disastrous in an emergency situation, such as when there might be a need to evacuate the area. Western Avenue should not have to bear the majority of the obligation that belongs to the City as a whole, nor should that burden be primarily concentrated on a single lot and its surrounding neighborhood.

The City relied on the current Commercial zoning to identify multiple sites on Western Avenue that might be suitable for a Mixed Use designation. However, that does not mean that the larger number of potentially available sites on Western should automatically translate into denser housing accommodations on Western than in other parts of the City. The City must carefully establish new zoning designations to prevent Western Avenue from being overburdened and to distribute housing needs evenly throughout the City.

The Terraces Shopping Center should not be targeted to provide 334 potential new housing units.
Assigning 334 new housing units to the Terraces Shopping Center (Terraces) is likely to cause a number of Significant Environmental Impacts, and therefore would warrant a full EIR.

The Terraces currently functions as a relatively new and very popular commercial site which provides considerable benefits to the surrounding and extended neighborhood. The existing site is anchored by Trader Joe's, a theater, a gym, and a small department store and also includes other smaller commercial businesses. Attempting to add a massive concentration of housing to the site would be likely to create significant problems for the existing commercial uses and may even cause some businesses to relocate elsewhere.

The Piasky Study identified this site as high priority "due to its density potential as well as the ability to rehabilitate the existing building shell to accommodate a sizable mixed-use project with a substantial amount of housing". The notion that the "existing building shell" could be modified to accommodate hundreds of housing units is frankly ridiculous. The structure is built into the hillside, therefore there could be no window opportunities on the lower two levels except at street front. Major reconstruction and structural changes

would likely be necessary in order to add 334 housing units to the site while preserving its commercial functions.

Furthermore, the Piasky high valuation of the "density potential" of the site serves only to "get the numbers up". Such highly concentrated density would not be beneficial to the surrounding neighborhoods.

It would only be reasonable to consider the Terraces as a potential Mixed Use site if a much smaller number of new housing units is included than are currently proposed and if the existing commercial functions are preserved and not impacted.

If the Housing Sites Inventory List were revised to remove the 334 housing units from the Terraces Shopping Center, there would still be a total of 434 potential new housing units listed for Western Avenue, and Western Avenue would still be contributing a majority of the City's RHNA total requirement of 639 units. Furthermore, removing the 334 units on the Terraces site from the Inventory List would still leave 180 Low Income Units potentially designated on Western. Combined with the 188 units listed from other parts of the City, there would then be 368 potential Low Income Units, only 3 units short of the total RHNA requirement of 371 Low Income Units.

We request that in order to accommodate that small shortfall, and to add any desirable buffer, that the City readjust the allocations assigned in the Inventory List to more fairly and evenly show more diverse contributions of housing accommodations from areas of the City other than Western Avenue.

New housing developments should be distributed throughout the City, rather than concentrated in any one location. Furthermore, the housing suitability for all of the properties listed in the Housing Sites Inventory List should include combinations of multiple income categories, with an appropriate mix of Low to Above Median income units, rather than be designated for only one Income level.

The Salvation Army site zoning should be reconsidered

The Salvation Army site (39.75 acres, 32% developable) is listed at 12 du/ac with a maximum of 152 units for Above Moderate income. A better mix of housing would be to include a range of income levels within the same development. In fact, if some substantial proportion of the 12.72 developable acres of that site were rezoned to 30 du/ac, the site could then contribute significantly towards providing housing for low income families. This would help balance the RHNA housing allocations more evenly throughout the City, and provide much needed housing in an area with a higher Jobs Proximity Index Score (per the map in Figure 59) than any of the sites proposed on Western Avenue.

Additional Considerations

Additional potential contributions from the creation of new housing via the provisions of SB 9 for lot splits and/or duplexes should also be considered in calculating meeting the RHNA.

Thank you for your attention to these concerns.

Sincerely,

Alfred and Barbara Sattler

APPENDIX C: MASTER FEE SCHEDULE

Master Schedule of Fees

Exhibit A

Fees Effective 7/1/2022

CITY CLERK

Code	Fee Description		Fee
	Document Copies		
S-142	**Photocopy**		
	Document Copy	8.5 x 11	$0.23
	Document Copy	11 x 17	$0.24
	Document Copy	8.5 x 14	$0.24
	Document Copy	FPPC related documents per Govt Code Section 81008	$0.10
	THIS IS THE COST PER PAGE IF CITY STAFF COPIES THE RECORDS. IF THE CITY ELECTS TO USE AN OUTSIDE		
	PHOTOCOPY OF MAPS AND OTHER OVERSIZED ITEMS		
	THE CITY USES AN OUTSIDE VENDOR FOR OVERSIZED ITEMS. THE REQUESTER SHALL PAY THE AMOUNT		
	AUDIO AND VIDEO MEDIA		
	THE CITY USES AN OUTSIDE VENDOR FOR COPYING RECORDS THAT ARE IN AUDIO OR VIDEO MEDIA FORMAT.		
	Electronic Records		
	COPY OF EXISTING ELECTRONIC RECORD BURNED TO CD - Per CD		$5
	COPY OF EXISTING ELECTRONIC RECORD EMAILED TO REQUESTER		SEE EXPLANATION
	THE COST OF THE AMOUNT OF TIME IT TAKES A CITY EMPLOYEE TO COPY THE FILES TO AN EMAIL (1), BASED		
	PRODUCTION OF AN ELECTRONIC RECORD AT OTHER THAN A REGULARLY SCHEDULED INTERVAL OR WHERE THE REQUEST REQUIRES DATA COMPILATION, EXTRACTION, OR PROGRAMMING TO PRODUCE THE RECORD (2).		SEE EXPLANATION
	IF CITY STAFF PERFORMS THE TASK, THE COST OF THE AMOUNT OF TIME IT TAKES A CITY EMPLOYEE TO		
	FPPC FILINGS PURSUANT TO SECTION 81008 OF THE GOVERNMENT CODE:		
	Document Copy		
	Copies		$0.10
	PER PAGE FEE ESTABLISHED BY GOVERNMENT CODE SECTION 81008.		
	RETRIEVAL OF FPPC FILINGS 5 OR MORE YEARS OLD		$5
	PER REQUEST FEE ESTABLISHED BY GOVERNMENT CODE SECTION 81008. A REQUEST FOR MORE THAN ONE		
	BUILDING PLANS COPY FEE:		
	STAFF TIME TO RESEARCH ADDRESSES, PREPARE LETTERS TO BUILDING OWNER AND		SEE FEE EXPLANATION
	THE COST OF THE AMOUNT OF TIME IT TAKES A CITY EMPLOYEE TO PERFORM THE TASK, BASED ON THE FULLY BURDENED HOURLY RATE OF THE CITY EMPLOYEE PERFORMING THE TASK		
	POSTAGE (REGISTERED MAIL OR RETURN RECEIPT)		SEE FEE EXPLANATION
	ACTUAL COST CHARGED BY THE U.S. POSTAL SERVICE.		
	COPIES		SEE FEE EXPLANATION
	SAME AS PHOTOCOPIES AND ELECTRONIC RECORDS LISTED ABOVE, DEPENDENT UPON SIZE.		
	MISCELLANEOUS COSTS:		
	MAILING COSTS		SEE FEE EXPLANATION
	UNDER THE PUBLIC RECORDS ACT, THE CITY IS NOT REQUIRED TO MAIL DISCLOSABLE RESPONSIVE RECORDS		
	DEPOSIT		SEE FEE EXPLANATION
	THE CITY CLERK, OR HIS OR HER DESIGNEE, MAY COLLECT THE COST OF DUPLICATION BEFORE DUPLICATING		
	WAIVER OF COSTS		SEE FEE EXPLANATION
	THE CITY CLERK, OR HIS OR HER DESIGNEE, MAY WAIVE OR REDUCE THE COPYING FEE IF THE REQUEST FOR		
	(1) THIS TIME DOES NOT INCLUDE THE TIME IT TAKES TO RESEARCH, LOCATE OR REVIEW A RESP		
	(2) GOVERNMENT CODE 6253.9 (b).		
	(3) CALIFORNIA HEALTH & SAFETY CODE SECTION 19851 AUTHORIZES THE CITY TO CHARGE A		
	THE COSTS OF THE BUILDING DEPARTMENT IN PRODUCING COPIES OF BUILDING PLANS AND IN		

Master Schedule of Fees

Fees Effective 7/1/2022

CITY CLERK			
Code	**Fee Description**		**Fee**
	Election		
S-147	CANDIDATE FILING		$25
S-148	INITIATIVE FEE		$200

Master Fee Schedule

Fees Effective 7/1/2022

	FINANCE	
Code	**Fee Description**	**Proposed Fee**
	Business License	
	Processing Fee	
	NEW LICENSE	$0
	RENEWAL	$0
	PEDDLING PERMITS (PLUS BUSINESS LICENSE FEE)	$165
	SENATE BILL 1186: EFFECTIVE JANUARY 1, 2013, STATE LAW REQUIRES COLLECTION OF A $4 FEE FROM EVERY BUSINESS LICENSE APPLICANT TO FUND CERTIFIED DISABILITY ACCESS SPECIALIST PROGRAMS.	
	OTHER: ADDITIONAL SERVICES FOR WHICH A FEE HAS NOT BEEN ESTABLISHED SHALL BE CHARGED AT THE CITY'S FULLY BURDENED HOURLY RATE.	

Master Schedule of Fees

Fees Effective 7/1/2022

Code	Fee Description	Notes	Fee
		PUBLIC WORKS	
	Film Permits		
	GRADING PLAN REVIEW (FOR PLANNING)		
	INSPECTIONS		
	FINAL TRACT MAP REVIEW (FOR PLANNING)		
	TENTATIVE TRACT MAP REVIEW (FOR PLANNING)		
	Encroachment Permits		
S-104	AGREEMENT		$301
	CURB CORE/DRAIN		
	CURB AND GUTTER		
	DRIVEWAY APPROACH		
S-102	MAILBOX		$92
S-103	WALL		$513
	SIDEWALK		
	APPLICANT IS RESPONSIBLE FOR THE COST OF INSPECTION AT THE CURRENT RATE OF $112 PER HOUR (FY 21-		
S-101	DUMPSTER		$66
	GUNITE RIG/STORAGE OR MECHANICAL EQUIPMENT		
	UTILITY TRENCH OR FACILITY		
S-105	PARKWAY TREE INSTALLATION, REMOVAL OR REPLACEMENT - INSTALLED BY CITY	PLUS ACTUAL COST OF TREE REPLACEMENT	$231
	PARKWAY TREE INSTALLATION, REMOVAL OR REPLACEMENT - INSTALLED BY RESIDENT	PLUS ACTUAL COST OF TREE REPLACEMENT	$44
	APPLICANT IS RESPONSIBLE FOR THE COST OF INSPECTION AT THE CURRENT RATE OF $112 PER HOUR (FY 21-		
	PARKWAY		
	SEWER LATERAL TIE-IN CONNECTION		
	TRAFFIC CONTROL PLAN REVIEW		
	TRAFFIC CONTROL- PRIVATE EVENT		
S-120	STREET TREE INSTALLATION	Installation of street trees in the public right-of-way at the request of adjacent property owner.	$344
S-121	OUT-OF-GRID TREE TRIMMING	Trimming of a public tree that is outside of the regular tree trimming schedule at the request of the adjacent property owner	Actual cost of trimming and Arborist, plus City staff time at the fully allocated hourly rate for all personnel involved
S-109	**TRAFFIC CONTROL INSPECTION**		
	Non-Utility Project	FOR FIRST DAY PLUS $130 PER EACH ADDITIONAL DAY	$260
	Utility Project	FOR FIRST DAY PLUS $260 PER EACH ADDITIONAL DAY	$520
	Street Closure	FOR FIRST DAY PLUS $520 PER EACH ADDITIONAL DAY	$1,040
	CELL SITE- INITIAL APPLICATION		
	CELL SITE- MOCK UP		
	CELL SITE- CONSTRUCTION		
	BLOCK PARTY/PRIVATE EVENT		
	APPLICANT IS RESPONSIBLE FOR THE COST OF INSPECTION AT THE CURRENT RATE OF $112 PER HOUR (FY 21-		

Master Schedule of Fees

Fees Effective 7/1/2022

Code	Fee Description	Notes	Fee
		PUBLIC WORKS	
	NOTE: MINIMUM FEE FOR INSPECTIONS AND REVIEWS TO BE DETERMINED BY STAFF. ALL CITY FEES MAY REQUIRE A TRUST DEPOSIT IN ADDITION TO LISTED FEES. TRUST DEPOSITS MAY BE USED TO PAY FOR SERVICES FROM THE CITY ATTORNEY, TRAFFIC COMMITTEE, NPDES CONSULTANT, CITY ENGINEER, CITY GEOLOGIST AND BIOLOGICAL CONSULTANT, AS SET FORTH IN RESOLUTION 2009-19.		
	SPECIAL EVENT		
	PERMIT APPLICATION FEE		
	LOCAL NON-PROFITS (ORGANIZATIONS WITH 90274 OR 90275 ZIP CODES) 50% FEE WAIVER		
	RPV HOA'S (50% FEE WAIVER)		
	INDIGENT PERSONS (100% FEE WAIVER)		
	BLOCK PARTY/PRIVATE EVENT		
	ADDITIONAL SERVICES FOR WHICH A FEE HAS NOT BEEN ESTABLISHED SHALL BE CHARGED AT THE CITY'S		
S-100	ALTERNATE MATERIALS AGREEMENT PROC	REVIEW REQUEST TO USE ALTERNATE CONSTRUCTION MATERIALS OR METHODS FOR COMPLIANCE WITH CITY CODES AND STANDARDS.	$1,415
S-107	RETAINING WALL PERMIT (>32")		$706
S-094	RIGHT-OF-WAY/EASEMENT VACATION		$5,000
	Wireless Permits		
S-095	WIRELESS PERMIT - MINOR	PLUS $5,000 REVIEW/INSPECTION DEPOSIT	$3,800
S-096	WIRELESS PERMIT - MAJOR	PLUS $5,000 REVIEW/INSPECTION DEPOSIT	$14,000
S-097	EXISTING CELL SITE ADDITION	PLUS $5,000 REVIEW/INSPECTION DEPOSIT	$3,800
	WIRELESS PERMIT – MASTER DEPLOYMENT	PLUS $5,000 REVIEW/INSPECTION DEPOSIT	$38,700
	ADDITIONAL SERVICES FOR WHICH A FEE HAS NOT BEEN ESTABLISHED SHALL BE CHARGED AT THE CITY'S		
S-098	**PUBLIC IMPROVEMENT PLAN CHECK**		
	Construction Cost		
	$0 - $1,000		$88
	$1,001 - $5,000		$203
	$5,001 - $20,000		$273
	$20,001 - $100,000	PLUS 1% OF THE CONSTRUCTION VALUATION	$273
	$100,001+	PLUS 1.75% OF THE CONSTRUCTION VALUATION	$882
S-110	IMPORTED DIRT INSPECTION		$1,620
S-111	HAUL ROUTE PERMIT		$44
S-112	BLOCK PARTY PERMIT	Ordinance No. 581 - 50% waiver for local non-profit, 100% waiver for RPV HOA and free speech events	$469
S-113	WIDE LOAD PERMIT		$88
	OVERSIZE VEHICLE PERMITS		
S-114	OVERSIZED VEHICLE INITIAL PERMIT		$44
S-114	OVERSIZE VEHICLE RENEWAL PERMIT		$44
S-114	OVERSIZE VEHICLE GUEST PERMIT		$44
S-116	EXTRA ENGINEERING REVIEW/INSPECTION		$141
S-117	MISC ENGINEERING REVIEW/INSPECTION		$141

Master Schedule of Fees

Fees Effective 7/1/2022

			PUBLIC WORKS	
Code		**Fee Description**	**Notes**	**Fee**
S-118		BLUEPRINT COPY		$10 plus actual reproduction costs
S-119		ENGINEERING RECORDS MANAGEMENT		10% of Engineering Plan Check and Permit fees
S-123		PW REVIEW OF DEV APPLICATION	Remove. Services already captured in other permit	
	ENCROACHMENT PERMIT FEE			
		ENCROACHMENT PERMIT		$187

Master Schedule of Fees

Exhibit A

Fees Effective 7/1/2022

PLANNING

Code	Fee Description	Notes	Fee
	CONDITIONAL USE PERMIT		
S-001	NEW		$6,406
S-002	REVISION TO EXISTING		$4,294
S-004	COMPLIANCE		$4,294
S-005	LARGE ANIMAL (DIRECTOR)		$2,850
S-006	MINOR MODIFICATION REQUEST		$2,527
S-007	MINOR MODIFICATION APPLICATION APPEAL PROCESSING		$1,500
	COASTAL PERMIT		
S-008	APPEALABLE - PLANNING COMMISSION REVIEW		$4,367
S-009	NONAPPEALABLE - PLANNING COMMISSION REVIEW		$1,613
S-010	APPEALABLE - STAFF REVIEW		$1,429
S-011	NONAPPEALABLE - STAFF REVIEW		$3,834
S-012	APPLICATION APPEAL PROCESSING		$3,100
S-013	VARIANCE REVIEW		$4,630
	MISCELLANEOUS		
S-014	GENERAL PLAN/LOCAL COASTAL PLAN/SPECIFIC PLAN AMENDMENT & ZONE (CODE) CHANGE - INITIATION	Plus initial $10,000 Trust Deposit for cost of staff and outside consultant. Does not include CEQA fee/deposit	$163
S-015	GENERAL PLAN/LOCAL COASTAL PLAN/SPECIFIC PLAN AMENDMENT & ZONE (CODE) CHANGE - APP. PROCESSING	Plus initial $10,000 Trust Deposit for cost of staff and outside consultant. Does not include CEQA fee/deposit	$163
	ENVIRONMENTAL ASSESSMENT		
S-016	ENVIRONMENTAL ASSESSMENT		$856
S-017	INITIAL STUDY/NEGATIVE DECLARATION	Trust Deposit is for cost of staff time	5,000 Trust Deposit
	PLUS THE ACTUAL COST OF THE PROJECT PLANNER, CITY ENGINEER, TRAFFIC ENGINEER, ENVIRONMENTAL CONSULTANT, AND OTHER CONSULTANTS CHARGED AGAINST A TRUST DEPOSIT		
S-018	ENVIRONMENTAL IMPACT REPORT	Trust Deposit is for cost of staff time	5,000 Trust Deposit
	PLUS THE ACTUAL COST OF THE PROJECT PLANNER, CITY ENGINEER, TRAFFIC ENGINEER, ENVIRONMENTAL CONSULTANT, AND OTHER CONSULTANTS CHARGED AGAINST A TRUST DEPOSIT		
S-019	COVENANT PROCESSING/TERMINATION	Plus any outside costs such as title search, legal costs to draft covenant, and/or County filing fees	$484
S-020	DENSITY BONUS REQUEST		$1,846
	ENCROACHMENT PERMIT		
S-021	DIRECTOR REVIEW		$2,411
S-022	PLANNING COMMISSION REVIEW	PLUS $1,000 TRUST DEPOSIT	$3,733
S-023	TRUST DEPOSIT		$1,000 Trust Deposit
	MINIMUM TRUST DEPOSIT OF $1,000 FOR TRACT ENTRY OBSERVATION BOOTHS (GUARD SHACKS).		
	SITE PLAN		
S-024	ANTENNA		$3,128
S-025	MAJOR		$357
S-026	MINOR		$143
S-027	SPECIAL CONSTRUCTION PERMIT		$107

Master Schedule of Fees

Fees Effective 7/1/2022

PLANNING

Code	Fee Description	Notes	Fee
S-028	USE/INTERPRETATION PROCEDURE		$3,024
	SIGN PERMIT		
S-029	SIGN PERMIT - TEMPORARY (ONE OR MORE)		$107
S-030	SIGN PERMIT - PERMANENT		$250
S-031	SIGN PERMIT - MASTER SIGN PROGRAM-PLANNING COMMISSION REVIEW		$3,407
S-032	SPECIAL USE PERMIT		$2,610
S-033	TEMPORARY VENDOR PERMIT		$107
S-034	PARKING LOT PERMIT		$2,259
S-035	EXOTIC ANIMAL PERMIT		$2,182
S-036	MARIJUANA CULTIVATION PERMIT		$641
	ANTENNAS		
S-040	NON COMMERCIAL AMATEUR ANTENNA PERMIT		$2,610
	REQUIRED ONLY IF ANTENNA DOES NOT QUALIFY FOR THE SITE PLAN REVIEW PROCESS		
S-041	LARGE FAMILY DAY CARE PERMIT		$2,182
S-042	BUSINESS LICENSE/HOME OCCUPATION (ZONING REVIEW)		$71
	FENCES, WALLS AND HEDGES PERMIT		
S-043	FENCES, WALLS AND HEDGES PERMIT		$3,390
S-044	FENCES AND WALL SITE INSPECTION		$428
S-045	EXTREME SLOPE PERMIT		$2,182
	PLUS ACTUAL COST OF THE CITY ENGINEER CHARGED AGAINST A TRUST DEPOSIT		
S-046	MINOR EXCEPTION PERMIT		$2,182
	HEIGHT VARIATION		
S-047	DIRECTOR REVIEW		$4,651
S-048	PLANNING COMMISSION REVIEW		$6,117
	A NEIGHBORHOOD COMPATIBILITY FEE OR TRUST DEPOSIT MAY BE REQUIRED FOR HEIGHT VARIATION PERMITS.		
S-049	NEIGHBORHOOD COMPATIBILITY ANALYSIS		$1,846
S-050	FOLIAGE ANALYSIS		$571
	VIEW RESTORATION		
S-051	PERMIT PROCESSING FEE		$5,106
S-052	PERMIT FOLLOW-UP FEE		$653
S-053	SITE VISIT FEE (VIEW OWNERS)		$338
S-055	EXTRA MEDIATION MEETING		$262
S-056	PLANNING CERTIFICATION LETTER		$532
	PUBLIC WORKS REVIEW OF DEVELOPMENT APPLICATION		$575
	GEOLOGIC REVIEWS		
S-057	GEOLOGIC INVESTIGATION PERMIT		$327
S-058	GEOLOGIC INVESTIGATION PERMIT TRUST DEPOSIT		TRUST DEP.
	REQUIRED BY DEVELOPMENT CODE TO ENSURE THAT TRENCHES, BORINGS, ETC. ARE PROPERLY BACKFILLED.		
	CATEGORY 5 - ADDITIONAL SERVICE FEE		TRUST DEP.
	GEOLOGIC REVIEWS ARE PERFORMED BY THE CITY'S CONSULTANT AND FEES ARE BASED ON THE		

Master Schedule of Fees

Fees Effective 7/1/2022

PLANNING

Code	Fee Description	Notes	Fee
	GRADING PLAN REVIEW		
S-060	MINOR		$143
S-062	MAJOR - PLANNING COMMISSION		$4,264
S-061	MAJOR - STAFF		$2,884
S-064	WATER EFFICIENT LANDSCAPER PERMIT	PLUS $1,000 TRUST DEPOSIT	$285
S-065	LANDSCAPE PLAN CHECK AND INSPECTION		$1,028
	PLUS TRUST DEPOSIT FOR CONTRACT LANDSCAPE ARCHITECT		
	LANDSLIDE MORATORIUM		
S-066	LANDSLIDE MORATORIUM EXCLUSION	INITIAL $15,000 TRUST DEPOSIT	TRUST DEP
S-067	LANDSLIDE MORATORIUM EXCEPTION PERMIT - STAFF REVIEW		$2,182
S-068	MISCELLANEOUS HEARING		$3,076
S-070	TIME EXTENSIONS - ADMINISTRATIVE		$1,215
S-071	TIME EXTENSIONS - P.C./C.C.		$1,989
S-072	AFTER-THE-FACT PENALTY FEE	PLUS ADMINISTRATIVE CITATION FEES IF ANY	APP. FEE X 2
S-073	DATA ENTRY - HISTORICAL FEE (PER PROPERTY)	SERVICE NO LONGER PROVIDED	$0
S-074	DATA ENTRY - DATA PROCESSING (PER APP. & BUILDING PERMIT)	SERVICE NOW INCLUDED IN APPLICABLE PLANNING FEES	$0
	DOCUMENT PRINTING SERVICES (PER PAGE COPIED)	SEE FEES AND COSTS FOR COPIES	
S-076	AFFORDABLE HOUSING FEASIBILITY ANALYSIS		TRUST DEP.
S-080	RESIDENTIAL PLANNED DEV PERMIT		Initial $10,000 Trust Deposit for cost of staff and outside consultant
S-081	GENERAL PLAN MAINTENANCE		1.4% surcharge of all Building Permit Fees
S-082	DEVELOPMENT TECH SURCHARGE		2.4% of all Building Permit and Plan Check fees
S-083	CERTIFICATE OF COMPLIANCE REVIEW	PLUS $1,000 TRUST DEPOSIT	$727
	PLUS ACTUAL COST OF CONTRACT ENGINEER BILLED AGAINST TRUST DEPOSIT		
	SUBDIVISIONS/LOT SPLITS		
S-084	TENTATIVE MAP - PARCEL	PLUS $1,000 TRUST DEPOSIT	$11,731
S-085	TENTATIVE MAP - TRACT		Initial $15,000 Trust Deposit for cost of staff and outside CONSULTANT

Master Schedule of Fees

Fees Effective 7/1/2022

PLANNING

Code	Fee Description	Notes	Fee
S-086	MAP AMENDMENT - PARCEL		$5,945 per map plus $5,000 Trust Deposit for outside costs
S-087	MAP AMENDMENT - TRACT		1/2 or original fee (including any Trust Deposits paid) plus $5,000 Trust Deposit
S-088	LOT LINE ADJUSTMENT	PLUS A TRUST DEPOSIT FOR SERVICES RENDERED BY CITY ENGINEER	$4,744
	PLUS A TRUST DEPOSIT FOR SERVICES RENDERED BY THE CITY ENGINEER		
S-089	LOT MERGER	PLUS A TRUST DEPOSIT FOR SERVICES RENDERED BY CITY ENGINEER	$4,744
S-090	REVERSION TO ACREAGE	PLUS A TRUST DEPOSIT FOR SERVICES RENDERED BY CITY ENGINEER	$4,744
	REVISION/AMENDMENT FEE		1/2 APP. FEE
S-092	PARCEL MAP - FINAL	PLUS A TRUST DEPOSIT FOR SERVICES RENDERED BY CITY ENGINEER	$4,688
S-093	TRACT MAP - FINAL	PLUS A TRUST DEPOSIT FOR SERVICES RENDERED BY CITY ENGINEER	$9,606
	LOW IMPACT DEVELOPMENT (LID) - NEW DEVELOPMENT PROJECTS:		
	PERMIT PROCESS: A CONCEPTUAL APPROVAL IS REQUIRED PRIOR TO PLANNING DIVISION APPROVAL. A		
	ALL DEVELOPMENT PROJECTS, INCLUDING ALL SINGLE FAMILY HOMES AND HILLSIDE HOMES (25% OR GREATER), EQUAL TO 1 ACRE OR GREATER OF DISTURBED AREA THAT ADDS MORE THAN 10,000 SQUARE FEET OF IMPERVIOUS SURFACE AREA.		
	INDUSTRIAL PARKS 10,000 SQUARE FEET OR MORE OF SURFACE AREA.		
	COMMERCIAL MALLS 10,000 SQUARE FEET OR MORE OF SURFACE AREA.		
	RETAIL GASOLINE OUTLETS WITH 5,000 SQUARE FEET OR MORE OF SURFACE AREA.		
	RESTAURANTS WITH 5,000 SQUARE FEET OR MORE OF SURFACE AREA.		$1,350
	PARKING LOTS WITH 5,000 SQUARE FEET OR MORE OF SURFACE AREA.		

Master Schedule of Fees

Fees Effective 7/1/2022

PLANNING

Code	Fee Description	Notes	Fee
	AUTOMOBILE SERVICE FACILITIES 5,000 SQUARE FEET OR MORE OF SURFACE AREA.		
	PROJECTS LOCATED IN OR DIRECTLY ADJACENT TO, OR DISCHARGING DIRECTLY TO A SIGNIFICANT ECOLOGICAL AREA, WHERE THE DEVELOPMENT WILL: DISCHARGE STORMWATER RUNOFF THAT IS LIKELY TO IMPACT A SENSITIVE BIOLOGICAL SPECIES OR HABITAT; AND 1) CREATE 2,500 SQUARE FEET OR MORE OF IMPERVIOUS SURFACE AREA.		
	LOW IMPACT DEVELOPMENT (LID) - REDEVELOPMENT PROJECTS:		
	PERMIT PROCESS: A CONCEPTUAL APPROVAL IS REQUIRED PRIOR TO PLANNING DIVISION APPROVAL. A		
	LAND DISTURBING ACTIVITY THAT RESULTS IN THE CREATION OR ADDITION OR REPLACEMENT OF 5,000 SQUARE FEET OR MORE OF IMPERVIOUS SURFACE AREA ON AN ALREADY DEVELOPED SITE FOR CATEGORIES IDENTIFIED IN 'NEW DEVELOPMENT PROJECTS'.		
	ALTERATION TO MORE THAN 50% OF IMPERVIOUS SURFACES OF A PREVIOUSLY EXISTING DEVELOPMENT, AND THE EXISTING DEVELOPMENT WAS NOT SUBJECT TO POST-CONSTRUCTION STORMWATER QUALITY CONTROL REQUIREMENTS, THE ENTIRE PROJECT MUST BE MITIGATED.		
	ALTERATION OF LESS THAN 50% OF IMPERVIOUS SURFACES OF A PREVIOUSLY EXISTING DEVELOPMENT, AND THE EXISTING DEVELOPMENT WAS NOT SUBJECT TO POST-CONSTRUCTION STORMWATER QUALITY CONTROL REQUIREMENTS, ONLY THE ALTERATION MUST BE MITIGATED, AND NOT THE ENTIRE DEVELOPMENT.		
			$1,350
	REDEVELOPMENT DOES NOT INCLUDE ROUTINE MAINTENANCE ACTIVITIES THAT ARE CONDUCTED TO MAINTAIN ORIGINAL LINE AND GRADE, HYDRAULIC CAPACITY, ORIGINAL PURPOSE OF FACILITY OR EMERGENCY REDEVELOPMENT ACTIVITY REQUIRED TO PROTECT PUBLIC HEALTH AND SAFETY. IMPERVIOUS SURFACE REPLACEMENT, SUCH AS THE RECONSTRUCTION OF PARKING LOTS AND ROADWAYS WHICH DOES NOT DISTURB ADDITIONAL AREA AND MAINTAINS THE ORIGINAL GRADE AND ALIGNMENT, IS CONSIDERED A ROUTINE MAINTENANCE ACTIVITY. REDEVELOPMENT DOES NOT INCLUDE THE REPAVING OF EXISTING ROADS TO MAINTAIN ORIGINAL LINE AND GRADE.		
	EXISTING SINGLE-FAMILY DWELLING AND ACCESSORY STRUCTURES ARE EXEMPT UNLESS SUCH PROJECTS CREATE, ADD, OR REPLACE 10,000 SQUARE FEET OF IMPERVIOUS SURFACE AREA.		
	EXEMPT PROJECTS		
	STREET AND ROAD CONSTRUCTION OF 10,000 SQUARE FEET OR MORE OF IMPERVIOUS SURFACE.		
	DEVELOPMENT INVOLVING ONLY EMERGENCY CONSTRUCTION ACTIVITY REQUIRED TO IMMEDIATELY		
	INFRASTRUCTURE PROJECTS WITHIN THE PUBLIC RIGHT-OF-WAY, EXCLUDING STREET AND ROAD		

Master Schedule of Fees

Fees Effective 7/1/2022

PLANNING				
Code	**Fee Description**		**Notes**	**Fee**
	DEVELOPMENT OR REDEVELOPMENT INVOLVING ONLY ACTIVITY RELATED TO UTILITY SERVICES (STORM			
	DEVELOPMENT OR REDEVELOPMENT INVOLVING ONLY RESURFACING AND/OR RE-STRIPING OF			
	PROJECT NOT REQUIRING A CITY BUILDING, GRADING, DEMOLITION OR OTHER PERMIT FOR			
	ACCESSORY DWELLING UNIT			
		ADU Condition Use Permit to Accessory Dwelling Unit Conditional Use Permit		$2,165
		JADU Inspection Fee		$145
	URBAN LOT SPLIT			
		Urban Lot Split	PLUS $1,000 TRUST DEPOSIT	$2,904
		Major Site Plan Review- Residential Second Unit & Two-Unit Development		$1,451

Master Schedule of Fees

Fees Effective 7/1/2022

BUILDING & SAFETY

Fee Description	Notes	Fee
FORMAL PLAN CHECK		
1 & 2 FAMILY DWELLING	PER 100 SQ FT	$64
RESIDENTIAL REMODEL	PER 100 SQ FT	$154
RESIDENTIAL ADDITION	PER 100 SQ FT	$256
NEW COMMERCIAL (1ST 10,000 SQ FT)	PER 100 SQ FT	$46
NEW COMMERCIAL (OVER 10,000 SQ FT)	PER 100 SQ FT	$32
NEW COMM. SHELL (1ST 10,000 SQ FT)	PER 100 SQ FT	$28
NEW COMM. SHELL (OVER 10,000 SQ FT)	PER 100 SQ FT	$19
TENANT IMPROVEMENT	PER 100 SQ FT	$95
APT/CONDO/HOTEL (1ST 10,000 SQ FT)	PER 100 SQ FT	$46
APT/CONDO/HOTEL (OVER 10,000 SQ FT)	PER 100 SQ FT	$31
APT/ETC:REMODEL/ADD'N	PER 100 SQ FT	$109
MECH/ELEC/PLUMBING	SURCHARGE	$125
GRADING (1ST 3 PLAN CHECKS)	10,000+ CY - T&M	$807
GRADING (EACH ADDITIONAL PLAN CHECK)		$222
OVER THE COUNTER PLAN - MINOR		$124
OVER THE COUNTER PLAN - MAJOR		$187
GEOLOGIC REVIEW		
CATEGORY 1 - GEOLOGIC SITE INSPECTION FEE		$472
CATEGORY 2 - GEOLOGIC REPORT REVIEW FEE		$1,747
CATEGORY 3 - GEOLOGIC PLANNING REVIEW FEE		$2,022
CATEGORY 4 - GEOLOGIC (RESUBMITTED) REPORT REVIEW FEE		$635
CATEGORY 5 - ADDITIONAL SERVICE FEE	TRUST DEP.	TRUST DEP.
TIME EXTENSION		
ADMINISTRATIVE		$82
EXTENUATING CIRCUMSTANCE		$332
BUILDING MISCELLANEOUS REVIEW		
MODIFICATION OF TECH. CODE	NO HEARING	$664
OTHER (PERMIT REVISION)		$134
PLAN REVISION - HOURLY	PER HOUR	$179
BUILDING INSPECTION		
1 OR 2 FAMILY DWELLING	PER 100 SQ FT	$166
RESIDENTIAL REMODEL	PER 100 SQ FT	$223
RESIDENTIAL ADDITION	PER 100 SQ FT	$268
NEW COMMERCIAL (1ST 10,000 SQ FT)	PER 100 SQ FT	$71
NEW COMMERCIAL (OVER 10,000 SQ FT)	PER 100 SQ FT	$48
NEW COMM. SHELL (1ST 10,000 SQ FT)	PER 100 SQ FT	$79
NEW COMM. SHELL (OVER 10,000 SQ FT)	PER 100 SQ FT	$52
TENANT IMPROVEMENT	PER 100 SQ FT	$138
APT/CONDO/HOTEL (1ST 10,000 SQ FT)	PER 100 SQ FT	$105
APT/CONDO/HOTEL (OVER 10,000 SQ FT)	PER 100 SQ FT	$71
APT/ETC:REMODEL/ADD'N	PER 100 SQ FT	$229
MECH/ELEC/PLUMBING	PER 100 SQ FT	$188
DEMOLITION		$440
GRADING INSPECTION		
0 - 1,000 CUBIC YARDS		$179
1,000 - 5,000 CUBIC YARDS		$357
5,000 - 10,000 CUBIC YARDS		$1,072
10,000+ CUBIC YARDS - HOURLY	PER HOUR	$179
PERMIT ISSUANCE - BLDG		$110
CHANGE OF ADDRESS	CONTRACT @ $125/HR	$747
MISCELLANEOUS		

Master Schedule of Fees

Exhibit A

Fees Effective 7/1/2022

BUILDING & SAFETY

Fee Description	Notes	Fee
NOT OTHERWISE CLASSIFIED		$179
REINSPECTION		$179
TEMP. C OF O		$593
AFTER HOURS - HOURLY		$179
WORK WITHOUT A PERMIT INVESTIGATION		$766
LOW IMPACT DEVELOPMENT PLAN REVIEW		$1,350
STORMWATER POLLUTION PREVENTION PLAN REVIEW		$675
BUSINESS STORMWATER REVIEW - NEW	PER HOUR	$150
BUSINESS STORMWATER REVIEW - ANNUAL	PER HOUR	$150
ATTACHED GARAGE - PLAN CHECK	PER SQUARE FOOT	$0.47
ATTACHED GARAGE - INSPECTION	PER SQUARE FOOT	$1.21
DETACHED GARAGE - PLAN CHECK	PER SQUARE FOOT	$0.70
DETACHED GARAGE - INSPECTION	PER SQUARE FOOT	$1.21
UNCONDITIONED SPACE - PLAN CHECK	PER SQUARE FOOT	$0.70
UNCONDITIONED SPACE - INSPECTION	PER SQUARE FOOT	$1.21
BALCONY/COVERED DECK/PORCH - PLAN CHECK	PER SQUARE FOOT	$2.10
BALCONY/COVERED DECK/PORCH - INSPECTION	PER SQUARE FOOT	$3.11
ROOFED PATIO - PLAN CHECK	PER SQUARE FOOT	$0.53
ROOFED PATIO - INSPECTION	PER SQUARE FOOT	$0.78
LATTICE BEAM/TRELLIS - PLAN CHECK	PER SQUARE FOOT	$0.53
LATTICE BEAM/TRELLIS - INSPECTION	PER SQUARE FOOT	$0.78
PRE-FAB PATIO - PLAN CHECK	PER SQUARE FOOT	$0.70
PRE-FAB PATIO - INSPECTION	PER SQUARE FOOT	$1.38
DECK - PLAN CHECK	PER SQUARE FOOT	$0.42
DECK - INSPECTION	PER SQUARE FOOT	$0.62
RETAINING WALL (CONV FOOTING) - PLAN CHECK	PER SQUARE FOOT	$0.47
RETAINING WALL (CONV FOOTING) - INSPECTION	PER SQUARE FOOT	$0.67
RETAINING WALL (CAISSONS/GRADE BEAM) - PC	PER SQUARE FOOT	$0.58
RETAINING WALL (CAISSONS/GRADE BEAM) - INSP	PER SQUARE FOOT	$0.89
BLOCK WALL OVER 7 FT (REQ PERMIT)	PER SQUARE FOOT	$1.54
RE-ROOF	PER SQUARE FOOT	$0.08
SKYLIGHT/WINDOW/DOOR - FIRST ONE	CHANGEOUT	$89
SKYLIGHT/WINDOW/DOOR - EACH ADD'L 5	CHANGEOUT	$30
SKYLIGHT/WINDOW/DOOR - FIRST ONE	NEW	$179
SKYLIGHT/WINDOW/DOOR - EACH ADD'L 5	NEW	$59
POOL - GUNITE - PLAN CHECK	NOT INCLUDING MEP	$715
POOL - GUNITE - INSPECTION	NOT INCLUDING MEP	$670
POOL - MANUFACTURED - PLAN CHECK	NOT INCLUDING MEP	$536
POOL - MANUFACTURED - INSPECTION	NOT INCLUDING MEP	$536
POOL - DEMO		$179
EV CHARGING STATION		$89
SOLAR - NEW SFR		$239
SOLAR - NEW SFR + ELEC PANEL UPGRADE		$507
SOLAR - NEW MFR/COMM	PER 100 SQ FT	$44
SOLAR - GROUND MOUNTED		$581
CAISSON PLAN CHECK		$210
CAISSON INSPECTION - FIRST		$357
CAISSON INSPECTION - EACH ADDITIONAL		$89
ELECTRICAL PERMIT FEES:		

Master Schedule of Fees

Exhibit A

Fees Effective 7/1/2022

BUILDING & SAFETY

Fee Description	Notes	Fee
PERMIT ISSUANCE SERVICE DESCRIPTION: ADMINISTRATIVE COST FOR ISSUING ANY PERMIT TO ALLOW CONSTRUCTION WORK		$63
SYSTEMS PER 100 SQUARE FOOT:		
FOR ONE AND TWO FAMILY DWELLINGS		$20
FOR MULTI FAMILY RESIDENTIAL		$18
SWIMMING POOLS		$209
CIRCUITS TO PREMANUFACTURED SPAS		$134
TEMPORARY ELECTRICAL SERVICE		$89
SERVICES:		
FOR 600V UP TO 200A		$209
CONVERSION FROM OVERHEAD TO UNDERGROUND SERVICE		$104
FOR 600V OVER 200A TO 1,000A		$293
FOR OVER 600V OVER 1,000A		$316
RECEPTACLE, SWITCH, OUTLET & FIXTURE FIRST 20, EACH		$4
EACH ADDITIONAL		$2
RESIDENTIAL APPLIANCES		$23
NONRESIDENTIAL APPLIANCES		$45
POWER APPARATUS RATED IN HP, KW, KVA OR KVAR:		
UP TO 1, EACH		$23
OVER 1, UP TO 10		$45
OVER 10, UP TO 50		$104
OVER 50, UP TO 100		$209
OVER 100		$327
BUSWAYS, EACH 100 FT OR FRACTION		$25
SIGNS AND MARQUEES		$104
MISCELLANEOUS APPARATUS, CONDUITS AND AIR CONDUCTORS, EACH		$104
MEP PLAN REVIEW - PERCENTAGE OF MEP PERMIT FEE		$0.50
PLUMBING PERMIT FEES:		
PERMIT ISSUANCE SERVICE DESCRIPTION: ADMINISTRATIVE COST FOR ISSUING ANY PERMIT TO ALLOW CONSTRUCTION WORK		$63
SINGLE TRAP FIXTURE		$30
SWIMMING POOL		$104
SOLAR WATER HEATING		$104
WATER SERVICE PIPING		$30
GAS SYSTEM, TO 5 OUTLETS		$61
EACH OUTLET OVER 5		$18
WATER HEATER		$30
WATER TREATMENT EQUIPMENT		$30
BUILDING SEWER		$59
PRIVATE SEWAGE SYSTEM		$209
PRIVATE SEWAGE SYSTEM ABANDONMENT OR REPAIR		$59
MISCELLANEOUS REPAIRS		$104
VACUUM BREAKER OR BACKFLOW PREVENTER		$30
INTERCEPTORS AND CLARIFIERS		$80
STORM WATER DRAINS INSIDE BUILDING		$59
WHOLE SYSTEM REPIPE, RESIDENTIAL		$223
RELOCATE GAS METER		$30
CONNECTION OF A HOME/BUILDING SEWER TO PUBLIC SEWER		$104
FIRE SPRINKLER HEAD, TO 5 UNITS		$30
EACH ADDITIONAL HEAD OVER 5 UNITS		$9
CLEAN OUT/SHUT OFF VALVE		$30
MEP PLAN REVIEW - PERCENTAGE OF MEP PERMIT FEE		$0.50

Master Schedule of Fees

Fees Effective 7/1/2022

BUILDING & SAFETY		
Fee Description	**Notes**	**Fee**
MECHANICAL PERMIT FEES:		
PERMIT ISSUANCE SERVICE DESCRIPTION: ADMINISTRATIVE COST FOR ISSUING		$63
HEATING APPLIANCE		$59
SINGLE FLUE OR VENT SERVING AN APPLIANCE		$30
DUCT SYSTEMS FOR HEATING OR COOLING - PER 1,000 SQ. FT. OF AREA SERVED		$75
COMBINATION HEATING/COOLING UNIT (FAU/AC)		$120
COMFORT COOLING UNIT		$59
RESIDENTIAL EXHAUST FAN AND DUCT		$30
COMMERCIAL KITCHEN HOOD		$134
REFRIGERATION UNIT (UP TO 25 HP)		$59
REFRIGERATION UNIT (OVER 25 HP)		$120
BOILER		$134
FIRE DAMPER (1-10 DAMPERS EACH)		$45
FIRE DAMPER (OVER 10)		$21
OTHER APPLIANCES AND EQUIPMENT		$75
MEP PLAN REVIEW - PERCENTAGE OF MEP PERMIT FEE 50%		$1
EET RESIDENTIAL 1BDR		$1,951
EET COMMERCIAL (PER SQFT)		$1
EET RESIDENTIAL 2BDR PLUS		$3,902
CHANGE OF CONTRACTOR -SHOULD BE AN ADMIN COST		$63
PLAN DUPLICATION/ RE-STAMP OF LOST PLANS/ MISPLACED DRAWINGS		$70
MINIMUM PLAN CHECK FEE		$350
MINIMUM PLUMBING, ELECTRICAL, MECHANICAL PLAN CHECK FEE		$125

Master Schedule of Fees

Fees Effective 7/1/2022

RECREATION & PARKS

Fee Description	Fee
Facility Rentals	
HESSE PARK	
MULTIPURPOSE ROOM (HOURLY CHARGE)	
GROUP I	NO CHARGE
GROUP II	$35
GROUP III	$59
GROUP IV	$137
ACTIVITY ROOM (HOURLY CHARGE)	
GROUP I	NO CHARGE
GROUP II	$28
GROUP III	$42
GROUP IV	$88
KITCHEN (FLAT FEE)	
GROUP I	NO CHARGE
GROUP II, III, IV	$85
DANCE FLOOR (FLAT FEE)	
GROUP I	
GROUP II, III, IV	
LADERA LINDA	
MULTIPURPOSE ROOM (HOURLY CHARGE)	
GROUP I	NO CHARGE
GROUP II	$19
GROUP III	$25
GROUP IV	$59
CLASS/CRAFT/GAME ROOMS (HOURLY CHARGE)	
GROUP I	NO CHARGE
GROUP II	$17
GROUP III	$22
GROUP IV	$47
KITCHEN (FLAT FEE)	
GROUP I	NO CHARGE
GROUP II, III, IV	$52
RYAN PARK	
ACTIVITY ROOM (HOURLY CHARGE)	
GROUP I	NO CHARGE
GROUP II	$17
GROUP III	$22
GROUP IV	$47
FOUNDERS PARK	
GROUP I-IV	$475
TRUMP NATIONAL 16-50 PEOPLE	$475
TRUMP NATIONAL 51 OR MORE	$750

Master Schedule of Fees

Exhibit A

Fees Effective 7/1/2022

RECREATION & PARKS

Fee Description	Fee
NOTES:	
Founders Park Wedding Ceremonies for up to 15 people	
POINT VICENTE INTERPRETIVE CENTER	
MULTIPURPOSE ROOM (HOURLY CHARGE, INCLUDES USE OF KITCHEN & DISHWASHING ROOM)	
GROUP I	NO CHARGE
GROUP II	$161
GROUP III	$265
GROUP IV	$422
AMPHITHEATER (HOURLY CHARGE)	REMOVED LAWN
GROUP I	NO CHARGE
GROUP II	$190
GROUP III	$294
GROUP IV	$526
STAFFING FEE	
GROUP I, II, III, IV	$18
NOTES:	
Staffing Fee: A per hour staffing fee may be assessed for requested usage outside of	
Security Deposit: A deposit of $175 to $800 may be required for facility rentals.	
Minimum Hours: As determined by staff, depending on facility demand, a minimum	
Insurance: A minimum $1,000,000 single limit liability policy will be required for	
each facility use. Higher limits may apply.	
FIELDS	
SPORTS LEAGUE	
GROUP I	NO CHARGE
GROUP II	$4
GROUP III	$13
GROUP IV	$24
PRIVATE PARTY	
GROUP I	NO CHARGE
GROUP II	$37
GROUP III	$55
GROUP IV	$102
ROAD EVENTS	
GROUP I	TRUST DEPOSIT
GROUP II	TRUST DEPOSIT
GROUP III	TRUST DEPOSIT
GROUP IV	TRUST DEPOSIT
NOTES:	
Road events require a minimum $3,000,000 single limit liability policy for each use. higher limits may apply.	

Master Schedule of Fees

Fees Effective 7/1/2022

RECREATION & PARKS

Fee Description	Fee
OVERNIGHT CAMPING	
GROUP I	NO CHARGE
GROUP II, III, IV	$52
NOTES:	
An additional $3 per camper shall apply for Groups II, III, and IV	
Security Deposit: None for Group I, $150 for Group II, and $250 for Groups III and IV.	
ABOLONE COVE PARKING	
CAR	First 30 minutes free $6 30 min to 2 hours $12 > 2 hours
BUS	$55
SENIORS	NO CHARGE
DISABLED RATE	NO CHARGE
REACH	
REACH - WEEKDAY EVENING ACTIVITY **	$8
REACH - WEEKDAY EVENING ACTIVITY WITH MEAL **	$10
REACH- Quarterly Membership (Resident)	$120
REACH- Quarterly Membership (Non-Resident)	$180
REACH - WEEKEND TRIPS	***
** non-resident fees are 150% of resident fees	
*** REACH weekend trips vary in cost depending upon venue admission costs, transportation costs and the number of city staff members required to facilitate the event. the fee for each event shall be calculated by using the following formula: sum of the minimum hours for the event multiplied by the hourly rate of pay of each city staff member assigned to the event, plus mileage (calculated by multiplying the irs mileage rate times the number of round-trip miles) to obtain subtotal. the subtotal shall be divided by the maximum number of participants for the event to obtain subtotal per	
MISCELLANEOUS - HOURLY CHARGE	
PRIVATIZED INSTRUCTION - REGULAR HOURS	$15
PRIVATIZED INSTRUCTION - OTHER HOURS	$24
OUTDOOR CLASSES/TENNIS INSTRUCTION	$10
MISCELLANEOUS - FLAT CHARGE	
RANGER-LED PUBLIC NIGHT HIKE (PER PERSON)	$7
RANGER-LED PRIVATE NIGHT HIKE (PER GROUP)	$200
SELF-LED NIGHT HIKE (ANNUAL CHARGE)	$75
SILENT FLYER PERMIT (ANNUAL CHARGE)	$10
SCORCH REMOTE HELICOPTER PERMIT (ANNUAL CHARGE)	$10

Master Schedule of Fees

Fees Effective 7/1/2022

RECREATION & PARKS

Fee Description	Fee
DOCENT-LED HIKES	
CHILD HIKER	
ADULT HIKER	
GROUP DESIGNATION DEFINITIONS	
GROUP I: Department Of Recreation & Parks Sponsored Or Co-Sponsored Events; Official City Functions; Governmental Agencies Serving Peninsula Residents, Any Organization When Sponsoring A Public Forum Or Candidates' Night, Rpv Homeowners' Associations, Peninsula Seniors Groups, And Peninsula Non-Profit, Civic, Social, And Youth Organizations With Non-Paid Management.	
GROUP II: Non-Resident Homeowners' Associations, And Non-Resident Non-Profit, Civic, Social, And Youth Organizations With Paid Management.	
GROUP III: Rancho Palos Verdes Resident/Private Party Activities, Resident Commercial And Religious Organizations	
GROUP IV: Non-Resident Private Party Activities, Non-Resident Commercial And Religious Organizations.	
NEW FEES *(approved by City Council on April 20, 2021)*	
DEL CERRO AREA PARKING	**Proposed Fee**
Reservation fee	$0.35 per reservation
Credit card fee per transaction	$0.15 plus 3%
Vehicles	$10 per 2 hour 45 minute blocks of time

Master Schedule of Fees

Fees Effective 7/1/2022

RECREATION & PARKS

Code	Fee Description	Fee
	Film Permits	
S-124	**Application Fee**	
	PRIVATE PROPERTY - MOVIE & TV	$275
	PUBLIC PROPERTY - MOVIE & TV	$645
	PRIVATE PROPERTY - VIDEO	$275
	PRIVATE PROPERTY - STILL PHOTOGRAPHY	$275
	PUBLIC PROPERTY - VIDEO	$645
	PUBLIC PROPERTY - STILL PHOTOGRAPHY	$645
S-125	FILM PERMIT CANCELLATION	$90 if requested 1 business day prior to filming. Full Film Permit Processing Fee is non-refundable if cancellation is within 1 business day of filming.
	City Property Fee	
	COASTAL AREA	
S-126	MOVIE	$2,500
S-126	TV	$2,500
S-127	VIDEO	$2,500
S-128	STILL PHOTOGRAPHY	$1,000
	NON-COASTAL AREA	
S-126	MOVIE	$1,500
S-126	TV	$1,500
S-127	VIDEO	$1,500
S-128	STILL PHOTOGRAPHY	$500
	PALOS VERDES DRIVE EAST, SOUTH, & WEST	
S-126	MOVIE	$2,500
S-126	TV	$2,500
S-127	VIDEO	$2,500
S-128	STILL PHOTOGRAPHY	$1,000
	OTHER PUBLIC RIGHTS-OF-WAY	
S-126	MOVIE	$1,000
S-126	TV	$1,000
S-127	VIDEO	$2,500
S-128	STILL PHOTOGRAPHY	$500
	ANY PRE-APPROVED ACTIVITY OCCURRING OUTSIDE THE REGULAR FILMING HOURS OF 7:00 AM TO 7:00 PM, MONDAY THROUGH SATURDAY OR ANY DRIVING SCENES ON MAJOR ARTERIAL ROADS WITHIN THE RESTRICTED HOURS OF 7:00 AM TO 9:30 AM AND 2:00 PM TO 6:00 PM.	
	BUSINESS LICENSE: A BUSINESS LICENSE IS REQUIRED FOR ALL BUSINESSES OPERATING IN THE CITY.	

Master Schedule of Fees

Fees Effective 7/1/2022

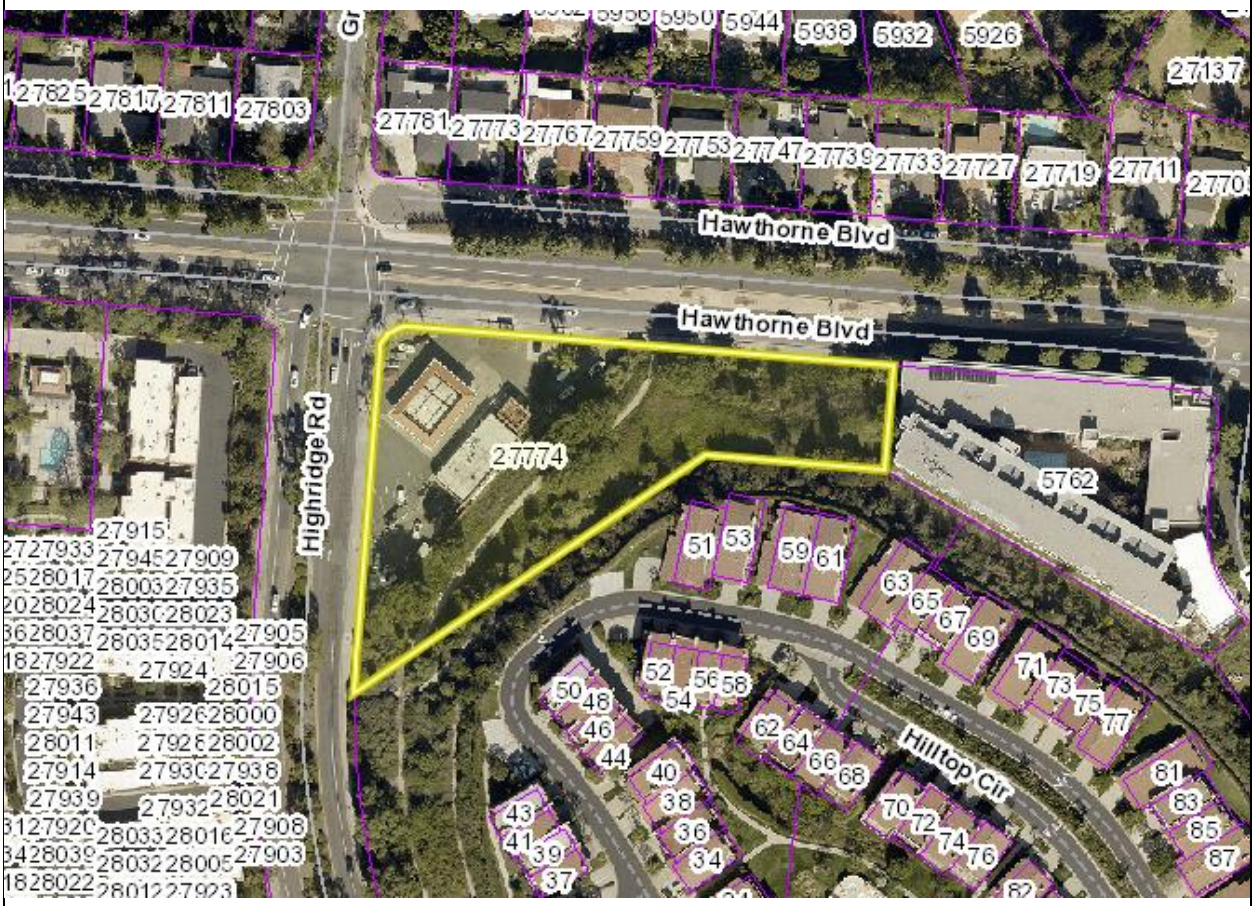
RECREATION & PARKS		
	STAFFING: A PER HOUR STAFFING FEE MAY APPLY FOR UNANTICIPATED ONSITE CITY PERSONNEL (MINIMUM 3 HOUR CHARGE).	
	SECURITY DEPOSIT: A REFUNDABLE SECURITY DEPOSIT MAY BE REQUIRED FOR USE OF PUBLIC PROPERTY. DEPOSIT MAY COVER ANY UNANTICIPATED STAFFING AND CLEAN UP COSTS.	
	MISCELLANEOUS: ADDITIONAL FEES MAY APPLY FOR PUBLIC PROPERTY USE BY A PRIVATE ENTITY. PUBLIC PROPERTY INCLUDES FACILITIES, PARKS, PRESERVES, RESERVES, PARKING LOTS, ETC.	
	APPLICATION CHANGES: ANY APPLICANT INITIATED APPLICATION CHANGE MAY RESULT IN A FEE OF ONE-HALF THE ORIGINAL APPLICATION FEE.	
	OTHER:	
	ADDITIONAL SERVICES FOR WHICH A FEE HAS NOT BEEN ESTABLISHED SHALL BE CHARGED AT THE CITY'S FULLY BURDENED HOURLY RATE.	

			FY 21-22	CPI-U	FY 22-23
Position	Position Description	Location Long Description	FBR	Average	FBR
11501	ACCOUNT CLERK	FINANCE ADMINISTRATION	$ 65.98	5.20%	$ 69.41
16001	ACCOUNTANT	FINANCE ADMINISTRATION	$ 105.25	5.20%	$ 110.72
17301	ACCTG. SUPERVISOR	FINANCE ADMINISTRATION	$ 112.64	5.20%	$ 118.50
10501	ACCTG. TECHNICIAN	FINANCE ADMINISTRATION	$ 76.58	5.20%	$ 80.56
12002	ADMIN. ANALYST I	PUBLIC SAFETY SPECIAL PROGRAM	$ 61.20	5.20%	$ 64.38
12104	ADMIN. ANALYST II	CDD - ADMINISTRATION DIVISION	$ 80.83	5.20%	$ 85.03
12401	ADMIN. ASSISTANT	CITY CLERK ADMINISTRATION	$ 55.15	5.20%	$ 58.02
12501	ADMIN. ASSISTANT	CITY CLERK ADMINISTRATION	$ 77.91	5.20%	$ 81.96
12502	ADMIN. ASSISTANT	REC & PARKS - ADMINISTRATION	$ 75.90	5.20%	$ 79.85
12503	ADMIN. ASSISTANT	PW - ADMINISTRATION	$ 67.72	5.20%	$ 71.24
13501	ASSISTANT ENGINEER	PW - ADMINISTRATION	$ 93.31	5.20%	$ 98.16
17001	ASSISTANT PLANNER	CDD - PLANNING DIVISION	$ 75.89	5.20%	$ 79.84
17101	ASSOCIATE ENGINEER	PW - ADMINISTRATION	$ 99.75	5.20%	$ 104.94
14501	ASSOCIATE PLANNER	CDD - VIEW RESTORATION	$ 98.12	5.20%	$ 103.22
14502	ASSOCIATE PLANNER	CDD - PLANNING DIVISION	$ 92.04	5.20%	$ 96.83
16501	BLDG. INSPECTOR II	CDD - BUILDING & SAFETY DIV.	$ 71.05	5.20%	$ 74.74
15501	BUILDING INSPECTOR I	CDD - BUILDING & SAFETY DIV.	$ 72.01	5.20%	$ 75.75
30001	BUILDING OFFICIAL	CDD - BUILDING & SAFETY DIV.	$ 122.13	5.20%	$ 128.48
31001	CITY CLERK	CITY CLERK ADMINISTRATION	$ 113.20	5.20%	$ 119.09
10001	CITY MANAGER	ADMINISTRATION - CITY MANAGER	$ 215.46	5.20%	$ 226.66
13001	CODE ENFRC OFFICER	CDD - CODE ENFORCEMENT DIV.	$ 79.20	5.20%	$ 83.32
11001	DEPUTY CITY CLERK	CITY CLERK ADMINISTRATION	$ 100.44	5.20%	$ 105.66
20001	DEPUTY CITY MANAGER	ADMINISTRATION - CITY MANAGER	$ 147.82	5.20%	$ 155.51
21001	DEPUTY DIRECTOR CDD	CDD - ADMINISTRATION DIVISION	$ 127.07	5.20%	$ 133.68
21002	DEPUTY OF FINANCE	FINANCE ADMINISTRATION	$ 127.08	5.20%	$ 133.69
21004	DEPUTY OF PARK&REC	REC & PARKS - ADMINISTRATION	$ 134.78	5.20%	$ 141.79
21003	DEPUTY OF PBLC WORKS	PW - ADMINISTRATION	$ 127.07	5.20%	$ 133.68
20002	DIRECTOR OF COM.DEV.	CDD - ADMINISTRATION DIVISION	$ 147.82	5.20%	$ 155.51
20003	DIRECTOR OF FINANCE	FINANCE ADMINISTRATION	$ 169.35	5.20%	$ 178.16
20005	DIRECTOR OF PBLC WORKS	PW - ADMINISTRATION	$ 183.30	5.20%	$ 192.83
20004	DIRECTOR OF PK & REC	REC & PARKS - ADMINISTRATION	$ 169.61	5.20%	$ 178.43
12201	EXECUTIVE ASSISTANT	ADMINISTRATION - CITY MANAGER	$ 77.84	5.20%	$ 81.89
12301	GIS COORDINATOR	ADMINISTRATION - INFO TECH	$ 96.13	5.20%	$ 101.13
17501	HR ANALYST	ADMINISTRATION-HUMAN RESOURCES	$ 77.51	5.20%	$ 81.54
25001	HR MANAGER	ADMINISTRATION-HUMAN RESOURCES	$ 113.74	5.20%	$ 119.65
32001	INFO TECH MANAGER	ADMINISTRATION - INFO TECH	$ 128.60	5.20%	$ 135.29
18501	LEAD WORKER	PW - ADMINISTRATION	$ 70.53	5.20%	$ 74.20
19001	MAINTENANCE SUPERINT	PW - ADMINISTRATION	$ 100.35	5.20%	$ 105.57
18101	MAINTENANCE WORKER	PW - ADMINISTRATION	$ 57.35	5.20%	$ 60.33
12702	PARK RANGER	R&P PRESERVE PARK RANGERS	$ 51.27	5.20%	$ 53.94
10601	PERMIT TECHNICIAN	CDD - BUILDING & SAFETY DIV.	$ 64.57	5.20%	$ 67.93
10602	PERMIT TECHNICIAN	PW - ADMINISTRATION	$ 72.87	5.20%	$ 76.66
33001	PRINCIPAL CIVIL ENGR	PW - ADMINISTRATION	$ 152.36	5.20%	$ 160.28
17601	PROJECT MANAGER	PW - ADMINISTRATION	$ 91.59	5.20%	$ 96.35
18201	REC PROG SPVR I	REC & PARKS - ADMINISTRATION	$ 69.26	5.20%	$ 72.86
18202	REC PROG SPVR II	REC & PARKS - ADMINISTRATION	$ 88.64	5.20%	$ 93.25
18302	REC PROGRAM SPVR I	REC & PARKS - OPEN SPACE	$ 69.59	5.20%	$ 73.21
10808	SENIOR ACCOUNTANT	FINANCE ADMINISTRATION	$ 143.62	5.20%	$ 151.09
10701	SENIOR ACCT. TECH.	FINANCE ADMINISTRATION	$ 89.32	5.20%	$ 93.96
10801	SENIOR ADMIN ANALYST	EMERGENCY PREPAREDNESS	$ 80.62	5.20%	$ 84.81
10802	SENIOR ADMIN ANALYST	CITY MANAGER	$ 82.74	5.20%	$ 87.04
10804	SENIOR ADMIN ANALYST	FINANCE ADMINISTRATION	$ 107.76	5.20%	$ 113.36

			FY 21-22	CPI-U	FY 22-23
Position	Position Description	Location Long Description	FBR	Average	FBR
10805	SENIOR ADMIN ANALYST	PW - ADMINISTRATION	$ 121.13	5.20%	$ 127.43
10806	SENIOR ADMIN ANALYST	REC & PARKS - ADMINISTRATION	$ 112.92	5.20%	$ 118.79
10807	SENIOR ADMIN ANALYST	REC & PARKS - ADMINISTRATION	$ 94.09	5.20%	$ 98.98
17201	SENIOR ENGINEER	PW - ADMINISTRATION	$ 118.57	5.20%	$ 124.74
12701	SENIOR PARK RANGER	R&P PRESERVE PARK RANGERS	$ 53.19	5.20%	$ 55.96
17403	SENIOR PLANNER	CDD - PLANNING DIVISION	$ 116.90	5.20%	$ 122.98
17402	SENIOR PLANNER VIEW	CDD - VIEW RESTORATION	$ 124.91	5.20%	$ 131.41
12601	STAFF ASSITANT	PW - ADMINISTRATION	$ 54.40	5.20%	$ 57.23
97001	TELEVISION PRODUCER		$ 69.86	5.20%	$ 73.49

APPENDIX D: DETAILED HOUSING SITES CHARACTERISTICS

Site No. 1 - 27774 Hawthorne Boulevard (APN 7589-014-001)



Site Acreage: 2.05 Current Zoning: RM-8 Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: 4~~3~~5 d.u./acre Total Unit Potential: 46~~3~~ RHNA Category: ~~33~~ Moderate ~~10 Low~~	The site was developed in the 1970s and is currently a gas station and car wash. The last upgrade and remodel were completed a decade ago where the land to value ratio is less than 1. The property is considered an opportunity site due to the sufficient size of the lot and height potential that can be achieved without conflicting with the City's View Preservation Ordinance. The proposed higher density is derived from the minimum required density to accommodate low-income housing. In addition, multi-family residential or mixed-use development will be compatible at this location given that the site is adjacent to multi-family residential properties along the side and rear of the property line as well as in proximity to high-quality transit. Given these factors, the site is targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort. In addition, the property owner has expressed interest in the development of residential uses on the site.

Site No. 2 – 28041 Hawthorne Boulevard (APN 7578-031-031)



Site Acreage: 0.97 Current Zoning: Commercial Limited Proposed Zoning: ~~Mixed-Use~~MUOD-12 Proposed Density: 12 d.u./acre Total Unit Potential: 11 RHNA Category: Above Moderate	The site was developed in the 1970s with various retail and office uses in a two-story building. There have been no permit records in the past two decades for tenant improvements and the land to value ratio is close to 1. There are four active business licenses and no known leasing information available as of this writing. The property is considered an opportunity site due to the size of the lot that would allow an economically feasible development and some height potential that can be achieved without conflicting with the City's View Preservation Ordinance. There are also numerous multi-family residences south of the site that will make a proposed mixed-use project or high-density housing compatible. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 3 - 30019 Hawthorne Boulevard (APN 7588-015-008)



Site Acreage: 4.52 Current Zoning: Commercial Limited Proposed Zoning: ~~Mixed Use~~MUOD-35 Proposed Density: 35~~12~~ d.u./acre Total Unit Potential: 39 RHNA Category: Low~~Above Moderate~~	The site was developed in 1960s and consists of a grocery store with surface parking. The most recent upgrades and tenant improvements occurred in the last 1990s. Due to the large size of the lot and the property having a land to value ratio of less than 1, there is potential for redevelopment with a horizontal mixed-use project. As to preserve the existing use as it is, the developable area of the site was assumed at 25~~17~~% of the entire lot with an infill development at a relatively lower density. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 4 - 30840 Hawthorne Boulevard (APN 7573-002-014)



Site Acreage: 39.75 Current Zoning: Institutional/Open Space Proposed Zoning: ~~Upzone~~ROD-35 Proposed Density: 35 d.u./acre Total Unit Potential: 180~~328~~ RHNA Category: Low	The Salvation Army site was developed in the 1960s and consists of vast open space that slopes down from Hawthorne Boulevard to Palos Verdes Drive South. It is proposed to place an overlay zone allowing up to 35 dwelling units per acre (ROD-35) on an approximately 5.17-acre portion of the site at the southwest corner of the property (see map of proposed subdivision in Appendix F (Dudek Study). This would provide direct roadway access to Palos Verdes Drive South and there are existing water, sewer, and electric utilities available to the site along the street frontage. Due to the transitional slope and sufficient size of the undeveloped lot, there is greater height potential that can be achieved without conflicting with the City's View Preservation Ordinance. The proposed higher density is derived from the minimum required density to accommodate low-income housing. The site is also in the vicinity of public transit, along with an employment base in the City. All units are proposed as low income to align with the Salvation Army's mission to provide homeless shelters, transitional housing, and permanent supportive housing. The site will also provide further housing opportunities for students, faculty, and staff.

Site No. 5 – 31098 Hawthorne Boulevard (APN 7573-001-014)



Site Acreage: 3.85 Current Zoning: Commercial Neighborhood Proposed Zoning: ~~Mixed-Use~~MUOD-12 Proposed Density: 12 d.u./acre Total Unit Potential: 36 RHNA Category: Above Moderate	The site is commonly known as the Golden Cove shopping center, which was initially developed in the 1960s, with various improvements throughout the years. The buildings are fairly well managed with numerous tenants. Specifically, it consists of a mix of retail and office uses that serve the community and beyond. Adding a residential component to the base zoning will allow greater vitality as everyday necessities such as a grocery store, public transit, parks and open space, and schools are in walking distance. The lot size is also sufficient to allow a horizontal mixed-use project. Hence, in order to preserve most of the existing build out and protect views of properties that look in the direction, and over the site, a lower density is proposed for potential infill development over the surface parking or with minimum disturbance to the existing buildings. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City

	has received SB-9 funding for the completion of the zoning effort.

Site No. 6 - 31100 Hawthorne Boulevard (APN 7573-001-015)



Site Acreage: 2.52 Current Zoning: Commercial Neighborhood Proposed Zoning: ~~Mixed-Use~~MUOD-12 Proposed Density: 12 d.u./acre Total Unit Potential: 24 RHNA Category: Above Moderate	The site is part of the Golden Cove shopping center, which was initially developed in the 1960s, with various improvements throughout the years. The site consists of the Peninsula Montessori School and surface parking. The land to value ratio is less than 1. While the site is large enough for development on its own, there would be greater development potential through consolidating the lot with Site No. 5 - 31098 Hawthorne Blvd., which is under the same ownership. A lower density was proposed as noted in Site No. 5 to preserve most of the existing layout and minimize view impacts from neighboring properties. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 7 - 430 Silver Spur Road (APN 7586-028-008)



Site Acreage: 0.53 Current Zoning: Commercial Professional Proposed Zoning: ~~Mixed Use~~MUOD-45 Proposed Density: 45 d.u./acre Total Unit Potential: 23~~17~~ RHNA Category: Moderate	The site was developed in the 1980s and consists of a two-story commercial/office building and surface parking. The most recent tenant improvements involved new signage in 2017 with one known active business license tied to this site. Leasing information for the first floor and another unit on the second floor were available as of this writing, which makes up roughly 80% of the building area. The land to value ratio is a little over 1. The same property owner also owns the adjacent lot to the immediate east (Site No. 13- APN 7586-028-007) which will allow the process of consolidating lots to be much more efficient, resulting in improving the economic feasibility of higher density projects. The property is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance and the possibility of consolidating with lots immediately to the south (Site No. 8 - 450 Silver Spur Rd. and Site No. 14 - APN 7586-028-009). The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at

	Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 8 - 450 Silver Spur Road (APN 7586-028-010)



Site Acreage: 0.43 Current Zoning: Commercial Professional Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: 45 d.u./acre Total Unit Potential: 19 RHNA Category: ~~Above~~ Moderate	The site was developed in the 1980s and consists of a two-story office building. The most recent tenant improvements involved major remodeling in 2005 with one known active business license tied to this site, which appears to occupy a majority, if not all, of the building. The land to value ratio is a little over 1. The same property owner also owns the adjacent lot to the immediate east (Site No. 14 - APN 7586-028-009) which will allow the process of consolidating lots to be much more efficient, resulting in improving the economic feasibility of higher density projects. The property is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance and the possibility of consolidating lots immediately to the north (Site No. 7 - 430 Silver Spur Rd. and Site No. 13 - APN 7586-028-007). The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre.

Site No. 9 - 500 Silver Spur Road (APN 7586-028-020)



Site Acreage: 1.52 Current Zoning: Commercial Professional Proposed Zoning: ~~Mixed Use~~MUOD-45 Proposed Density: 45 d.u./acre Total Unit Potential: 20~~1~~ RHNA Category: Moderate	The site is a hillside lot adjacent to surface parking that serves the commercial/office uses along Silver Spur Rd. With a land to value ratio less than 1, the site has redevelopment potential. The site is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance, sufficient lot size, and buildable area. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The proposed unit potential is low compared to the overall size of the parcel due to the limited buildable area that abuts an extreme slope. The site can be further expanded through a lot consolidation with Site No. 15 (APN 7586-028-019), which also shares the same address and ownership immediately west of the site. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City

	has received SB-9 funding for the completion of the zoning effort.

Site No. 10 - 550 Silver Spur Road (APN 7586-028-015)



Site Acreage: 1.44 Current Zoning: Commercial Professional Proposed Zoning: ~~Mixed Use~~MUOD-45 Proposed Density: 45 d.u./acre Total Unit Potential: 9 RHNA Category: Moderate	The site is a hillside lot adjacent to surface parking that serves the commercial/office uses along Silver Spur Rd. The site is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance, sufficient lot size, and buildable area. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The proposed unit potential is low compared to the overall size of the parcel due to the limited buildable area that is encumbered by extreme slope. The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The site can be further expanded through a lot consolidation with Site No. 11 (APN 7586-028-016), which also shares the same address and ownership immediately west of the site. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 11 - 550 Silver Spur Road (APN 7586-028-016)



Site Acreage: 0.87 Current Zoning: Commercial Professional Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: 45 d.u./acre Total Unit Potential: 23~~19~~ RHNA Category: Low	The site was developed in the 1990s and consists of a three-story commercial/office building and surface parking. The most recent tenant improvement was completed in 2011 with approximately half of the building area up for lease as of this writing. The same property owner also owns the adjacent lot to the immediate east (Site No. 10 - APN 7586-028-015) which will allow the process of consolidating lots to be much more efficient, resulting in improving the economic feasibility of higher density projects. The property is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance, sufficient lot size, and buildable area. The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The site is also targeted to be included in a proposed Mixed-Use

	Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 12 - 27580 Silver Spur Road (APN 7586-028-002)



Site Acreage: 0.83 Current Zoning: Commercial Professional Proposed Zoning: ~~Mixed Use~~MUOD-22 Proposed Density: 22~~45~~ d.u./acre Total Unit Potential: 18~~25~~ RHNA Category: Above Moderate	The site was developed in the 1980s and consists of a two-story commercial/office building and surface parking. With a land to value ratio less than 1, the site has redevelopment potential. The site is currently undergoing tenant improvements with two known tenants with an active business license. The site is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance, sufficient lot size, and buildable area. In addition, adjacent parcels to the northwest (Site No. 10 & 11 - 550 Silver Spur Rd.) have been identified as potential sites for mixed-use development, which may increase the possibility of lot consolidation for greater development potential. The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The proposed density of 22~~45~~ d.u./acre derives from the Dudek analysis contained in Appendix F, which indicates that this site and others in the same vicinity on Silver Spur Road can accommodate building heights of at least four stories~~referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at~~

	~~40 d.u./acre~~. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 13 - No Address (APN 7586-028-007)



Site Acreage: 0.41 Current Zoning: Commercial Professional Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: 45 d.u./acre Total Unit Potential: 5~~3~~ RHNA Category: Above Moderate	The site is a hillside lot adjacent to surface parking that serves the commercial/office uses along Silver Spur Rd. With a land to value ratio less than 1, the site has redevelopment potential. The property is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance and the possibility of combining with the lot immediately south (Site No. 14 - APN 7586-028-009) or Site No. 7 - 430 Silver Spur Rd., resulting in a site that is 0.5-acres or larger that will allow a project to achieve better financial feasibility. The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The proposed unit potential is low compared to the overall size of the parcel due to the limited buildable area that is adjacent to extreme slope. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 14 - No Address (APN 7586-028-009)



Site Acreage: 0.65 Current Zoning: Commercial Professional Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: 45 d.u./acre Total Unit Potential: 8~~29~~ RHNA Category: Moderate	The site is a hillside lot adjacent to surface parking that serves the commercial/office uses along Silver Spur Rd. With a land to value ratio less than 1, the site has redevelopment potential. The property is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance and the possibility of combining with the lot immediately north (Site No. 13 - APN 7586-028-007) or Site No. 8 - 450 Silver Spur Rd. which is under the same ownership as this site. The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. 15 – 500 Silver Spur Road (APN 7586-028-019)



Site Acreage: 0.85 Current Zoning: Commercial Professional Proposed Zoning: MUOD-45 Proposed Density: 45 d.u./acre Total Unit Potential: 38 RHNA Category: Low	The site has an existing multi-tenant office building. It is included in the sites inventory as it would make sense for consolidation with other adjacent parcels for a larger redevelopment project. The property is considered an opportunity site due to the height potential (50 to 120 ft.) that can be achieved without conflicting with the City's View Preservation Ordinance and the possibility of combining with lots identified as sites #7-14. The site has access to public transit and development conducive to a walkable neighborhood with goods and services close by. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City

	has received SB-9 funding for the completion of the zoning effort.

Site No. ~~15~~16 -- No Address (APN 7573-006-024)



Site Acreage: 1.56 Current Zoning: RS-4 Proposed Zoning: RM-22~~12~~ Proposed Density: 22~~12~~ d.u./acre Total Unit Potential: 17~~12~~ RHNA Category: Above Moderate	The site is a vacant lot, adjacent to a number of multi-unit developments to the west along Clipper Rd. In recent years, the City has received several inquiries from the public on subdividing and/or developing multi-family residential on the lot. The proposed density was derived from considering the existing drainage course and buildable area of the parcel with realistic unit potential given that the vicinity is largely single-family neighborhood in character. The site has access to public transit and the property owner has expressed interest in the development of higher density housing on the site.

Site No. ~~16~~17 ~~-~~ No Address (APN 7578-002-011)



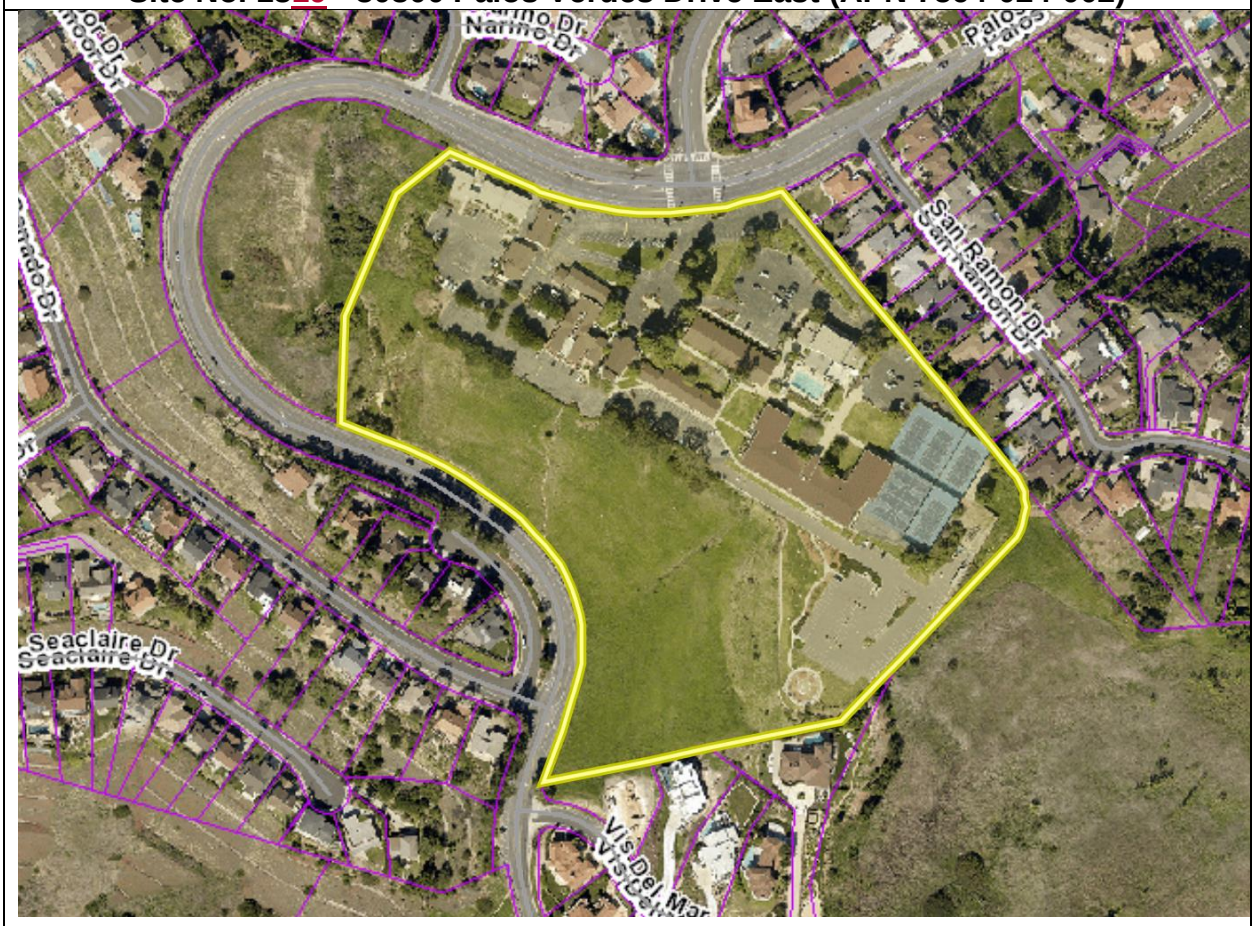
Site Acreage: 6.89 Current Zoning: RS-A-5 Proposed Zoning: RM-22~~Upzone~~ Proposed Density: 22~~12~~ d.u./acre Total Unit Potential: 22~~25~~ RHNA Category: ~~25~~ Above Moderate	The site is a vacant steep hillside lot with potential to accommodate a sizable multi-family residential project. With no multi-family units in the vicinity, the site would be adequate in further distributing various housing opportunities evenly throughout the City. In addition, the hillside topography affords notching the structure into the existing slope which could potentially minimize conflicting with the City's View Preservation Ordinance. The proposed density was derived from considering the buildable area of the parcel with realistic unit potential given that the vicinity is largely single-family neighborhood in character.

Site No. ~~17~~18 - No Address (APN 7564-024-001)



Site Acreage: 3.71 Current Zoning: Institutional Proposed Zoning: ~~RM-6~~ROD-6 Proposed Density: 6 d.u./acre Total Unit Potential: 12 RHNA Category: Above Moderate	The site is a vacant lot adjacent to and owned by the developed Marymount California University campus (Site No. ~~18~~19). Potential development of this site would be concurrent with development of a vacant sloped portion of Site No. ~~18~~19, along the southerly property line. Combined, the potential development would accommodate a total of 20 above-moderate units, which include 12 units on this site and 8 units on Site No. ~~18~~19. The City's Community Development Department previously~~has~~ received application materials from Marymount California University~~, which are currently under review,~~ for a proposed lot line adjustment between Site Nos. ~~17~~18 and ~~18~~19 to support future concurrent residential development.

Site No. ~~18~~19 - 30800 Palos Verdes Drive East (APN 7564-024-002)



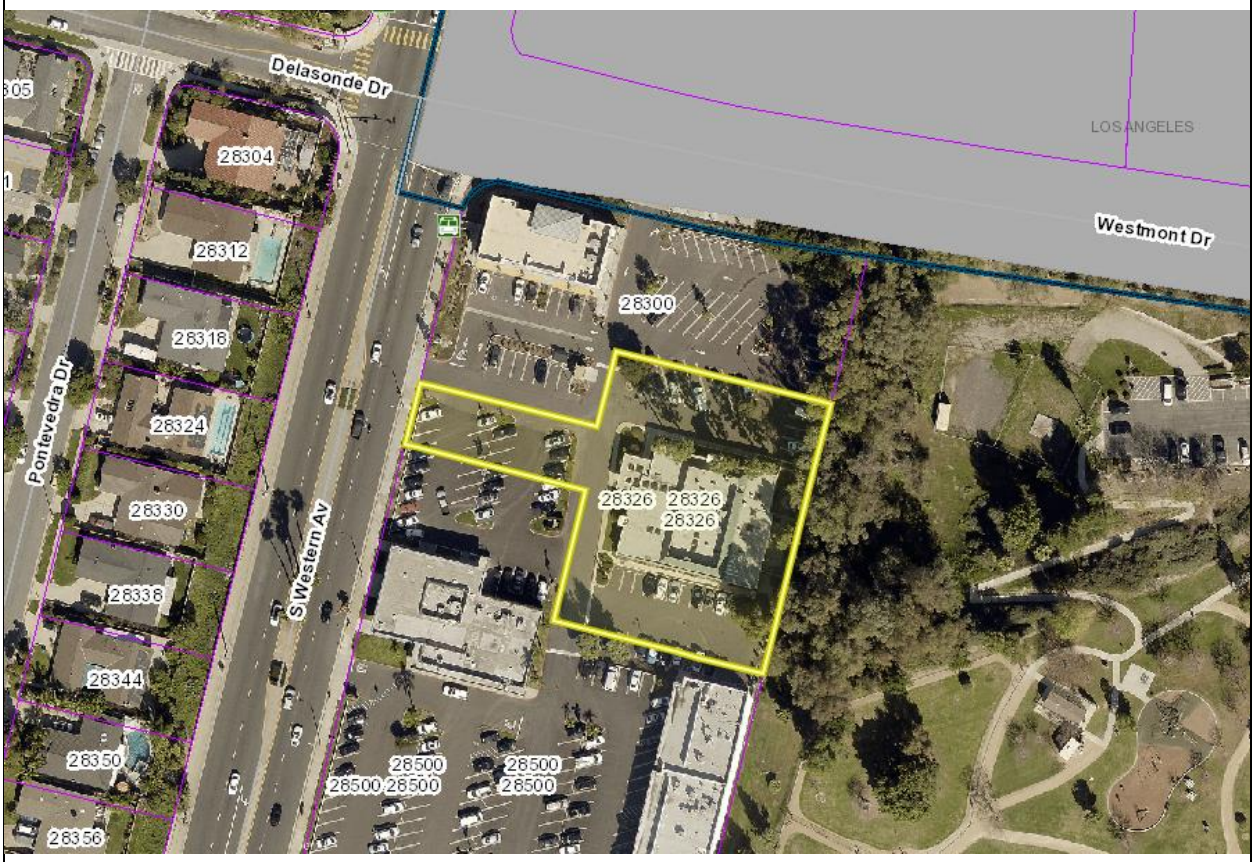
Site Acreage: Approx. 8.9 Current Zoning: Institutional Proposed Zoning: ROD~~RM~~-6 Proposed Density: 6 d.u./acre Total Unit Potential: 8 RHNA Category: Above Moderate	Potential development of this site is limited to the approximately 8.9-acre vacant slope area of the Marymount California University Campus along the southern portion of the property. Potential development of this site would be concurrent with the vacant 3.71-acre site (Site No.~~17~~18) located to the east of this site. Combined, the potential development would accommodate a total of 20 above-moderate units, which include 8 units on this site and 12 units on Site No.~~17~~18. The hillside topography of Site No. ~~18~~19 provides design opportunities, in which proposed structures can be recessed into the existing slope, minimizing potential conflicts with the City's View Preservation Ordinance. The City's Community Development Department previously~~has~~ received application materials from Marymount California University~~, which are currently under review,~~ for a proposed lot line adjustment between Site Nos. ~~17~~ 18 and 19~~18~~ to support concurrent residential development.

Site No. ~~19~~20 - 28300 S. Western Avenue (APN 7444-001-004)



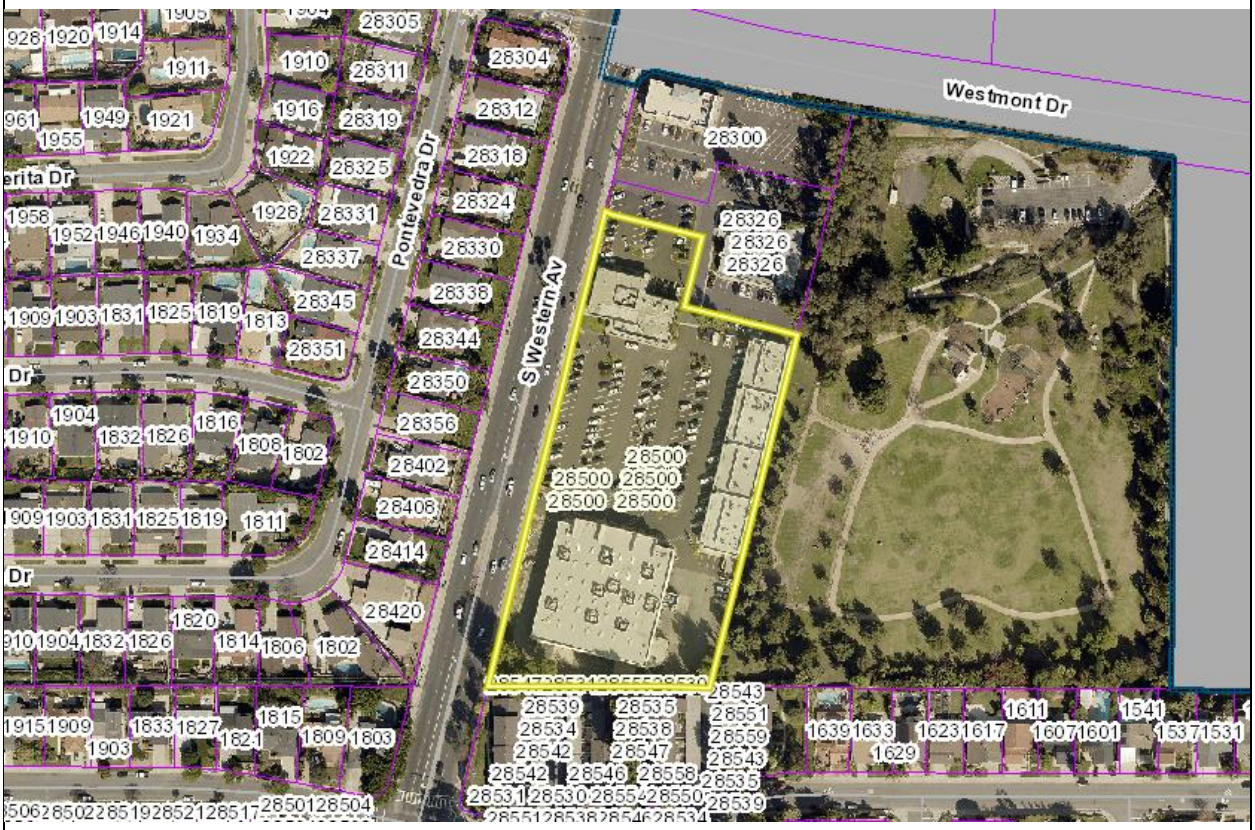
Site Acreage: 0.92 Current Zoning: Commercial General Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: 45~~15~~ d.u./acre Total Unit Potential: 24~~13~~ RHNA Category: Low~~Above Moderate~~	The site is owner-occupied by Chase Bank which has been recently developed in 2019 as a single-story commercial building. However, the land to value ratio remains less than 1. The sufficient size of the lot and relatively flat terrain, along with the underutilized parking areas, affords redevelopment potential without having to consolidate with adjacent lots. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The site is also targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort. Approximately 60 percent of the site is assumed developable ~~relatively low density is proposed~~ which considered infill development over the parking lot area as the Chase Bank building is likely to remain. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~20~~21 - 28326 S. Western Avenue (APN 7444-001-005)



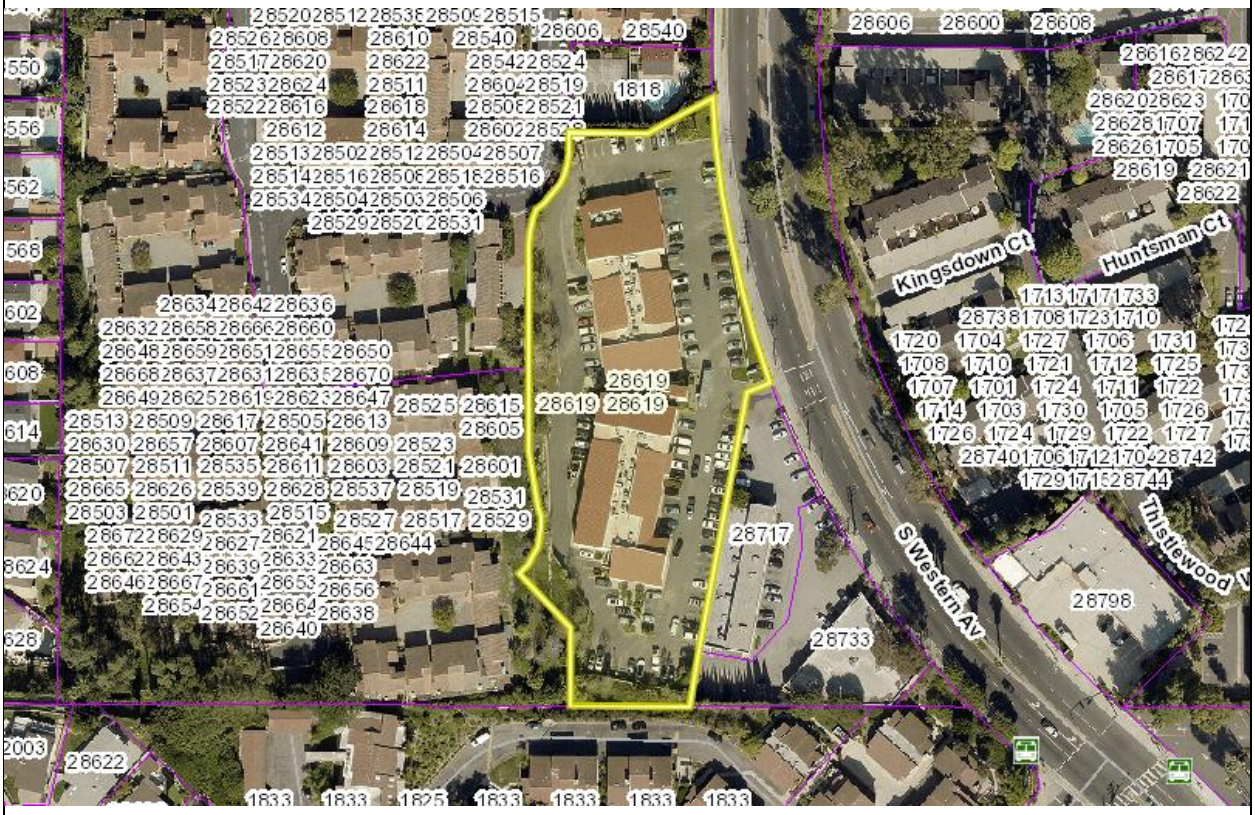
Site Acreage: 0.93 Current Zoning: Commercial General Proposed Zoning: ~~Mixed Use~~MUOD-45 Proposed Density: ~~15~~ 45 d.u./acre Total Unit Potential: 42~~14~~ RHNA Category: Low~~Above Moderate~~	The site was developed in the 1970s, consisting of a single-story commercial building that is occupied by a veterinary hospital. There are no tenant improvements completed in the past two decades except for a reroof permit issued in 2021. The land to value ratio is less than 1. The sufficient size of the lot and relatively flat terrain affords redevelopment potential without having to consolidate with adjacent lots. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~21~~22 - 28500 S. Western Avenue (APN 7444-001-003)



Site Acreage: 4.09 Current Zoning: Commercial General Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: 45~~15~~ d.u./acre Total Unit Potential: 184~~61~~ RHNA Category: Low~~Above Moderate~~	The site was developed in the 1970s, currently consisting of a single-story strip mall, bank, and grocery store. There have been minor tenant improvements from time to time with the land to value ratio less than 1. The site has redevelopment potential in terms of the sufficient size of the lot that allows for dense horizontal mixed-use. It should be noted that the existing parking spaces available on site do not meet the code requirements. However, there has been no parking shortage issues due to vacant suites in the strip mall and the level of commercial activity being low. Hence, this site is anticipated to benefit from the General Plan and zoning code amendment which will allow greater potential and flexibility in revitalizing the area. The proposed density of 45 d.u./acre derives from referencing recent mixed-use developments completed in Rolling Hills Estates along or near Silver Spur Rd. Specifically, the Merrill Gardens at Rolling Hills Estates was built with a density of 70 d.u./acre and La Collina at 40 d.u./acre. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~22~~23 - 28619 S. Western Avenue (APN 7550-009-024)



Site Acreage: 2.35
Current Zoning: Commercial General
Proposed Zoning: ~~Mixed Use~~MUOD-35
Proposed Density: 3~~5~~0 d.u./acre
Total Unit Potential: 82~~70~~
RHNA Category: ~~30 Above Moderate~~
~~40~~ Low

The site was developed in the 1950s as a two-story commercial building and currently has multiple tenants. There have been minor tenant improvements from time to time with the land to value ratio less than 1. The sufficient size of the lot and relatively flat terrain affords redevelopment potential without having to consolidate with adjacent lots. Furthermore, the property owner has been receptive to the idea of redevelopment and has expressed interest to revitalize the area. The proposed higher density is derived from the minimum required density to accommodate low-income housing as well as a conservative take on the recent development trends in adjacent San Pedro neighborhood, which is part of Los Angeles, that has approved projects at a density of approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, which the City has received SB-9 funding for the completion of the zoning effort.

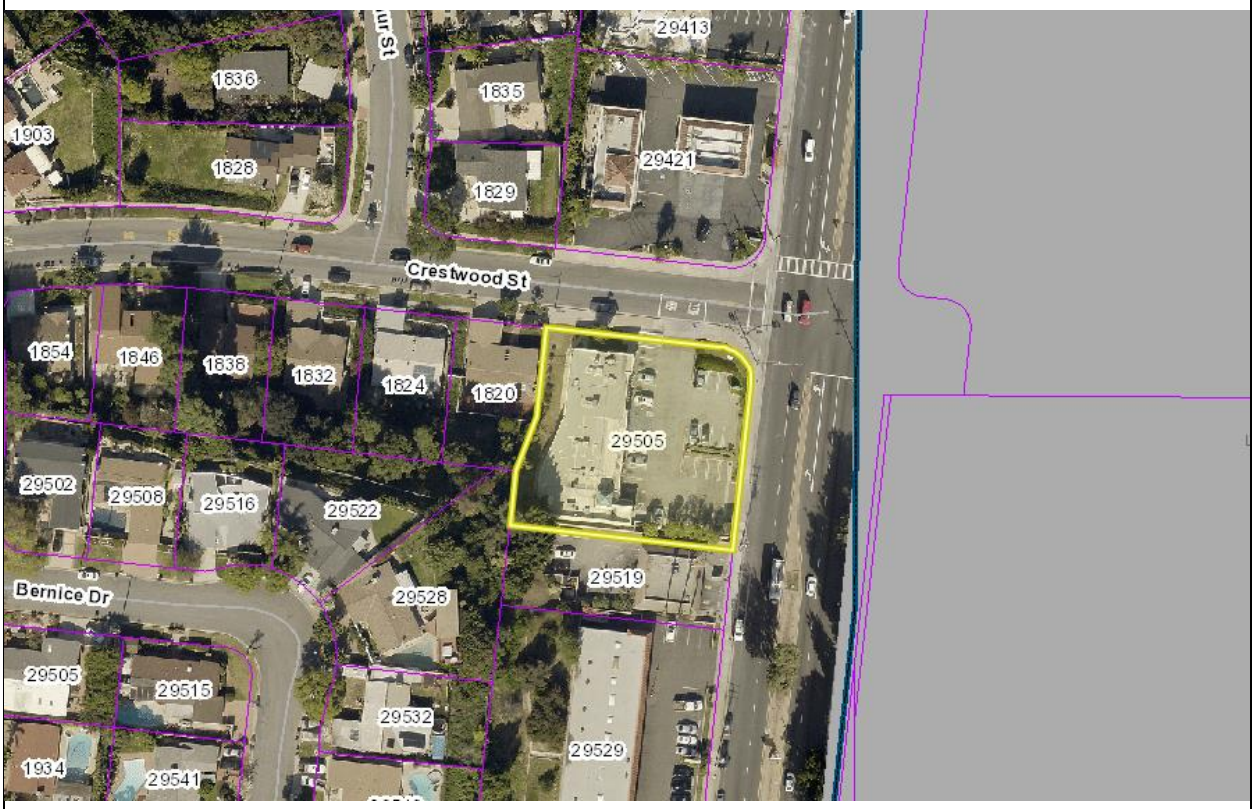
Site No. ~~23~~24 - 29000 S. Western Avenue (APN 7445-005-010)



Site Acreage: 1.90 Current Zoning: Commercial General Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: 4~~3~~5 d.u./acre Total Unit Potential: 54~~42~~ RHNA Category: ~~24 Above~~ Moderate ~~30 Low~~	The site consists of two separate office buildings; a four-story developed in the 1960s that was last renovated in the 1980s and a two-story developed in the 1980s. The most recent tenant improvement occurred in 2015 at the four-story building and minor improvements to signage in the past decade for the two-story building. There are numerous tenants with an active business license but also vacant suites available for lease at both buildings at the time of this writing. The land to value ratio less than 1. A screening analysis of potential sites for mixed-use or high-density residential development has ranked this site very high, which considered factors such as the HCD and the California Tax Credit Allocation Committee (TCAC) opportunity areas, data from SCAG, LA County Assessor, City GIS, and other pertinent information such as lot size, grade elevation difference to determine view impacts, environmental and geological hazards, and accessibility to community amenities. The proposed higher density is based on the finding from the Dudek analysis (Appendix F) that indicates this site can support development in the range of 55 to 65 feet without

	impacting views, ~~derived from the minimum required density to accommodate low-income housing~~ as well as a conservative take on the recent development trends in adjacent San Pedro neighborhood, which is part of Los Angeles, that has approved projects at a density of approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~24~~25 - 29505 S. Western Avenue (APN 7557-039-005)



Site Acreage: 0.55 Current Zoning: Commercial General Proposed Zoning: ~~Mixed-Use~~MUOD-35 Proposed Density: 35 d.u./acre Total Unit Potential: 19~~7~~ RHNA Category: Moderate~~Low~~	The site was developed in the 1980s, consisting of a single-story strip mall. There has been minor tenant improvement activity in the past two decades with a land to value ratio of less than 1. Of the five leasable spaces available, three have an active business license and one unit is being advertised for lease as of this writing. The site is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance. As a corner lot, the site affords more flexibility in creating a different access point from the typical right-of-way along Western Avenue that requires review and approval from the California Department of Transportation. The proposed higher density is derived from ~~the minimum required density to accommodate low-income housing as well as~~ a conservative take on the recent development trends in adjacent San Pedro neighborhood, which is part of Los Angeles, that has approved projects at a density of approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~25~~26 - 29519 S. Western Avenue (APN 7557-039-006)



Site Acreage: 0.23 Current Zoning: Commercial General Proposed Zoning: ~~Mixed-Use~~MUOD-45 Proposed Density: ~~35~~ 45 d.u./acre. Total Unit Potential: 1~~6~~ RHNA Category: Above Moderate	The site was developed in 1990 as a single-story building, occupied by a single tenant (Valvoline Oil Change). With a land to value ratio of less than 1, the site has redevelopment potential. The site is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation Ordinance. Greater potential can be realized by incentivizing lot consolidation with adjacent Site No. ~~24~~25 - 29505 S. Western Avenue that is also relatively small in area. The proposed higher density is derived from taking a conservative approach of the recent development trends in adjacent San Pedro neighborhood, which is part of Los Angeles, that has approved projects at a density of approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street. In addition, the Dudek analysis (Appendix F) found that this site can support development with heights of up to 55 to 65 feet without impacting views. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~26~~27 - 29529 S. Western Avenue (APN 7557-039-018)

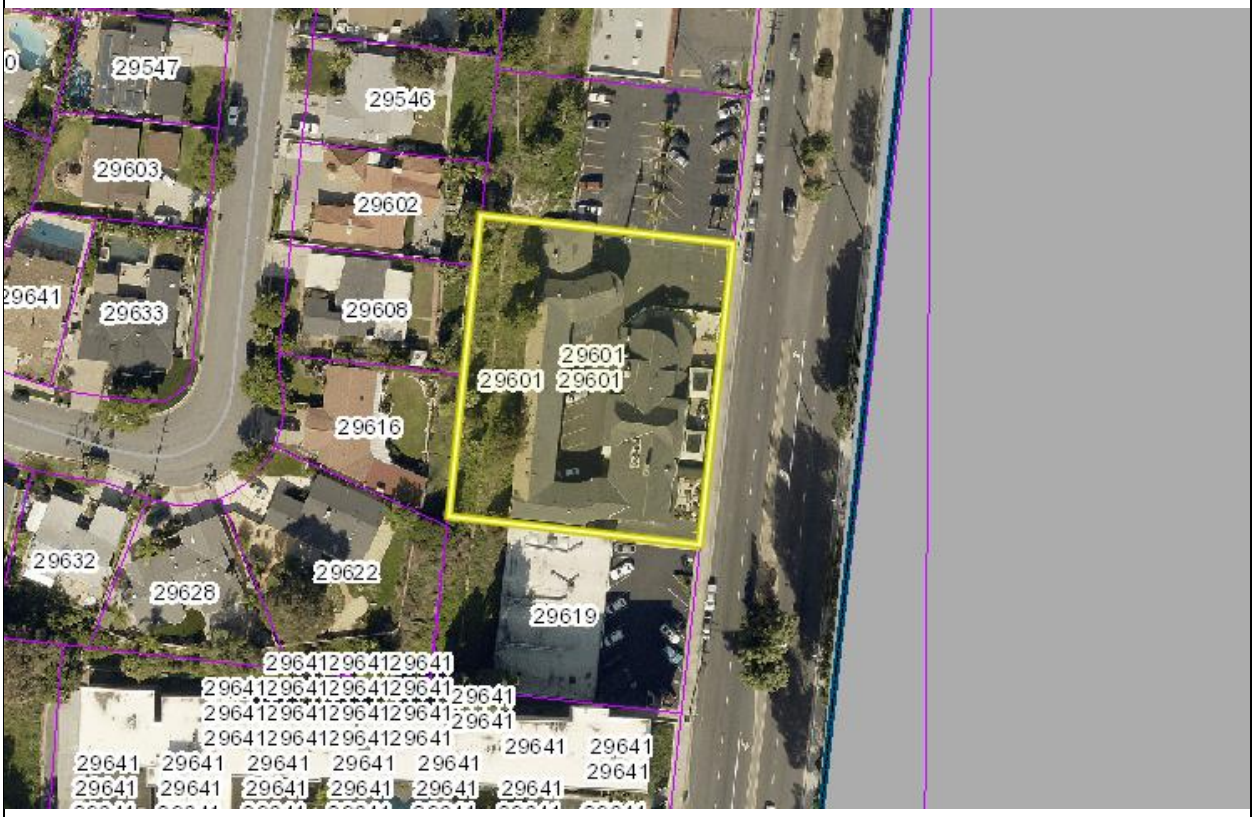


Site Acreage: 0.77
Current Zoning: Commercial General
Proposed Zoning: MUOD-45~~Mixed-Use~~
Proposed Density: 45 d.u./acre.
Total Unit Potential: 24~~3~~
RHNA Category: Low~~Moderate~~

The site was developed in the 1970s and consists of a single-story building, occupied by a single tenant (America's Tire). With a land to value ratio less than 1, the site has redevelopment potential. The site is considered an opportunity site due to the height potential that can be achieved without conflicting with the City's View Preservation ordinance and the sufficient size of the lot. Specifically, a screening analysis of potential sites for mixed-use or high-density residential development has ranked this site very high, which considered factors such as the HCD and the California Tax Credit Allocation Committee (TCAC) opportunity areas, data from SCAG, LA County Assessor, City GIS, and other pertinent information such as lot size, grade elevation difference to determine view impacts, environmental and geological hazards, and accessibility to community amenities. The Dudek analysis (Appendix F) found that this site can support development in the range of 55 to 65 feet in height without impacting views. Further assessment of the site yielded up to 44 units if parking requirements were relaxed. Taking a more conservative approach, the potential unit yield has been adjusted with the estimated

	buildable area of the lot. The proposed higher density is derived from taking a conservative view of the recent development trends in adjacent San Pedro neighborhood, which is part of Los Angeles, that has approved projects at a density of approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~27~~28 - 29601 S. Western Avenue (APN 7557-039-014)



Site Acreage: 0.77 Current Zoning: Commercial General Proposed Zoning: MUOD-45~~Mixed-Use~~ Proposed Density: 45 d.u./acre. Total Unit Potential: 24 RHNA Category: Low~~Moderate~~	The site was developed in the 1950s and consists of a two-story restaurant and motel. The land to value ratio is less than 1 and during the past planning period (i.e., 5th cycle), there has been an interest to potentially develop residential components on the site. The same property owner also owns the adjacent site immediately to the north (Site No. ~~28~~29 - APN 7557039017) which will allow the process of consolidating lots to be much more efficient, resulting in improving the economic feasibility of higher density projects. The residential properties to the west are located at a higher elevation which will allow greater vertical density without conflicting with the City's View Preservation Ordinance. The Dudek analysis (Appendix F) found that this site can support building heights in the range of 55 to 65 feet without impacting views. In addition, a screening analysis of potential sites for mixed-use or high-density residential development has ranked this site very high, which considered factors such as the HCD and the California Tax Credit Allocation Committee (TCAC) opportunity areas, data from SCAG, LA County Assessor, City GIS, and other pertinent information such as lot size, grade elevation difference to determine view impacts, environmental and

	geological hazards, and accessibility to community amenities. The proposed higher density is derived from taking a conservative view of the recent development trends in adjacent San Pedro neighborhood, which is part of Los Angeles, that has approved projects at a density of approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~28~~29 ~~–~~ No Address (APN 7557-039-017)



Site Acreage: 0.37 Current Zoning: Commercial General Proposed Zoning: MUOD-45~~Mixed-Use~~ Proposed Density: 45 d.u./acre Total Unit Potential: 11~~16~~ RHNA Category: Above Moderate~~Low~~	The site was developed in the 1960s and serves as surface parking for the adjacent restaurant and motel to the immediate south built in 1959. The parking lot is also owned by the same property owner of the south adjacent parcel (Site No. ~~27~~28 - 29601 S. Western Avenue) which will allow the process of consolidating lots to create a size of 0.5-acre or larger to be much more efficient, resulting in improving the economic feasibility of higher density projects. The residential properties to the west are located at a higher elevation which will allow greater vertical density without conflicting with the City's View Preservation Ordinance. The Dudek analysis (Appendix F) found that this site can support building heights in the range of 55 to 65 feet without impacting views. The proposed higher density is derived from ~~the minimum required density to accommodate low-income housing as well as~~ a conversative take on the recent development trends in adjacent San Pedro neighborhood, which is part of Los Angeles, that has approved projects at a density of approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street. The site is also in the vicinity of high-quality public transit and targeted to be included in a

	proposed Mixed-Use Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~29~~30 - 29619 S. Western Avenue (APN 7557-039-011)


29601
29601
29601
29616
29622
29619
29641 29641 29641

	recent development trends in adjacent San Pedro neighborhood (approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street). The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use Overlay Zone, which the City has received SB-9 funding for the completion of the zoning effort.

Site No. ~~30~~31 - 29701 S. Western Avenue (APN 7557-039-020)



Site Acreage: 0.60 Current Zoning: Commercial General Proposed Zoning: MUOD-22~~Mixed-Use~~ Proposed Density: 22~~45~~ d.u./acre. Total Unit Potential: 13~~27~~ RHNA Category: Above~~17~~ Moderate ~~10 Low~~	The site was developed in 2000 and consists of 3 establishments, all of which are single-story. The land to value ratio is less than 1. There is potential to redevelop with higher vertical density as it will be compatible with the adjacent properties to the north and west which is a multi-story condominium and a multi-story assisted living facility, respectively. The proposed higher density is derived from finding in the Dudek analysis (Appendix F) that wound that the site could be developed at 22 d.u./acre and a two-story height without impacting views~~the minimum required density to accommodate low-income housing~~ as well as a conversative take on the recent development trends in adjacent San Pedro neighborhood, which is part of Los Angeles, that has approved projects at a density of approximately 107 d.u./acre at 515 Center Street and 336 W. 7th Street. The site is also in the vicinity of high-quality public transit and targeted to be included in a proposed Mixed-Use

	Overlay Zone, for which the City has received SB-9 funding for the completion of the zoning effort.

APPENDIX ED: PIASKY STUDY

WESTERN AVENUE OPPORTUNITY SITE ANALYSIS REPORT



AUGUST 2021

Piasky Solutions
Real Estate and Development

PCG
Pacific Consulting Group
Full Spectrum Real Estate &
Development Consulting

WESTERN AVENUE OPPORTUNITY SITE ANALYSIS REPORT

EXECUTIVE SUMMARY:

BACKGROUND:

The City of Rancho Palos Verdes (hereinafter "City") is reviewing potential mixed-use development opportunities along Western Avenue's commercial zoning district to redevelop the corridor with housing components above or integrated with commercial uses. The City hired real estate and development consulting firms Piasky Solutions and Pacific Consulting Group, LLC to narrow the City's focus on feasible sites for potential mixed-use redevelopment and to provide the necessary feasibility analysis to help the City identify which sites provide the best potential for mixed-use consideration as well as recommend viable mixed-use options that could be feasible. The scope of this report encompasses 18 parcels identified for study by the City along the west side of Western Avenue from 29019 to 29619 S. Western Avenue.

SCOPE OF WORK:

The Scope of Work for this project was limited to identifying potential issues, opportunities, and challenges with each of the 18 parcels. Through this analysis, we were able to identify underutilized sites whose location, size or surrounding uses provide the opportunity to be designated as "opportunity sites". The data collected and detailed results of our analysis is provided in the Exhibits that follow. An analysis of the development considerations and factors that were used to evaluate the properties and determine whether they should be considered an opportunity site is included in Exhibit A. A Property Feasibility Profile summary was prepared for each of the parcels and is included in Exhibit B. Exhibit C contains a site map showing the area this study encompasses, while a detailed Property Site Review Checklist was prepared for each parcel in the study area and is included in Exhibit D. Exhibit E summarizes and prioritizes for housing development the sites in the Property Site Review Checklists and Exhibit F provides various density options for the top 3 most likely housing sites compared to current zoning restrictions. Exhibit G contains a list of recommended commercial uses for the Western Avenue corridor. Finally, a list of example current mixed-use developments with varying densities and heights is given in Exhibit H for reference.

SUMMARY OF FINDINGS:

Based upon interviews with potential developers and general development analysis, we established priority levels and corresponding criteria (lot size and height allowance) and thresholds for identifying possible opportunity sites that can include a residential component. The scope of this analysis is limited to identifying code recommendations as well as physical opportunities and challenges to each selected site and does not include a financial analysis of various recommended development options. While a financial analysis including market research and proforma analysis for each parcel may result in modifications to these recommendations, the fundamental requirements of lot size, height, density and zoning restrictions are the foundation to determining a development's potential feasibility.

It should be noted that the maximum buildable area and height allowance for the parcels studied is currently 50% and 30 feet respectively per the Western Avenue Specific Plans. For this report, we assumed that the maximum

buildable area could be revised through a Mixed-Use Overlay Zone to 80% and the height allowance could be revised to a maximum height that would not impact the residential views from above the subject parcels.

For ranking purposes, Priority 1 opportunity sites are those that do not require lot consolidation and have a minimum 0.75-acre lot size and 60 ft height allowance. These sites would be the least complicated for development because they are large enough for re-development on their own without consolidation with adjacent properties and have the potential for the greatest density if height allowances are increased. Two parcels meet these criteria. They are 29529 and 29601 S. Western Avenue. Priority 2 opportunity sites are those that have a minimum 60 ft height allowance and can meet the 0.75-acre lot size by being combined with adjacent parcels. Three locations meet these criteria. They are 29505, 29519 and 29619 S. Western Avenue. Priority 3 opportunity sites are those that have a minimum 32 ft height allowance and can meet the 0.75-acre lot size by being combined with adjacent parcels owned by the same property owner. Three locations meet these criteria. They are 29019, 29023 and 29035 S. Western Avenue.

Redevelopment of any of these properties will require Western Avenue Street improvements including streetlights, pedestrian friendly sidewalks, and undergrounding of utilities and related structures. To help attract and encourage development, we recommend that the City study options to provide these enhancements to the Western Avenue corridor as opposed to a piecemeal approach provided by each developer as new development occurs. This would provide a uniform improvement along this corridor, remove development risk and raise property values as well as improve the marketability to potential developers. Post-redevelopment revenue or property values will need to exceed the current cash-flow potential or property value for a property owner to be willing to redevelop or sell the property for development. Enhancing this corridor will bring property values and potential marketability closer to achieving those goals. Also, while not addressed in this report, traffic and density concerns from the surrounding residents will need to be addressed. For each identified opportunity site, the potential future market-rate and affordable housing vision for the site, including specific zoning and development standards is summarized in Table #1 on the following page.

TABLE #1 – OPPORTUNITY SITES

BLOCK	ADDRESS	OPPORTUNITY RANKING	LOT AREA (AC)	RESIDENTIAL LOT HEIGHT ABOVE (MAX. HEIGHT)	POTENTIAL MARKET-RATE RESIDENTIAL UNITS (40 du/ac)	POTENTIAL AFFORDABLE RESIDENTIAL UNITS (50% DENSITY BONUS = 60 du/ac)
1	29019	3	0.46	40	18	27
1	29023	3	0.29	35	12	18
1	29035	3	0.30	32	12	18
RANK 3 SITE TOTALS			1.05		42	63
3	29505	2	0.55	70	22	33
3	29519	2	0.23	65	9	14
3	29529	1	0.77	60	31	46
3	29601	1	1.00	60	40	60
3	29619	2	0.43	60	17	26
RANK 1&2 TOTALS			2.98		120	179
OVERALL TOTAL					**162**	**242**

TABLE NOTES

1. Metrics for ranking 1) Height of residential pad >60’ above and lot >0.75ac, 2) Residential pads > 60’ above, 3) Residential pads > 30’ above and same ownership of adjacent lots to allow for lot assembly > 0.75 ac.
2. Existing Specific Plan requirements related to maximum buildable area, density and height will need to be revised from current standards to allow increased residential unit potential.
3. Parking requirements may need to be lowered to maximize residential unit potential.

EXHIBIT A

DEVELOPMENT CONSIDERATIONS:

The following factors were used to evaluate the properties and determine whether they should be considered an Opportunity Site.

MARKET CONDITIONS:

Mixed-use redevelopment requires market conditions that serve both commercial and residential needs. These market conditions for commercial include traffic flow, demographics, and other factors that ultimately lead to an understanding of supply versus demand. The properties studied are all currently commercial uses and thus a deeper analysis of commercial viability was unnecessary for this report. Market conditions for residential that were generally considered for this report were proximity to transit, amenities, schools, potential community support/opposition, and construction costs. Caltrans Western Avenue Improvements are anticipated to make the area more accessible while abundant nearby amenities including shopping, restaurants, and entertainment are positive for mixed-use development.

HEIGHT RESTRICTIONS:

Mixed-use redevelopment requires an adequate height and density allowance to overcome the high cost of land purchase and construction. The Western Avenue parcels all have a current height restriction of 16 feet unless a CUP is approved. Even with a CUP approved, the properties from 29019-29413 S. Western Avenue only allow a maximum of 30 feet in height with restrictions. These current height restrictions prevent mixed-use redevelopment opportunities. There are some limited mixed-use redevelopment opportunities if the height restriction is revised to be the maximum height that would not negatively impact residential views above the subject property. In order to maximize mixed-use redevelopment opportunities, the City would need to allow building heights that may restrict some residential views.

LOT SIZE:

Mixed-use redevelopment requires a large enough buildable lot size to generate adequate revenue that will overcome the cost and time associated with the redevelopment. Many of the properties studied for this report are too small for redevelopment and would be difficult to combine with other adjacent properties due to multiple property owners. This report assumed a minimum 0.75acre lot size for redevelopment potential.

PROPERTY OWNER:

Mixed-Use Redevelopment usually requires a willing property owner that owns a large enough lot or multiple contiguous lots that can be combined. Many of the properties studied for this report have property owners with long-term tenants that are generating consistent revenue. These properties may be considered opportunity sites, but will be more challenging for mixed-use redevelopment.

ZONING:

Mixed-Use Redevelopment requires the allowance of both commercial and residential uses. The current zoning for the properties studied for this report only allow commercial development. It is understood that the Mixed-Use Overlay Zone is meant to address this situation. Therefore, this was not a limiting factor for determining opportunity sites.

INFRASTRUCTURE:

Infrastructure improvements can add substantial cost and schedule risk to a redevelopment project and are critical to consider. Roads, Sewer, Water, Electricity and Gas are all readily available to the properties, however there are overhead power lines fronting all of the properties studied as well as raised utility structures doting the Western Avenue sidewalks. As currently written, the Western Avenue Specific Plans require new developments to underground these facilities that front their property. These added infrastructure improvement costs and risks to project schedules will require an adequate increase in revenue potential or a reduced property sales price to make a property feasible for redevelopment.

PARKING:

Parking requirements are a critical factor in determining the feasibility of a particular site for mixed-use redevelopment. Decreased parking requirements onsite and/or City-provided offsite parking capability would help overcome smaller lot size constraints.

REGULATORY REQUIREMENTS:

Regulatory requirements can add substantial cost to a redevelopment project. The City currently requires residential development projects to include 5% very-low income or 10% low-income units in their project or provide an in-lieu fee of $284,262.

EXHIBIT B

PROPERTY FEASIBILITY PROFILES:

Each of the 18 parcels were evaluated based upon current site characteristics and the development considerations outlined above. A summary of the unique characteristics for each of the properties is outlined below.

29019 S. WESTERN AVENUE -

This property is currently a 1-story Denny's Restaurant. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes above a dead-end alley that lie about 40 feet above the property, however existing trees are already blocking the upper residential neighbor's views. This creates an opportunity to increase the height allowance for this property to 60 feet. This is especially critical for redevelopment considering that the buildable pad size is about 13,300 sf with only a 95-foot depth and parking requirements would be difficult and costly to meet. Combining adjacent properties 29019-29051 S. Western could potentially help and would provide an estimated 1.21 ac buildable block. This is considered a Priority 3 opportunity site.

29023 S. WESTERN AVENUE –

This property is currently a parking lot with a buildable pad size of about 9,900 sf and a depth of 110 ft. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes above a dead-end alley that lie about 35 feet above the property. This creates an opportunity to increase the height allowance for this property without blocking views. This is especially critical for redevelopment considering that the lot size and parking requirements make redevelopment difficult and costly. Combining adjacent properties 29019-29051 S. Western could potentially help and would provide an estimated 1.21 ac buildable block. This is considered a Priority 3 opportunity site.

29035 S. WESTERN AVENUE –

This property is currently a Broiler Express Restaurant with a buildable pad size of about 9,000 sf and a depth of 120 ft. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes above a dead-end alley that lie about 32 feet above the property. This creates an opportunity to increase the height allowance for this property without blocking views. This is especially critical for redevelopment considering that the lot size and parking requirements make redevelopment difficult and costly. Combining adjacent properties 29019-29051 S. Western could potentially help and would provide an estimated 1.21 ac buildable block. This is considered a Priority 3 opportunity site.

29051 S. WESTERN AVENUE –

This property is currently vacant with a former Marie Calendars building. It has a buildable pad size of about 20,300 sf and a depth of 140 ft. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes above a dead-end alley that lie about 10 feet above the property. This restricts additional height above 1 story without disrupting residential views behind. Combining adjacent properties 29019-29051 S. Western could potentially help and would provide an estimated 1.21ac buildable block. This property on its own is not considered an opportunity site because of the potential height restriction but it could be combined with adjacent properties that have the same property owner to use as potential surface parking.

29105 S. WESTERN AVENUE –

This property is currently a portion of the Western Plaza Shopping Center with a buildable pad size of about 31,500 sf and a depth of 150 ft. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes sitting about 15 feet above the property. This restricts additional height above 1 story without disrupting residential views behind. This is property is not considered an opportunity site.

29125 S. WESTERN AVENUE –

This property is currently a portion of the Western Plaza Shopping Center with a buildable pad size of about 20,250 sf and a depth of 150 ft. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes sitting about 20 feet above the property. This restricts additional height above 2 stories without disrupting residential views behind. This property is not considered an opportunity site.

29211 S. WESTERN AVENUE –

This property is currently the Eastview Professional Building with a buildable pad size of about 11,250 sf and a depth of 150 ft. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes sitting about 24 feet above the property. This restricts additional height above 2 stories without disrupting residential views behind. This property is not considered an opportunity site.

29215 S. WESTERN AVENUE –

This property is currently the Eastview Professional Building with a buildable pad size of about 11,900 sf and a depth of 170 ft. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes sitting about 24 feet above the property. This restricts additional height above 2 stories without disrupting residential views behind. This is property is not considered an opportunity site.

29229 S. WESTERN AVENUE –

This property is currently O'Reilly Auto Parts with a buildable pad size of about 31,800sf and a depth of 265 ft. The same owner has properties 29019-29229 S. Western Avenue. There are residential homes sitting about 26 feet above the property. This restricts additional height above 2 stories without disrupting residential views behind. This property is not considered an opportunity site.

29317 S. WESTERN AVENUE –

This property is currently a Jack in the Box Restaurant with a buildable pad size of about 28,500sf and a depth of 150ft. This is a single property owner. There are residential homes sitting about 30 feet above the property. This restricts additional height above 3 stories without disrupting residential views behind. This property is not considered an opportunity site.

29403 S. WESTERN AVENUE –

This property is currently an Ihop Restaurant with a buildable pad size of about 16,000sf and a depth of 160ft. This property owner also owns the America's Tire property located at 29529 S. Western Avenue. There are residential homes sitting about 30 feet above the property. This restricts additional height above 3 stories without disrupting residential views behind. This property is not considered an opportunity site.

29409 S. WESTERN AVENUE –

This property is currently being used as medical offices with a buildable pad size of about 21,000sf and a depth of 145ft. This is a single property owner. There are residential homes sitting about 25 feet above the property. This restricts additional height above 2 stories without disrupting residential views behind. This property is not considered an opportunity site.

29413 S. WESTERN AVENUE –

This property is currently occupied by Bay Cities Sew & Carpet with a buildable pad size of about 7,250sf and a depth of 145ft. This is a single property owner. There are residential homes sitting about 20 feet above the property. This restricts additional height above 2 stories without disrupting residential views behind. This property is not considered an opportunity site.

29505 S. WESTERN AVENUE –

This property is currently a small strip mall with a buildable pad size of about 24,948sf and a depth of 162ft. This is a single property owner. There are residential homes sitting about 70 feet above the property. This creates an opportunity to increase the height allowance for this property without disrupting residential views behind. This property is considered a Priority 2 opportunity site due to the ability for additional height, but the lot size likely would require that this property be combined with adjacent properties.

29519 S. WESTERN AVENUE –

This property is currently a Valvoline Oil Change with a buildable pad size of about 9,300sf and a depth of 150ft. This is a single property owner. There are residential homes sitting about 65 feet above the property. This creates an opportunity to increase the height allowance for this property without disrupting residential views behind. This property is considered a Priority 2 opportunity site due to the ability for additional height, but the lot size likely would require that this property be combined with adjacent properties.

29529 S. WESTERN AVENUE –

This property is currently an America's Tire with a buildable pad size of about 24,000sf and a depth of 120ft. This property owner also owns the Ihop property located at 29403 S. Western Avenue. There are residential homes sitting about 60 feet above the property. This creates an opportunity to increase the height allowance for this property without disrupting residential views behind. This property is considered a Priority 1 opportunity site due to the ability for additional height and its lot size.

29601 S. WESTERN AVENUE –

This property is currently America's Best Value Inn and Think Prime Steakhouse with a buildable pad size of about 39,000sf and a depth of 130ft. This is a single property owner. There are residential homes sitting about 60 feet above the property. This creates an opportunity to increase the height allowance for this property without disrupting residential views behind. This property is considered a Priority 1 opportunity site due to the ability for additional height and its lot size.

29619 S. WESTERN AVENUE –

This property is currently a Professional/Medical Services building with a buildable pad size of about 15,029sf and a depth of 133ft. This is a single property owner. There are residential homes sitting about 60 feet above the property and there is an existing 8-story condominium building next door. This creates an opportunity to increase the height allowance for this property without disrupting residential views behind. This property is considered a Priority 2 opportunity site due to the ability for additional height, but the lot size likely would require that this property be combined with adjacent properties.

EXHIBIT C

STUDY AREA MAP

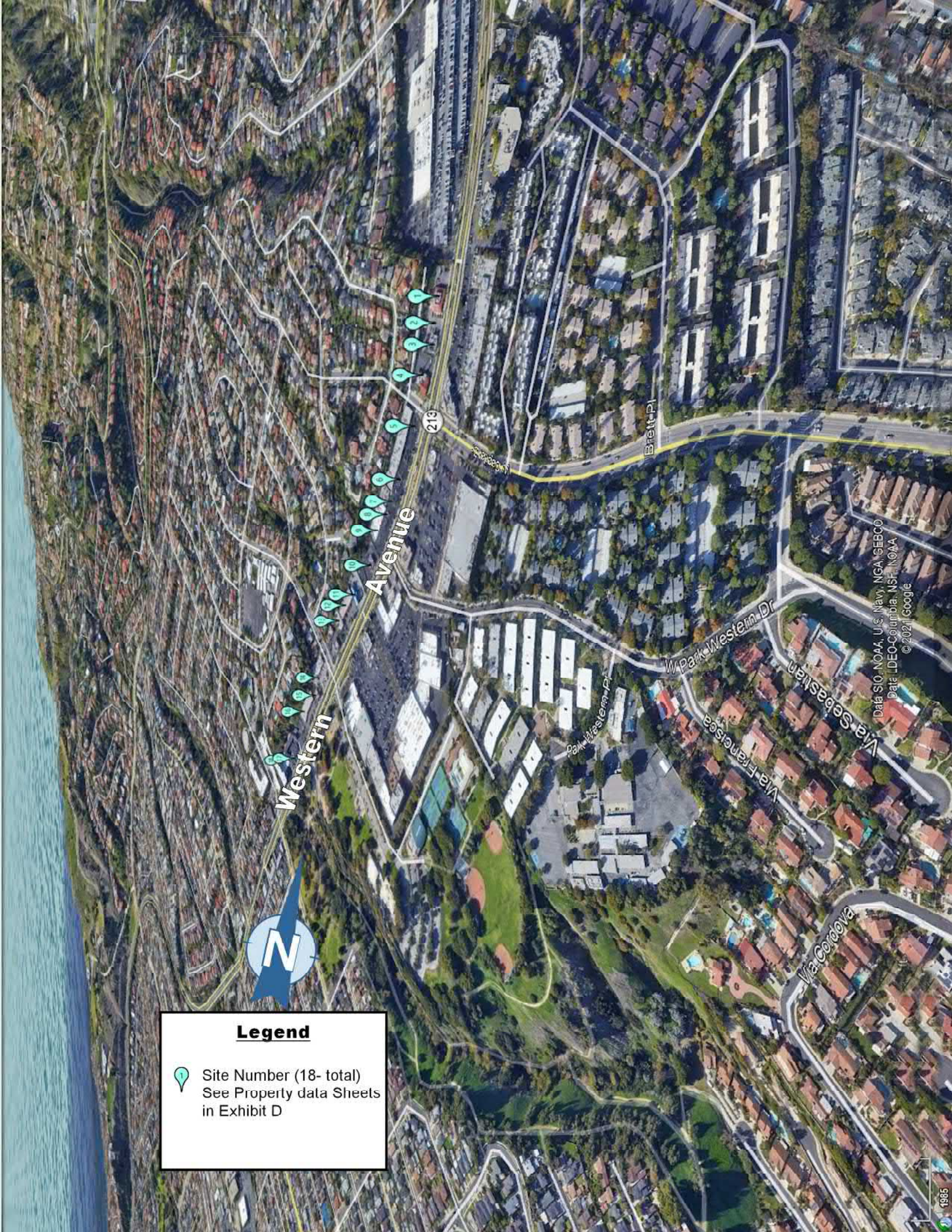

Western Avenue
213
Brett Pl
W Park Western Dr
Park Western Pl
Via Sebastian
Via Francisca
Via Cordova
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Data LDEO-Columbia, NSF, NOAA
© 2021 Google
N
1985
Legend
Site Number (18- total)
See Property data Sheets
in Exhibit D

EXHIBIT D

PROPERTY DATA SHEETS

Piasky Solutions
Real Estate and Development

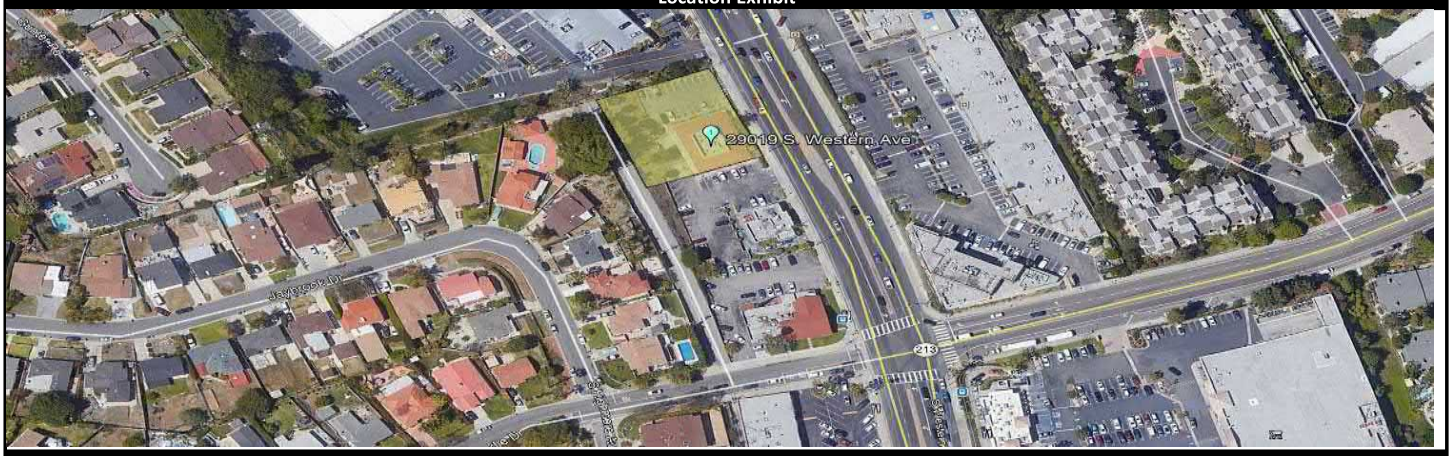
WESTERN AVE.
PROPERTY DATA SHEET

Pacific Consulting Group
Full Spectrum Real Estate & Development Consulting

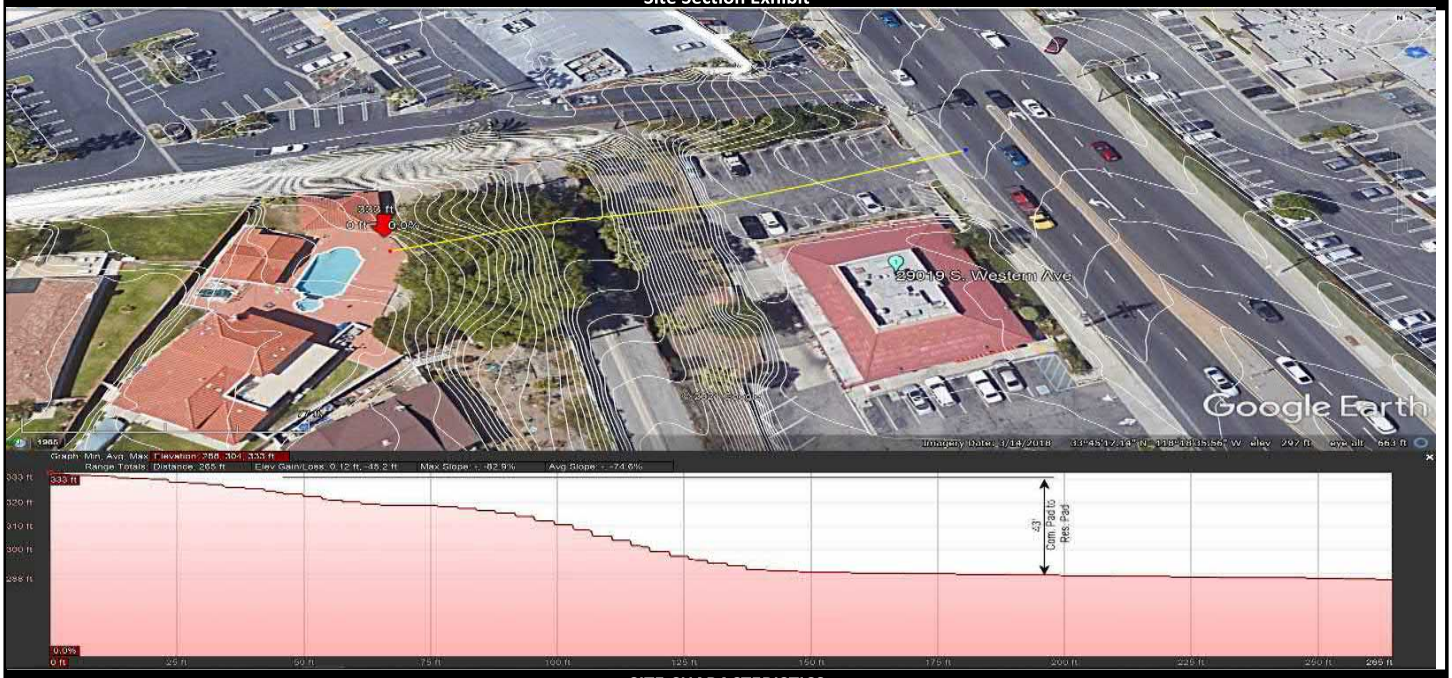
Site No: 1 **Site Address:** 29019 S. Western Avenue

Current Use: Denny's **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1979

Gross Lot Area: 19,862 sf. **Depth:** 140 ft. **Width:** 140 ft.

Buildable Pad Size: est. 13,300 sf (95' D x 140' W) **Building Area:** 4,972 sf. **Stories:** 1

Property Tax Amount: $17,274 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7550-020-012

Site Topography: flat site with small retaining wall and 2:1 slope to alley above site in the rear

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: O/H lines & power poles line the front along Western Ave. and alley above in rear, utility riser (fire check valve) fronting building not screened, RPV side of Western lack street lights. Specific Plan requires developer to underground overhead.

Residential Pad Approx. Height Above: ~40 ft.

Comments: Residential sits above a dead end alley that lies above the commerical pad, height difference may allow for a 2nd story on commercial pad. East side of S. Western Ave. includes a 1-4-story commercial office buildings, with 3-story condos behind.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Mall

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Parking/Restaurant

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (350')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.5mi), White Point Beach Access (3.6mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Potential height restriction of approximately 40' due to residential behind the property although the view is already blocked by trees, pad depth of 95'. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29019-29051 S. Western gives an est. 1.21 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment. Additional height potential above current 1-story. Upper residential neighbor views already blocked by trees.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Same ownership across adjacent properties.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Height and parking restrictions. Existing community may fear additional traffic. Achieving enough density to justify redevelopment cost. Affordable housing requirement. Minimal landscape and signage. OH wires line the Western Ave. corridor.

Largest Supports: May be able to achieve height due to view plane already being blocked by trees. CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



PANORAMIC VIEW FROM PARKING ENTRY

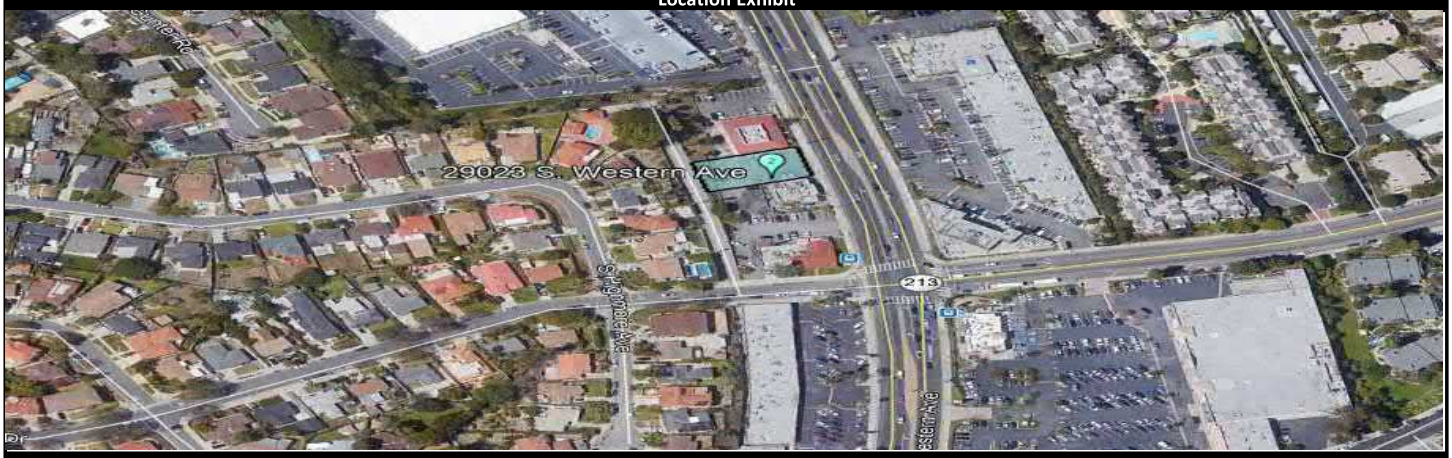


PANORAMIC VIEW FROM ALLEY ABOVE

Site No: 2 **Site Address:** 29023 S. Western Avenue

Current Use: Parking Lot **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1990

Gross Lot Area: 12,600 sf. **Depth:** 140 ft. **Width:** 90 ft.

Buildable Pad Size: est. 9,900 sf (110' D x 90' W) **Building Area:** NA sf. **Stories:** NA

Property Tax Amount: $1,888 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7550-020-013

Site Topography: flat site with small retaining wall and 2:1 slope to alley above site in the rear

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: O/H lines & powerpoles line the front along Western and rear of the property at the alley above the site. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~35 ft.

Comments: Residential sits above a dead end alley that lies above the commerical pad, height difference may allow for a 2nd story on commercial pad. East side of S. Western Ave. includes a 1-4-story commercial office buildings, with 3-story condos behind.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Denny's Restaurant

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Broiler Express Restaurant

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (250')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.5mi), White Point Beach Access (3.6mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):						**6**				

Largest Obstacles: Potential height restriction of approximately 35' due to residential behind the property, pad depth of 110'. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29019-29051 S. Western gives an est. 1.21 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessable. Nearby amenities, adjacency to amenities, shopping, restaurants, entertainment.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):									**9**	

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Same ownership across adjacent properties.

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):						**6**				

Largest Obstacles: Height and parking restrictions. Existing community may fear additional traffic. Achieving enough density to justify redevelopment cost. Affordable housing requirement. Minimal landscape and signage. OH wires line the Western Ave. corridor.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



PANORAMIC VIEW FROM PARKING ENTRY

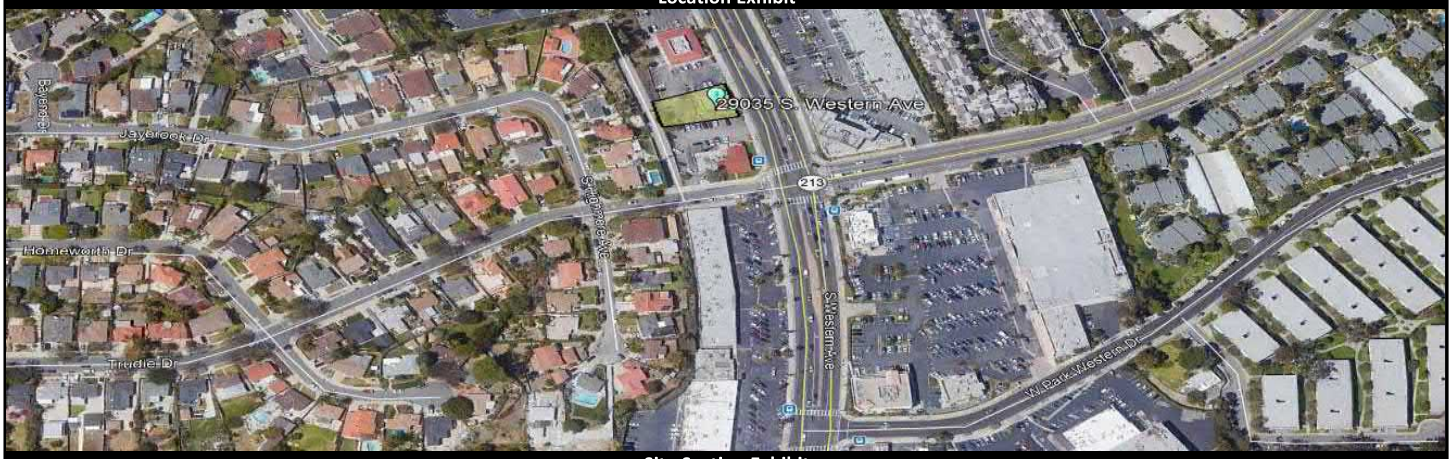


PANORAMIC VIEW FROM ALLEY ABOVE

Site No: 3 **Site Address:** 29035 S. Western Avenue

Current Use: Broiler Express **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1989

Gross Lot Area: 13,060 sf. **Depth:** 145 ft. **Width:** 75 ft.

Buildable Pad Size: est. 9,000 sf (120' D x 75' W) **Building Area:** 1,938 sf. **Stories:** 1

Property Tax Amount: $7,119 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7550-020-014

Site Topography: flat site with small retaining wall and 2:1 slope to alley above site in the rear

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: O/H lines & powerpoles line the front along Western and rear of the property at the alley above the site. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~32 ft.

Comments: Residential sits above a dead end alley that lies above the commerical pad, height difference may allow for a 2nd story on commercial pad. East side of S. Western Ave. includes a 1-4-story commercial office buildings, with 3-story condos behind. Signalized pedestrian crossing across Western at Trudie Dr. to the south.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Parking\Denny's

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Vacant Resturant

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (180')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.5mi), White Point Beach Access (3.6mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):	1	2	3	4	5	**6**	7	8	9	10

Largest Obstacles: Potential height restriction of approximately 32' due to residential behind the property, pad depth of 120'. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29019-29051 S. Western gives an est. 1.21 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessable. Nearby amenities, adjacency to amenities, shopping, restaurants, entertainment.

Commercial Suitability (1=poor, 10=excellent):	1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Same ownership across adjacent properties (sites 1-4).

Residential Suitability (1=poor, 10=excellent):	1	2	3	4	5	**6**	7	8	9	10

Largest Obstacles: Height and parking restrictions. Existing community may fear additional traffic. Achieving enough density to justify redevelopment cost. Affordable housing requirement. Minimal landscape and signage. OH wires line the Western Ave. corridor.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



PANORAMIC VIEW FROM FRONT

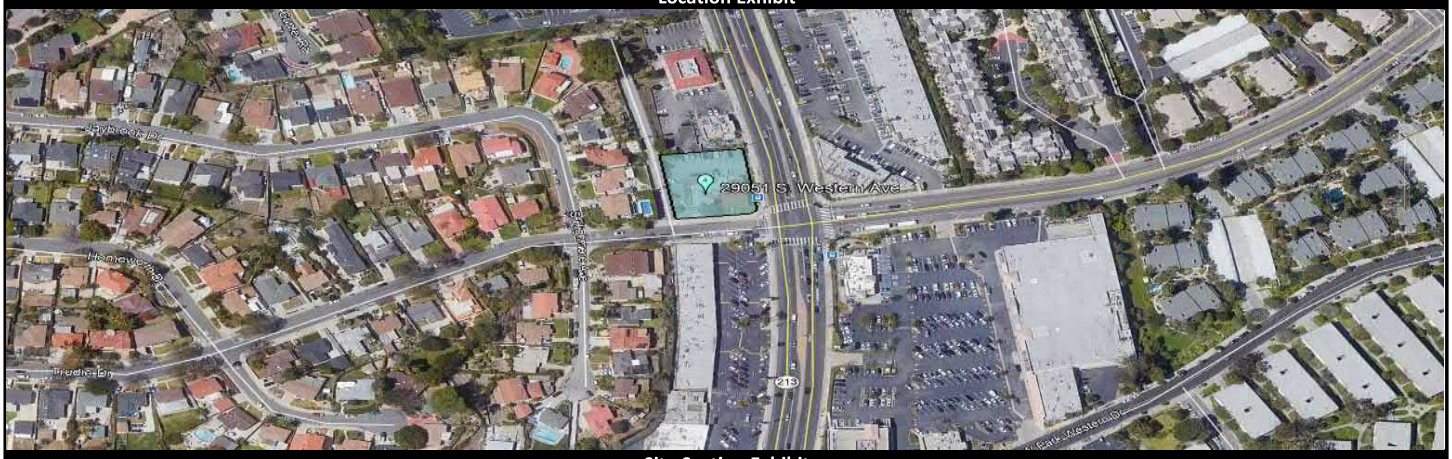


PANORAMIC VIEW FROM ALLEY ABOVE

Site No: 4 **Site Address:** 29051 S. Western Avenue

Current Use: Former Marie Calendars (Vacant) **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1970

Gross Lot Area: 17,914 sf. **Depth:** 140 ft. **Width:** 145 ft.

Buildable Pad Size: est. 20,300 sf (140' D x 145' W) **Building Area:** 4,794 sf. **Stories:** 1

Property Tax Amount: $16,573 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7550-020-015

Site Topography: flat site with small retaining wall and 2:1 slope at rear

O/H Utils Reloc. Rqd?: Yes / No

Comments: O/H lines & powerpoles line the front along Western and rear of the property at the alley above the site. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~10 ft.

Comments: Residential sits above a dead end alley that lies above the commerical pad, height difference may allow for a 2nd story on commercial pad. East side of S. Western Ave. includes a 1-4-story commercial office buildings, with 3-story condos behind. Signalized pedestrian crossing across Western at this location.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Broiler Express

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Street

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop Front Property

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.5mi), White Point Beach Access (3.6mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):		**2**								

Largest Obstacles: Potential height restriction of 10' due to residential behind the property, pad depth of 140'. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29019-29051 S. Western gives an est. 1.21 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessable. Nearby amenities, adjacency to amenities, shopping, restaurants, entertainment.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):										**10**

Largest Obstacles: Vehicular access from south bound Western Ave. and Trudie. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Corner lot with access from Trudie as well as Western. Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Same ownership across adjacent properties (sites 1-4).

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Height and parking restrictions. Existing community may fear additional traffic. Achieving enough density to justify redevelopment cost. Affordable housing requirement. Minimal landscape and signage. OH wires line the Western Ave. corridor.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



PANORAMIC VIEW FROM FRONT

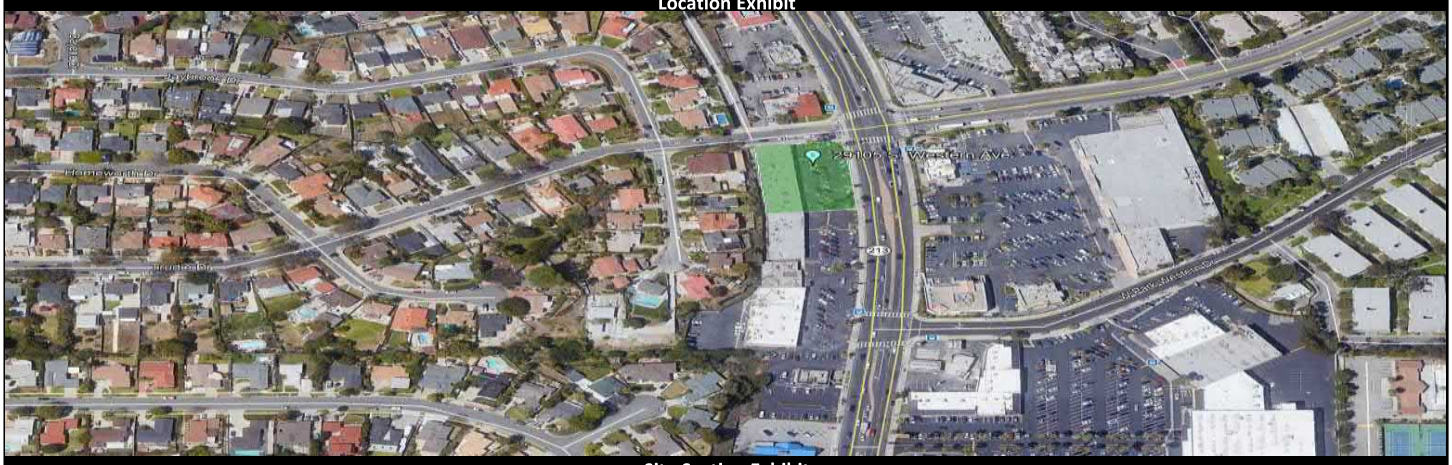


PANORAMIC VIEW FROM PROPERTY REAR

Site No: 5 **Site Address:** 29105 S. Western Avenue

Current Use: Western Plaza Shopping Center **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1957

Gross Lot Area: 28,468 sf. **Depth:** 140 ft. **Width:** 210 ft.

Buildable Pad Size: est. 31,500 sf (150' D x 210' W) **Building Area:** 10,098 sf. **Stories:** 1

Property Tax Amount: $10,952 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-030-013

Site Topography: Flat site with retaining wall at rear of the property and existing residences above.

O/H Utils Reloc. Rqd?: Yes / No

Comments: O/H lines & powerpoles line the front along Western Ave. and rear of the property with utility risers in the sidewalk at the Trudie\Western Ave corner. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines.

Residential Pad Approx. Height Above: ~15 ft.

Comments: Residential only sits ~15' above pad at this location making a 2nd story element problematic. Signalized pedestrian crossing across Western at this location. East side of S. Western Ave. includes a 1-4-story commercial office buildings, with 3-story condos behind.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Street/Abandoned Marie Callender

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Western Plaza

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (180')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.25 mi), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	10

Largest Obstacles: Potential height restriction of approximately 15' due to residential behind the property, pad depth of 150'. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29105-29229 S. Western gives an est. 2.45 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessable. Nearby amenities, adjacency to amenities, shopping, restaurants, entertainment.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	10

Largest Obstacles: Vehicular access from south bound Western Ave. and Trudie. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Corner lot with access from Trudie as well as Western. Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Same ownership across adjacent properties (sites 1-4).

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	10

Largest Obstacles: Height and parking restrictions. Existing community may fear additional traffic. Achieving enough density to justify redevelopment cost. Affordable housing requirement. Minimal landscape and signage. OH wires line the Western Ave. corridor.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



PANORAMIC VIEW FROM FRONT AT TRUDIE DR. INTERSECTION

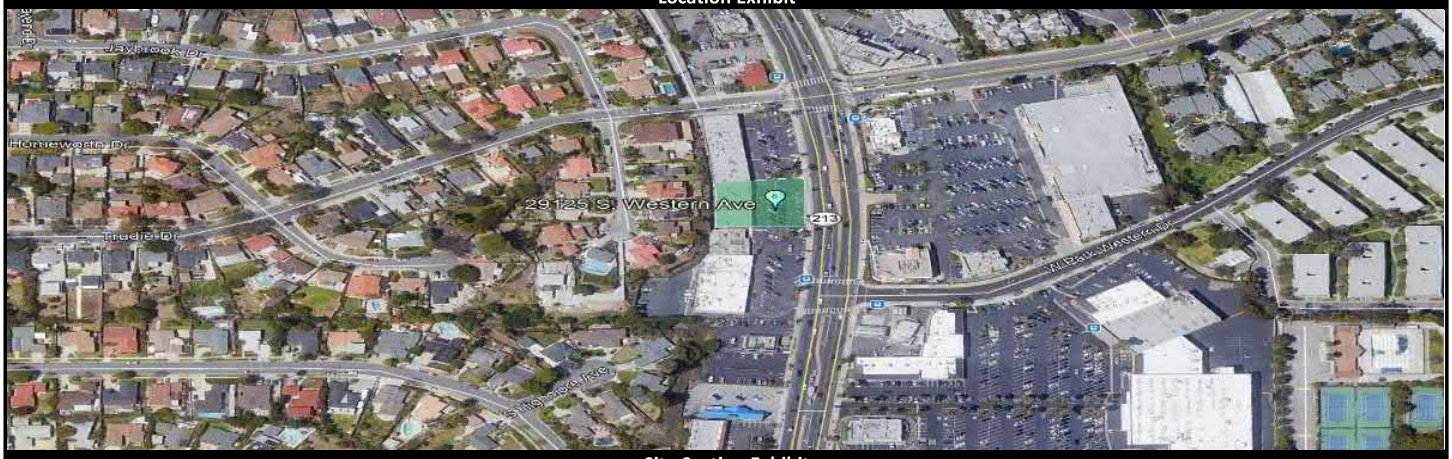


PANORAMIC VIEW AT TRUDIE DR. LOOKING AT PROPERTY SIDE\REAR WITH RESIDENTIAL ABOVE

Site No: 6 **Site Address:** 29125 S. Western Avenue

Current Use: Western Plaza Shopping Center **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1958

Gross Lot Area: 19,441 sf. **Depth:** 160 ft. **Width:** 135 ft.

Buildable Pad Size: est. 20,250 sf (150' D x 135' W) **Building Area:** 7,085 sf. **Stories:** 1

Property Tax Amount: $10,952 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-030-032

Site Topography: Flat site with retaining wall at rear of the property and 2:1 slope to existing residences above.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: O/H lines & powerpoles line the front along Western Ave. and rear of the property. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines.

Residential Pad Approx. Height Above: ~20 ft.

Comments: East side of S. Western Ave. includes a 1-4-story commercial office buildings, with 3-story condos behind.. Small sliver of front of property is in City of LA.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Parking\Shopping Center

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Western Plaza

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential
2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks
3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (200')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.25 mi), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):		**2**								

Largest Obstacles: Potential height restriction of approximately 20' due to residential behind the property, pad depth of 150'. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29105-29229 S. Western gives an est. 2.45 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessable. Nearby amenities, adjacency to amenities, shopping, restaurants, entertainment.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):									**9**	

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Same ownership across adjacent properties (sites 1-4).

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Height and parking restrictions. Existing community may fear additional traffic. Achieving enough density to justify redevelopment cost. Affordable housing requirement. Minimal landscape and signage. OH wires line the Western Ave. corridor.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



PANORAMIC VIEW FROM FRONT WITH RESIDENCES ON HILLTOP ABOVE

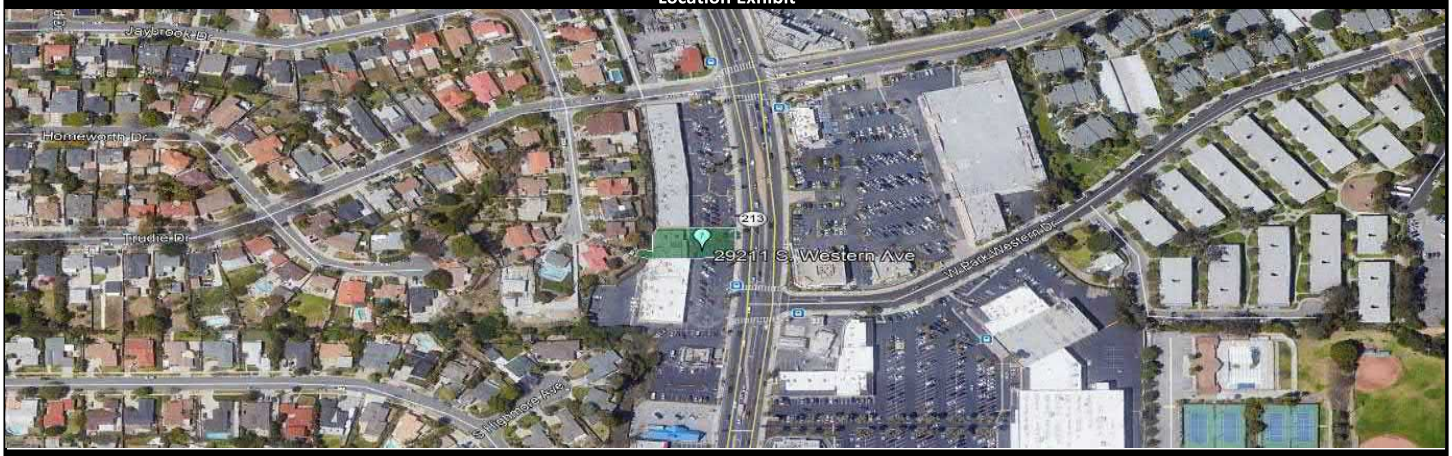


PANORAMIC VIEW FROM ADJACENT WESTERN AVE. SIDEWALK

Site No: 7 **Site Address:** 29211 S. Western Avenue

Current Use: Eastview Professional Building **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1959

Gross Lot Area: 12,866 sf. **Depth:** 170 ft. **Width:** 75 ft.

Buildable Pad Size: est. 11,250sf (150' D x 75' W) **Building Area:** 4,035 sf. **Stories:** 1

Property Tax Amount: $5,939 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-030-033

Site Topography: Flat site with retaining wall at rear of the property and 2:1 slope to existing residences above.

O/H Utils Reloc. Rqd?: Yes / No

Comments: O/H lines & powerpoles line the front along Western Ave. and rear of the property. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~24 ft.

Comments: Front sliver of property is located within the City of LA, Signalized pedestrian crossing across Western just south of property.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Western Plaza Shopping Cntr

East: Commercial - Western Avenue & Strip Mall

South: Commercial General

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (100')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.25 mi), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):		**2**								

Largest Obstacles: Potential height restriction of approximately 24' due to residential behind the property, pad depth of 150'. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29105-29229 S. Western gives an est. 2.45 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessable. Nearby amenities, adjacency to amenities, shopping, restaurants, entertainment.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):									**9**	

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Same ownership across adjacent properties (sites 1-4).

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):		**2**								

Largest Obstacles: Height and parking restrictions. Existing community may fear additional traffic. Achieving enough density to justify redevelopment cost. Affordable housing requirement. Minimal landscape and signage. OH wires line the Western Ave. corridor.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



STREET SCENE ALONG WESTERN FRONTING PROPERTY



FRONT OF EXISTING BUILDING W\ RESIDENCES ABOVE

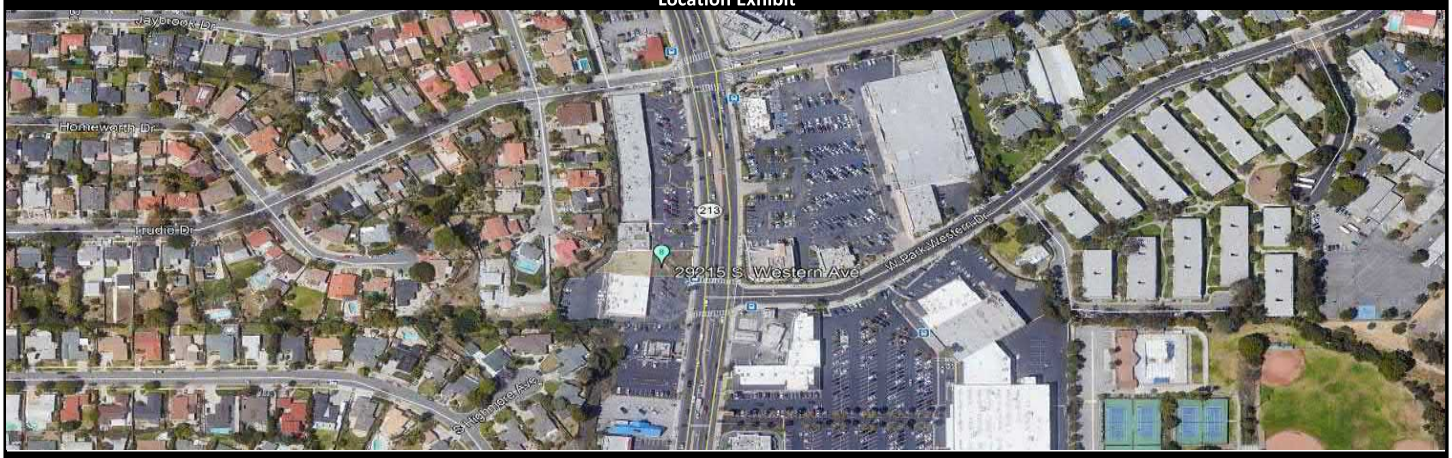


PANORAMIC VIEW OF PROPERTY (Lookin S. on Western Ave)

Site No: 8 **Site Address:** 29215 S. Western Avenue

Current Use: Restaurants & Health Food Store **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1959

Gross Lot Area: 11,339 sf. **Depth:** 162 ft. **Width:** 70 ft.

Buildable Pad Size: est. 11,900 sf (170' D x 70' W) **Building Area:** 5,264 sf. **Stories:** 1

Property Tax Amount: $5,701 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-030-034

Site Topography: Flat site with retaining wall at rear of the property and 2:1 slope to existing residences above.

O/H Utils Reloc. Rqd?: Yes / No

Comments: O/H lines & powerpoles line front along Western Ave. and rear of the property with utility risers in the sidewalk on Western Ave. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~24 ft.

Comments: Front sliver of property is located within the City of LA. Signalized pedestrian crossing across Western Ave. at southerly property line.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Eastview Professional Plaza

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - O'Reilly's Auto Parts

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential
2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks
3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop Front Property

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.25 mi), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	**3**	4	5	6	7	8	9	10

Largest Obstacles: Potential height restriction of approximately 24' due to residential behind the property, pad depth of 170', site on its own is likely too small for mixed use. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. May need to work with City of LA as well as RPV. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29105-29229 S. Western gives an est. 2.45 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, adjacency to public transit, shopping, restaurants, entertainment are all marketable features of Western Ave.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Small lot. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures. Shared parking.

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

Residential Suitability (1=poor, 10=excellent):

1	**2**	3	4	5	6	7	8	9	10

Largest Obstacles: Height restriction due to neighbors behind. Heavily trafficked Western Ave, W. side of Western requires improvements\not pedestrian friendly, site on its own may not produce density required. Traffic concerns from residents. Parking Requirements. City of LA Requirements?

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



PANORAMIC VIEW FROM FRONT

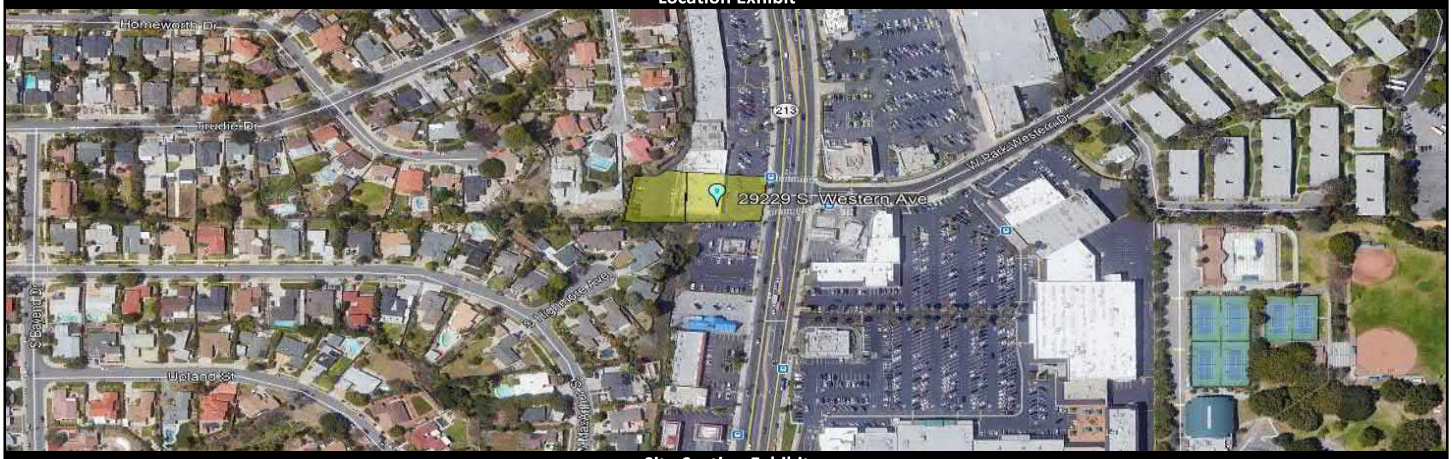


STREET SCENE IN FRONT OF SHOPPIN CENTER (Looking North on Western Ave.)

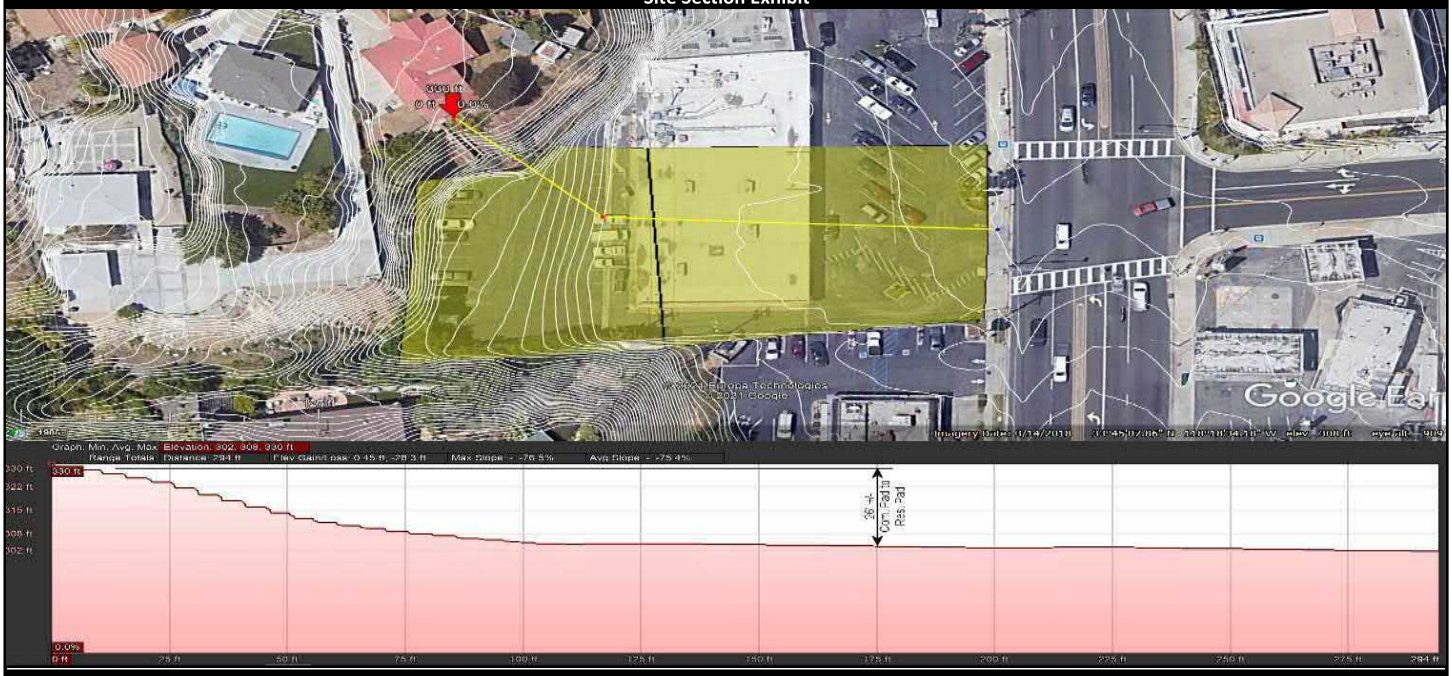
Site No: 9 **Site Address:** 29229 S. Western Avenue

Current Use: O'Reilly Autoparts **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: San Pedro Beach Properties, LP **Current Improvements Built:** 1967

Gross Lot Area: 33,494 sf. **Depth:** 265 ft. **Width:** 120 ft.

Buildable Pad Size: est. 31,800 sf (265' D x 120' W) **Building Area:** 14,800 sf. **Stories:** 1

Property Tax Amount: $9,064 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-030-035 & -031

Site Topography: Flat pad w\rear parking sloping up ~10%+ to a small retaining wall, then sloping up to residences above

O/H Utils Reloc. Rqd?: Yes / No

Comments: O/H lines & powerpoles line front along Western Ave. , southerly edge & rear of the property with utility risers in the sidewalk on Western Ave. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~26 ft.

Comments: Home patios back to subject site, mature trees obstruct residential views overlooking site. Signalized pedestrian crossing across Western at this location.

ZONING \ LANDUSE

Current Zoning: Commercial General **Current Overlay Zone:** NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Strip Mall Restaurants **East:** Commercial - Western Avenue & Strip Mall

South: Commercial General - Street **West:** Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20' **Abutting Non-Residential:** 10'

Abutting Residential: 20' (Rear) [1] **Abutting Slopes >35%:** 15' (from toe)

Interior side-yard (Ht <16'): 0' **Interior side-yard (Ht >16'):** 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3] **Lot Coverage:** 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2] **Min. Standard Stalls:** 9'x20' **Min. Compact Stalls:** 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft. **Min. Aisle Width:** 25' **Parking Reduction:** By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:
1. No parking allowed within the 20' Setback abutting residential
2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks
3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213) **Nearest Bus Stop\Provider:** LA Metro & PV Transit Stop (70')

Major Freeway\Distance: 110 fwy \ 1.7mi **Major Airport\Distance:** LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<0.25 mi), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD **District Size:** $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary **Great Schools Rating:** 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School **Great Schools Rating:** 7 out of 10

High School: San Pedro Senior High School **Great Schools Rating:** 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):				**4**						

Largest Obstacles: Potential height restriction of 26' due to residential behind the property & parking rqmts. on 0.7 ac site on its own is likely too small for mixed use. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Same owner of properties 29019-29229 S. Western Avenue. Combining adjacent properties 29105-29229 S. Western Avenue gives an est. 2.45 ac buildable block. CalTrans Western Ave. Improvements anticipated to make area more accessable. Nearby amenities, adjacency to public transit, shopping, restaurants, entertainment are all marketable features of Western Ave.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):										**10**

Largest Obstacles: Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

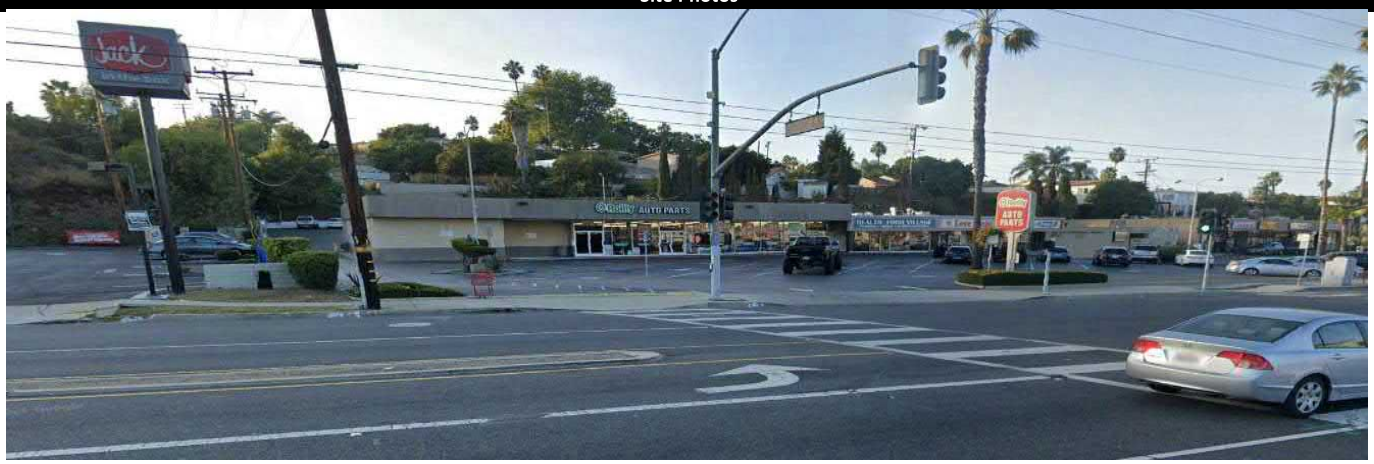
Largest Supports: Excellent access with signalize entry/exit. Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):				**4**						

Largest Obstacles: Height restriction due to neighbors behind. Heavily trafficked Western Ave, W. side of Western requires improvements\not pedestrian friendly, site on its own may not produce density required. Traffic concerns from residents. Parking Requirements.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Same ownership across adjacent properties.

Site Photos



PANORAMIC VIEW FROM FRONT

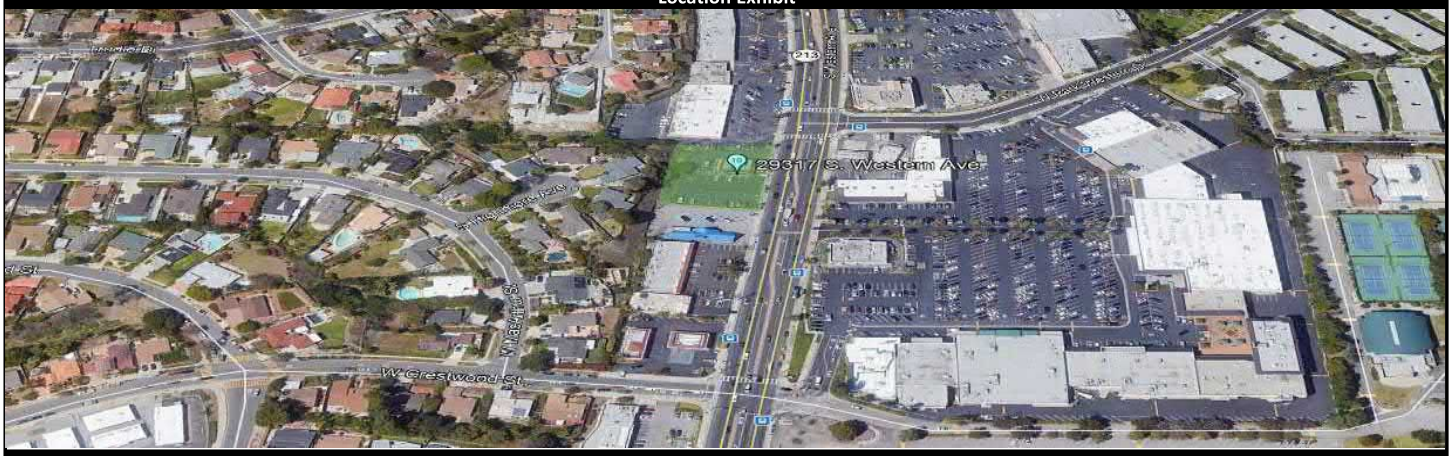


PANORAMIC VIEW FROM PROPERTY REAR

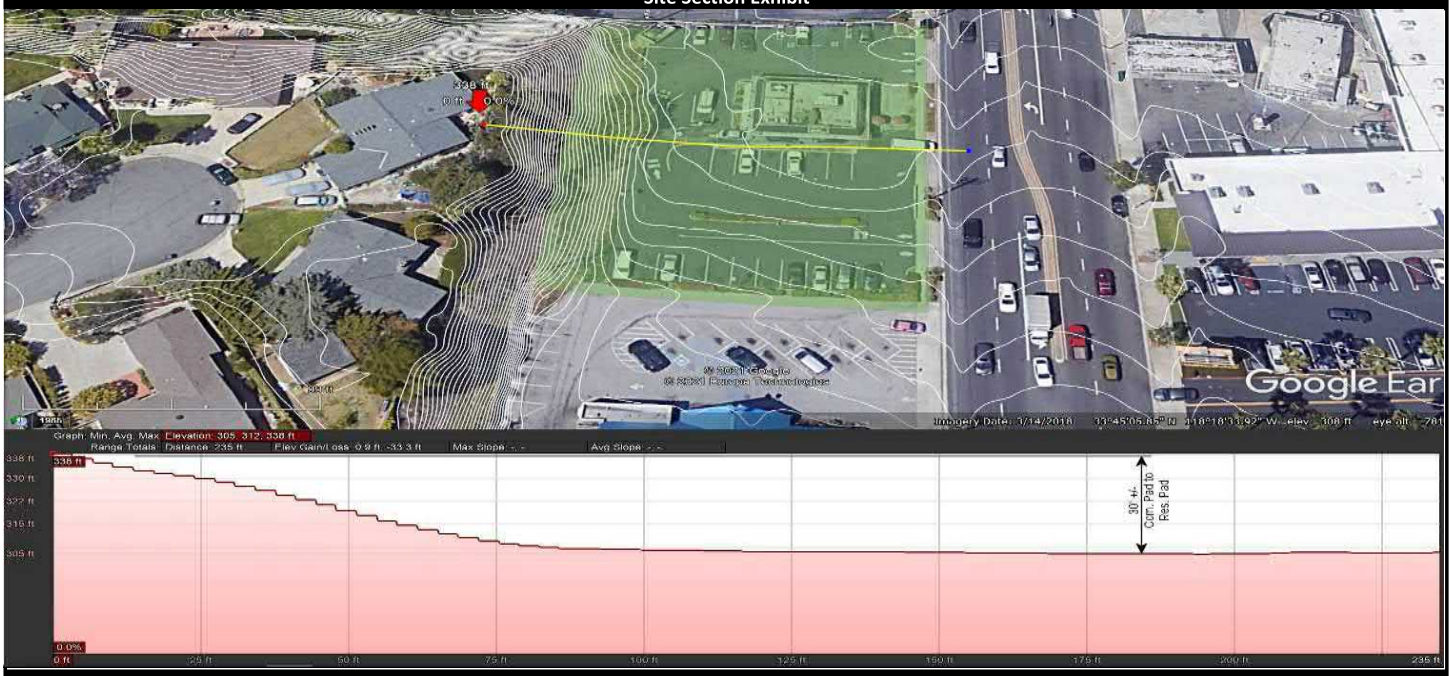
Site No: 10 **Site Address:** 29317 S. Western Avenue

Current Use: Jack in the Box **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: CHECKERBOARD PROPERTIES INC **Current Improvements Built:** 1968

Gross Lot Area: 29,676 sf. **Depth:** 150 ft. **Width:** 190 ft.

Buildable Pad Size: est. 28,500 sf (150' D x 190' W) **Building Area:** 1,672 sf. **Stories:** 1

Property Tax Amount: $18,109 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-031-012

Site Topography: flat site with slope at rear to residential above.

O/H Utils Reloc. Rqd?: Yes / No

Comments: O/H lines & powerpoles line front along Western Ave. , northerly edge & rear of the property. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~30 ft.

Comments: West side of S. Western Ave. includes a gas station and a bank in a large retail plaza. Signalized pedestrian crossing across Western at this location.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Mall

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Parking/Restaurant

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential
2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks
3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (250')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<700 ft), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

Largest Obstacles: Potential height restriction of 30' due to residential behind the property, site on its own is likely too small for mixed use. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Wide Lot. Combining adjacent properties could help, but height would still be limited due to residential view planes. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, adjacency to public transit, shopping, restaurants, entertainment are all marketable features of Western Ave.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

Residential Suitability (1=poor, 10=excellent):

1	2	3	**4**	5	6	7	8	9	10

Largest Obstacles: Height restriction due to neighbors behind. Heavily trafficked Western Ave, W. side of Western requires improvements\not pedestrian friendly, site on its own may not produce density required. Traffic concerns from residents. Parking Requirements.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway.

Site Photos



STREET SCENE FRONTING SUBJECT SITE LOOKING NORTH

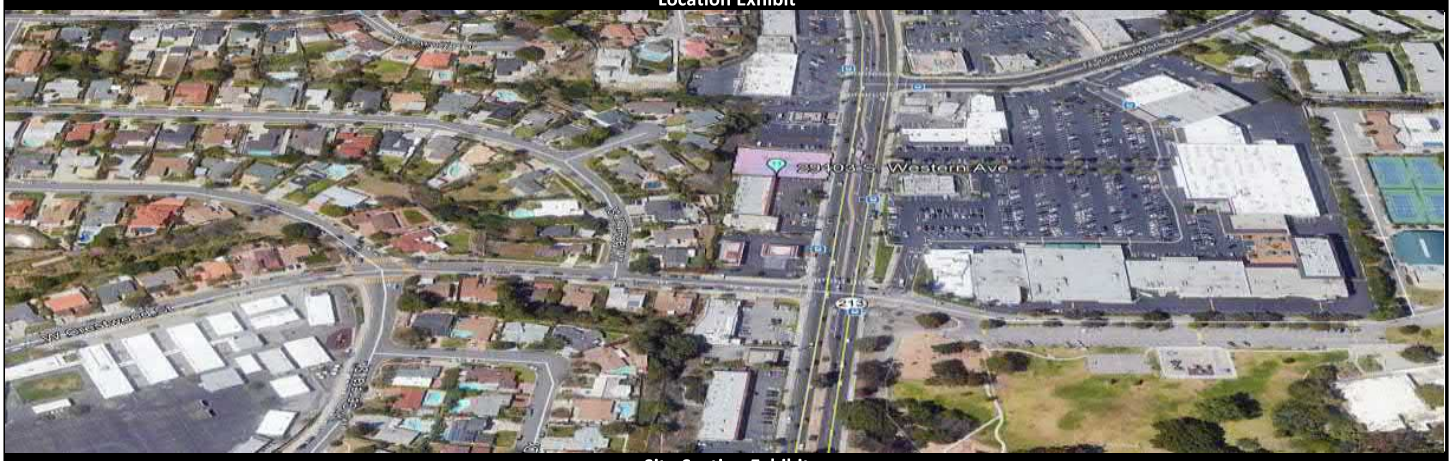


PANORAMIC VIEW FROM NORTH ENTRY W\ RESIDENTIAL ABOVE O/H IN FRONT AND NORTH EDGE

Site No: 11 **Site Address:** 29403 S. Western Avenue

Current Use: Ihop **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: SMBD INVESTMENTS LP **Current Improvements Built:** 1971

Gross Lot Area: 15,578 sf. **Depth:** 157 ft. **Width:** 100 ft.

Buildable Pad Size: est. 16,000 sf (160' D x 100' W) **Building Area:** 2,355 sf. **Stories:** 1

Property Tax Amount: $9,699 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-031-013

Site Topography: Flat site with retaining wall at rear of the property and slope to existing residences above.

O/H Utils Reloc. Rqd?: Yes / No

Comments: O/H lines & powerpoles line front along Western Ave. & rear of the property. No street lights on this side of Western Ave. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~30 ft.

Comments: West side of S. Western Ave. includes a large retail plaza. Signalized pedestrian crossing across Western just north of property.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Jack in the Box

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Medical Offices

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential
2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks
3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (300')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<700 ft), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

Largest Obstacles: Potential height restriction of 30' due to residential behind the property, site on its own is likely too small for mixed use. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Combining adjacent properties could help, but height would still be limited due to residential view planes. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, adjacency to public transit, shopping, restaurants, entertainment are all marketable features of Western Ave.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Narrow lot. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Left turn from Western Avenue. Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

Residential Suitability (1=poor, 10=excellent):

1	**2**	3	4	5	6	7	8	9	10

Largest Obstacles: Small Lot. Height restriction due to neighbors behind. Heavily trafficked Western Ave, W. side of Western requires improvements\not pedestrian friendly, site on its own may not produce density required. Traffic concerns from residents. Parking Requirements.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway.

Site Photos



PANORAMIC VIEW OF REAR PARKING LOOKING UP TO HOMES ABOVE

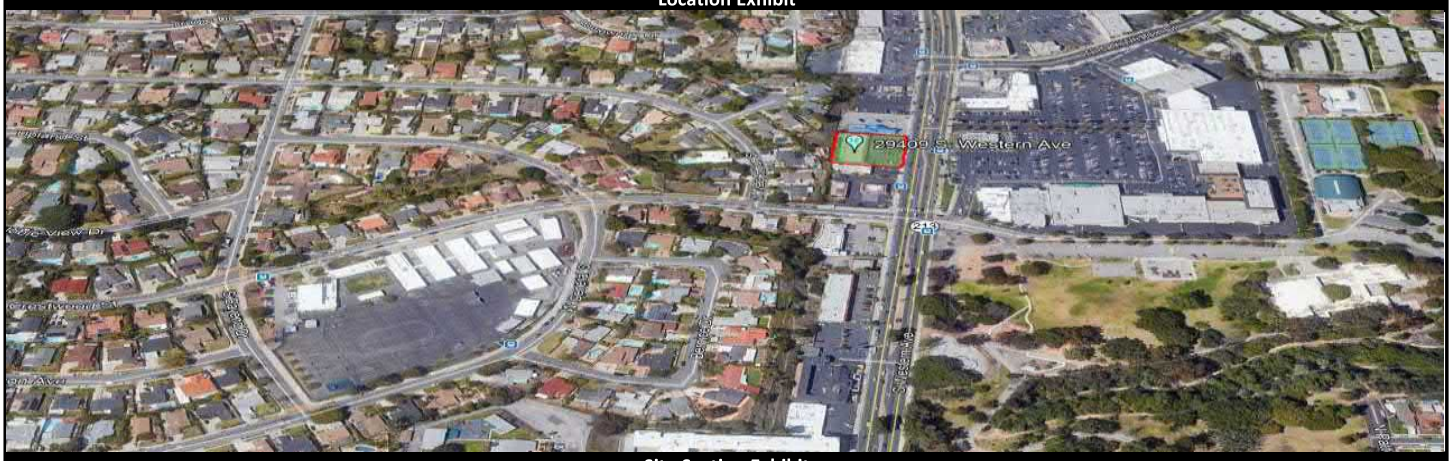


PANORAMIC VIEW OF FRONT LOOKING FROM PLAZA SHOPPING CENTER ENTRY TO THE EAST

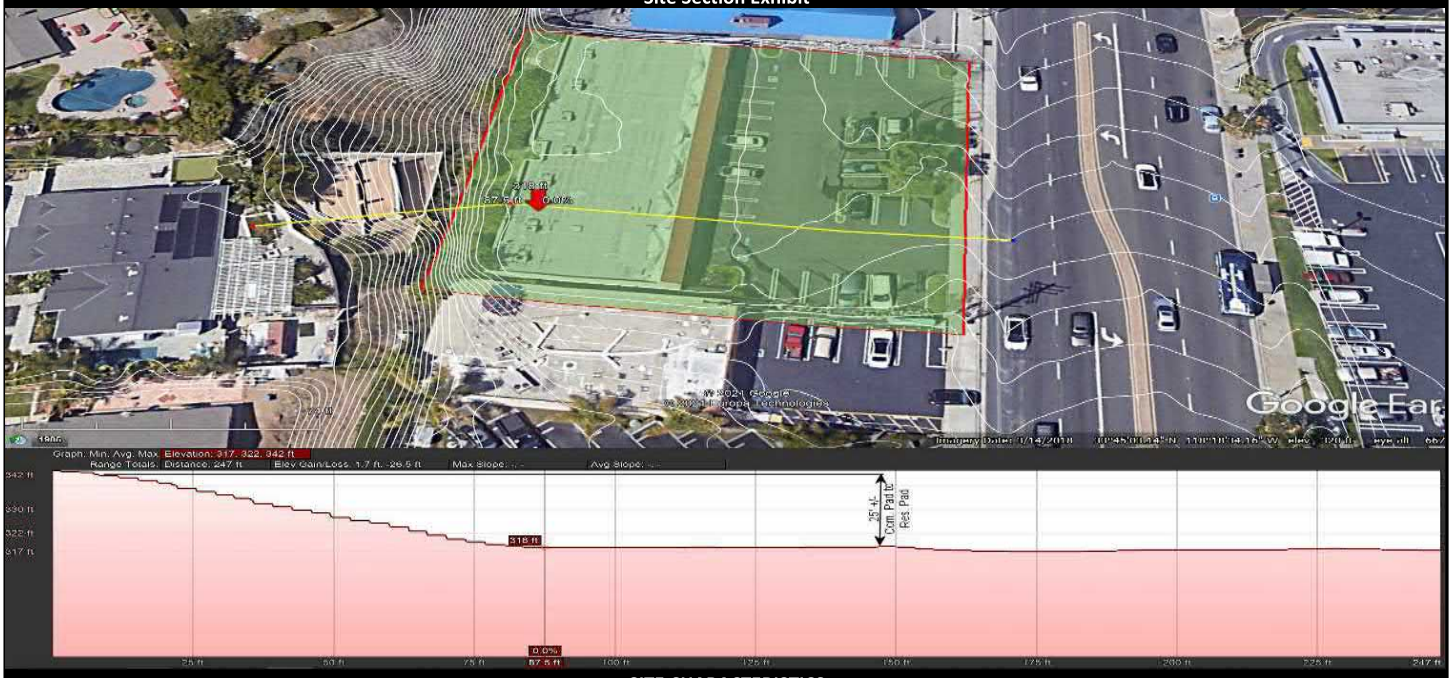
Site No: 12 **Site Address:** 29409 S. Western Avenue

Current Use: Torrance Memorial Health System **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: MULLENAUX,PHYLLIS TR MULLENAUX TRUST **Current Improvements Built:** 1988

Gross Lot Area: 23,298 sf. **Depth:** 155 ft. **Width:** 150 ft.

Buildable Pad Size: est. 21,000 sf (145' D x 150' W) **Building Area:** 6,937 sf. **Stories:** 1

Property Tax Amount: $25,855 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-031-014

Site Topography: flat site with retaining wall at rear and slope up to residential homes above.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: Overhead\power poles line front along Western Ave. , S. Side & rear of property, no street lights on w. side of Western. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~25 ft.

Comments: West side of S. Western Ave. includes a McDonalds and a large retail plaza.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - IHOP Restaurant

East: Commercial - Western Avenue & Strip Mall

South: Commercial General

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (150')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<700 ft), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

Largest Obstacles: Potential height restriction of 25' due to residential behind the property, site on its own is likely too small for mixed use. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking requirements.

Largest Supports: Combining adjacent properties could help, but height would still be limited due to residential view planes. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, adjacency to public transit, shopping, restaurants, entertainment are all marketable features of Western Ave.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	**10**

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

Residential Suitability (1=poor, 10=excellent):

1	2	**3**	4	5	6	7	8	9	10

Largest Obstacles: Shallow lot. Height restriction due to neighbors behind. Heavily trafficked Western Ave, W. side of Western requires improvements\not pedestrian friendly, site on its own may not produce density required. Traffic concerns from residents. Parking Requirements.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway.

Site Photos



VIEW FROM FRONT WITH RESIDENCES ABOVE

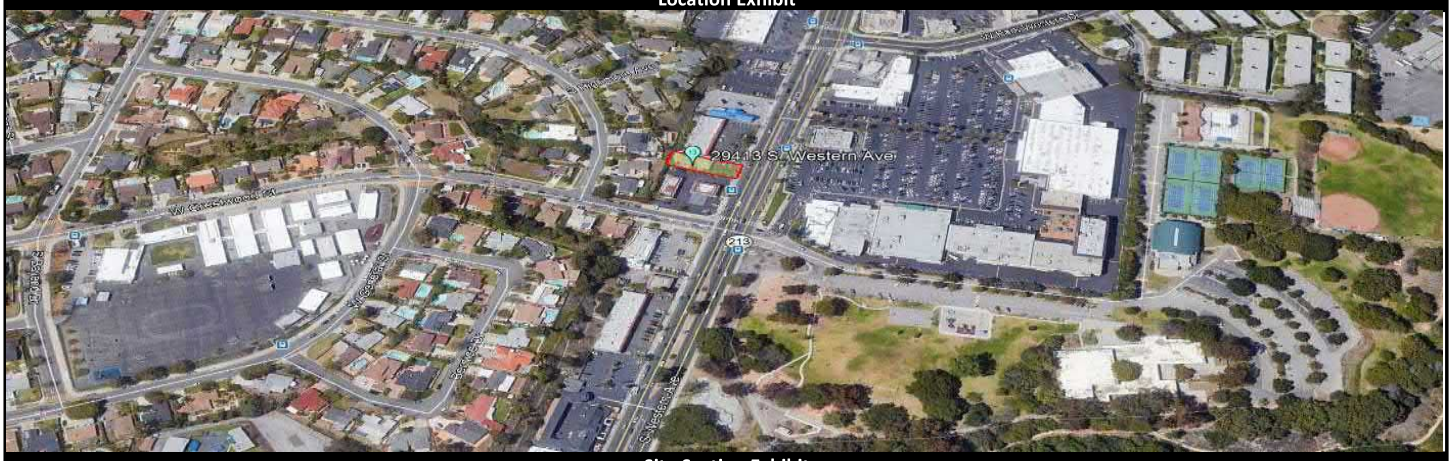


PANORAMIC FRONT VIEW OF PROPERTY

Site No: 13 **Site Address:** 29413 S. Western Avenue

Current Use: Bay Cities Sew & Carpet **Western Avenue Specific Plan Area:** IV

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: Figlewicz John and Angeline Tr. **Current Improvements Built:** 1957

Gross Lot Area: 7,773 sf. **Depth:** 153 ft. **Width:** 50 ft.

Buildable Pad Size: est. 7,250 sf (145' D x 50' W) **Building Area:** 3,028 sf. **Stories:** 1

Property Tax Amount: $8,371 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-031-010

Site Topography: flat site with small retaining wall at rear and slope up to residential above.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Overhead\power poles line front along Western Ave. , N. Side & rear of property, no street lights on w. side of Western. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~20 ft.

Comments: West side of S. Western Ave. includes a large retail plaza. Signalized pedestrian crossing across Western at Crestwood St. just to the south.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Medical Offices

East: Commercial - Western Avenue & Strip Mall

South: Commercial General - Chevron

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (30' w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Up to 30' allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (50')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<700 ft), White Point Beach Access (~3.5mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	**3**	4	5	6	7	8	9	10

Largest Obstacles: Potential height restriction of 20' due to residential behind the property, site on its own is likely too small for mixed use. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Very narrow and small lot. Adjacent to gas station. Traffic concerns from residents. Parking requirements.

Largest Supports: Combining adjacent properties could help, but height would still be limited due to residential view planes. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, adjacency to public transit, shopping, restaurants, entertainment are all marketable features of Western Ave.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

Residential Suitability (1=poor, 10=excellent):

1	**2**	3	4	5	6	7	8	9	10

Largest Obstacles: Small Lot. Height restriction due to neighbors behind. Heavily trafficked Western Ave, W. side of Western requires improvements\not pedestrian friendly, site on its own may not produce density required. Traffic concerns from residents. Parking Requirements.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway.

Site Photos



FRONT VIEW WITH GAS STATION ADJCENT, OVERHEAD LINE 3 SIDES OF SITE

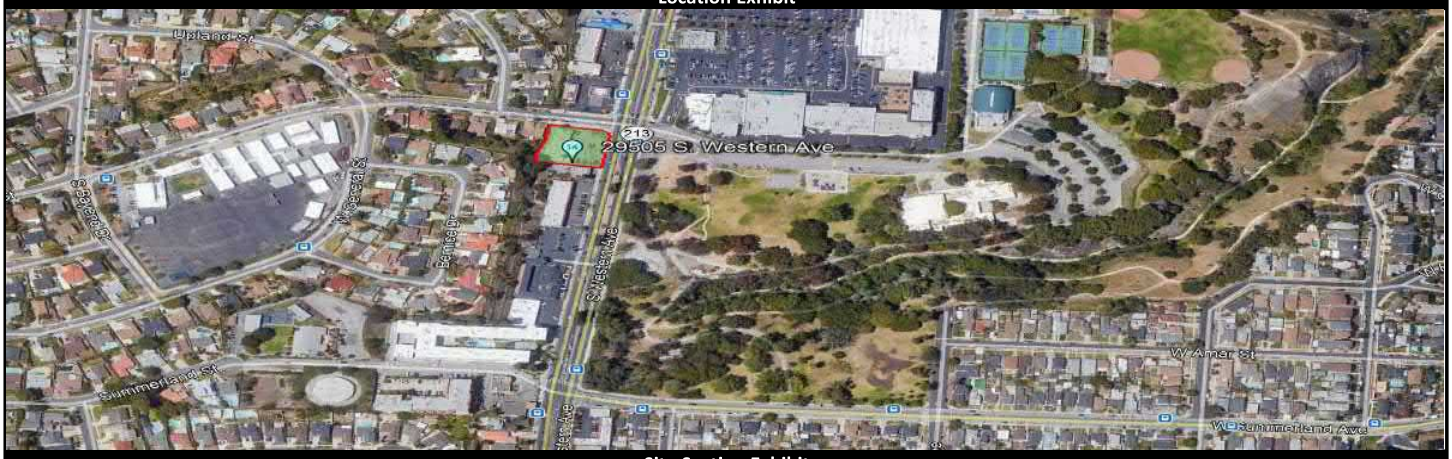


VIEW / STREET SCENE AT DRIVEWAY ENTRY

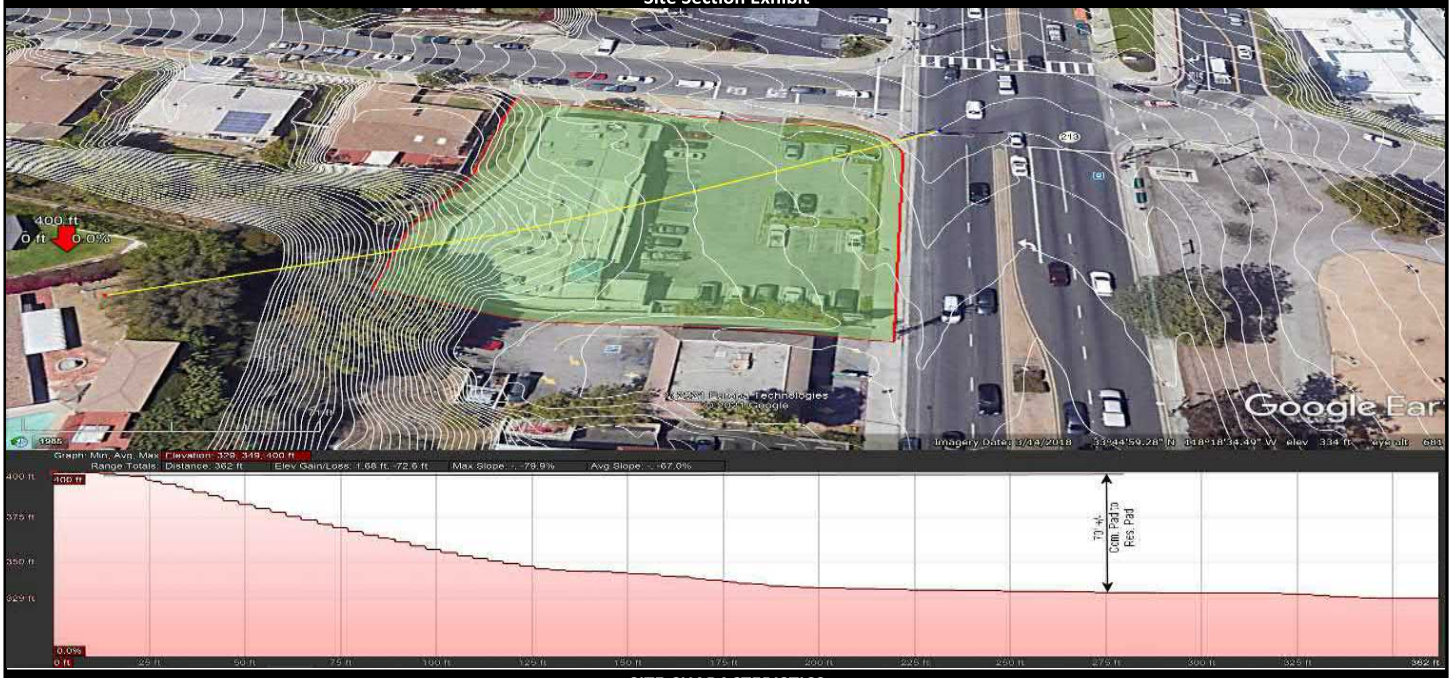
Site No: 14 **Site Address:** 29505 S. Western Avenue

Current Use: Unnamed Strip Mall **Western Avenue Specific Plan Area:** III

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: SONG,BUM S AND KYUNG O TRS **Current Improvements Built:** 1988

Gross Lot Area: 24,129 sf. **Depth:** 162 ft. **Width:** 154 ft.

Buildable Pad Size: est. 23,870 sf (155' D x 154' W) **Building Area:** 6,265 sf. **Stories:** 1

Property Tax Amount: $34,062 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-039-005

Site Topography: flat site with slight slope at rear to residential, slope labeled as "Extreme Slope" in SP for slopes >35%, Extreme slopes require re-landscaping on slopes for enhanced buffering.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Overhead\power poles line front along Western Ave., Corner of Crestwood & Western Ave. not pedestrian friendly with light poles, utility cabinet, FH all within sidewalk, no street lights on w. side of Western. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~70 ft.

Comments: West side of S. Western Ave. includes a large regional park, O/H lines & powerpoles line both sides of Western Ave. at this location (blocks S. of Crestwood) with street lights on E. side of the street (park side) only. Signalized pedestrian crossing across Western on the north side of Crestwood.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Street

East: Commercial - Western Avenue & Park

South: Commercial General - Valvoline Oil Change

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Height increase allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (150')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center across the street, White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Adjacency to gas station, residences at same elevation along Crestwood although their view plane is already impacted. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Need to combine site with others to achieve scale. Traffic concerns from residents. Parking Requirements.

Largest Supports: Residential already adjacent on Crestwood. Height potentially allowed up to 70' due to residential above at higher elevation. Large regional park across street, proximity to shopping, resturants along Western, nearby transit, potential to merge site with adjacent property.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	**10**

Largest Obstacles: Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures. Traffic concerns from residents.

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Heavily trafficked Western Ave, W. side of Western requires improvements\not pedestrian friendly, gas station adjacent, site on its own may not produce density required. Traffic concerns from residents.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway.

Site Photos



PANORAMIC VIEW ON CRESTWOOD ST. LOOKING SOUTH AT REAR OF PROPERTY

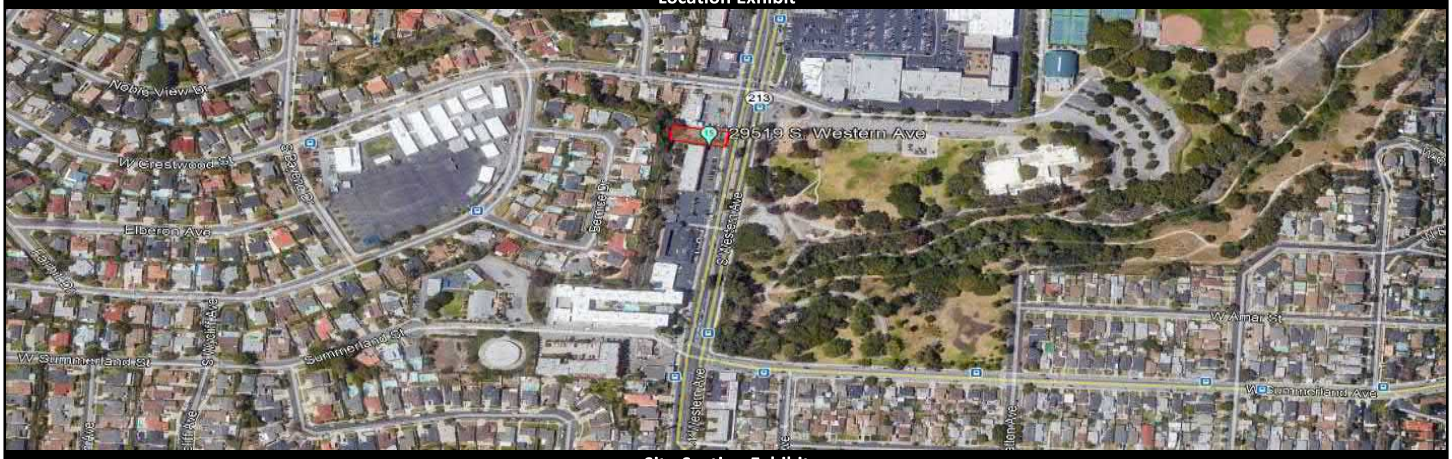


PANORAMIC VIEW FROM FRONT OF PROPERTY ON WESTERN

Site No: 15 **Site Address:** 29519 S. Western Avenue

Current Use: Valvoline Oil Change **Western Avenue Specific Plan Area:** III

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: Henley Pacific SD LLC **Current Improvements Built:** 1990

Gross Lot Area: 10,078 sf. **Depth:** 162 ft. **Width:** 62 ft.

Buildable Pad Size: est. 9,300 sf (150' D x 62 ' W) **Building Area:** 1,980 sf. **Stories:** 1

Property Tax Amount: $17,555 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-039-006

Site Topography: flat site with slight slope at rear to residential, slope labeled as "Extreme Slope" in SP for slopes >35%, Extreme slopes require re-landscaping on slopes for enhanced buffering.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: Overhead\power poles line front along Western Ave., no street lights on w. side of Western. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~65 ft.

Comments: West side of S. Western Ave. includes a large regional park, O/H lines & powerpoles line both sides of Western Ave. at this location (blocks S. of Crestwood) with street lights on E. side of the street (park side) only.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Retail Businesses

East: Commercial - Western Avenue & Park

South: Commercial General - America's Tires

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Height increase allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (250')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center across the street, White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):							**7**			

Largest Obstacles: Property on its own is narrow and small for any substantial mixed use. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Current use unlikely to change easily. Traffic concerns from residents. Parking Requirements.

Largest Supports: Opportunity to merge adjacent properties, height potentially allowed up to 65' due to residential above at higher elevation, regional park/transit adjacencies.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):							**7**			

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures. Traffic concerns from residents.

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):							**7**			

Largest Obstacles: Site on its own may not support density requried to convert to residential without high density allowances, Western Ave. heavily trafficked, requires street improvements to add pedestrian friendliness. Current building and development standards may be too restrictive. Traffic concerns from residents.

Largest Supports: Opportunity to merge adjacent properties, exist. adjacent homes sit well above, adjancent regional park/transit/shopping/restuarants adjacencies.

Site Photos



PANORAMIC VIEW FROM PARKING IN REAR

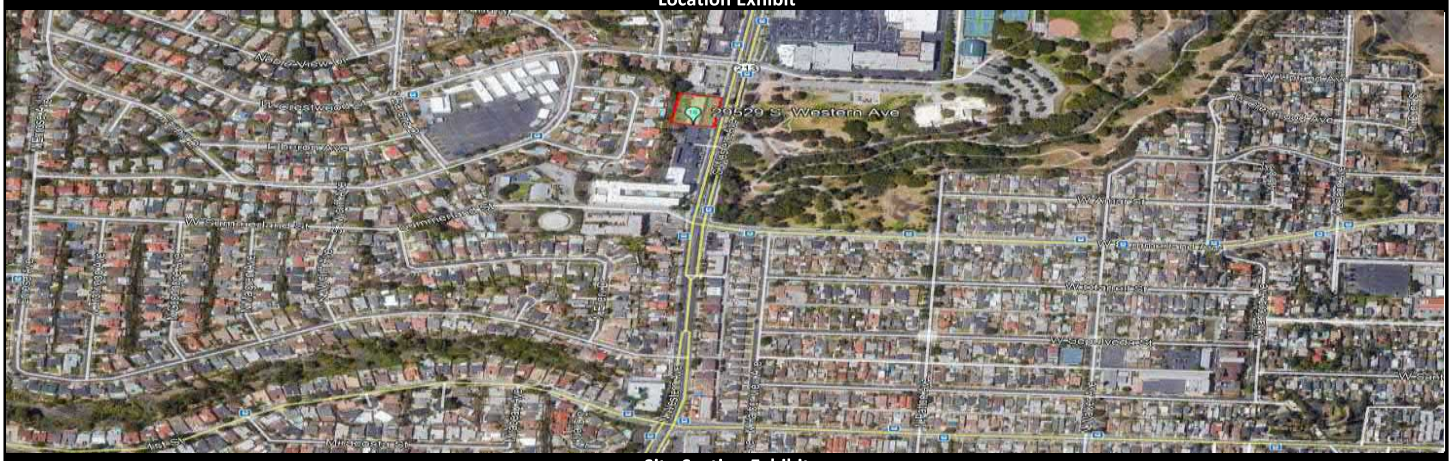


PANORAMIC VIEW FROM FRONT OF PROPERTY

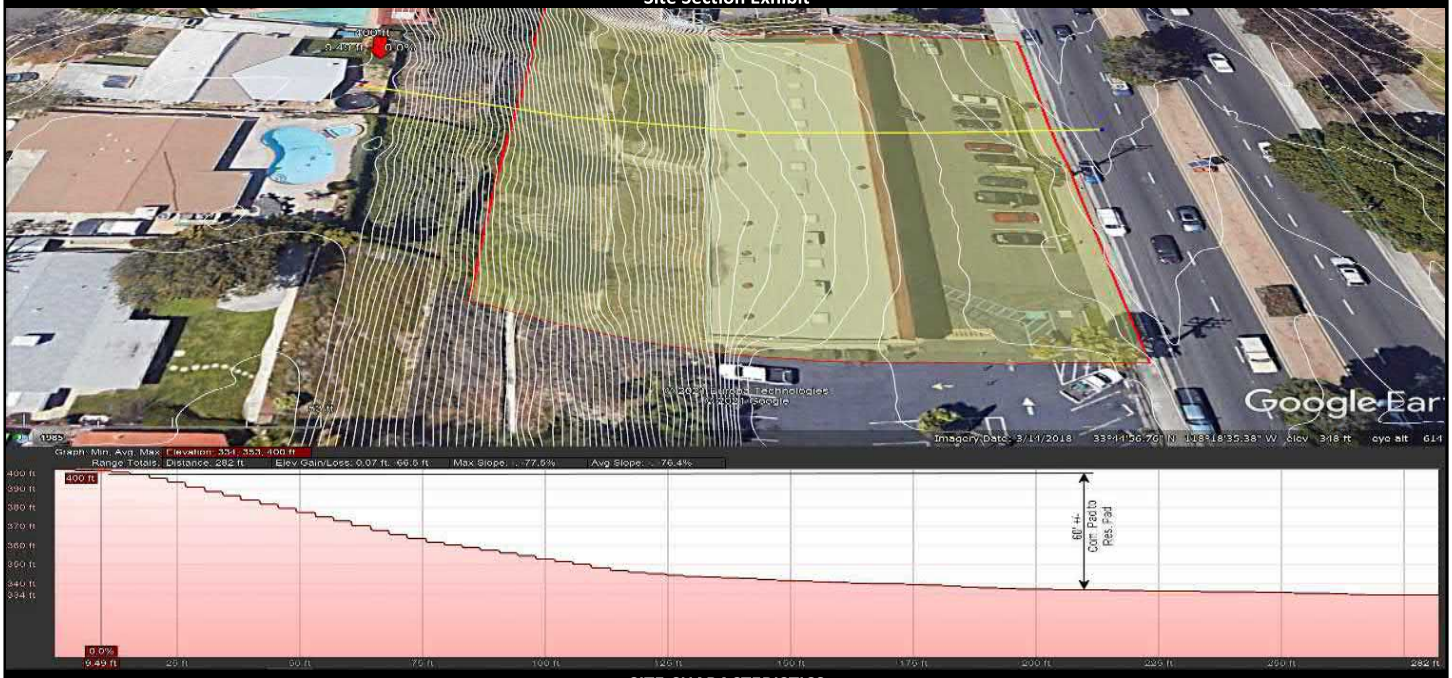
Site No: 16 **Site Address:** 29529 S. Western Avenue

Current Use: America's Tire **Western Avenue Specific Plan Area:** III

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: BasilRPV LLC **Current Improvements Built:** 1978

Gross Lot Area: 33,581 sf. **Depth:** 168 ft. **Width:** 200 ft.

Buildable Pad Size: est. 24,000 sf (120' D x 200 ' W) **Building Area:** 8,464 sf. **Stories:** 1

Property Tax Amount: $18,539 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-039-018

Site Topography: flat site with slight slope at rear to residential, slope labeled as "Extreme Slope" in SP for slopes >35%, Extreme slopes require re-landscaping on slopes for enhanced buffering.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: Overhead\power poles line front along Western Ave., no street lights on w. side of Western. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~60 ft.

Comments: West side of S. Western Ave. includes a large regional park, O/H lines & powerpoles line both sides of Western Ave. at this location (blocks S. of Crestwood) with street lights on E. side of the street (park side) only.

ZONING \ LANDUSE

Current Zoning: Commercial General **Current Overlay Zone:** NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Valvoline Oil Change **East:** Commercial - Western Avenue & Park

South: Commercial General - Parking/Hotel/Restaurant **West:** Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20' **Abutting Non-Residential:** 10'

Abutting Residential: 20' (Rear) [1] **Abutting Slopes >35%:** 15' (from toe)

Interior side-yard (Ht <16'): 0' **Interior side-yard (Ht >16'):** 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3] **Lot Coverage:** 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2] **Min. Standard Stalls:** 9'x20' **Min. Compact Stalls:** 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft. **Min. Aisle Width:** 25' **Parking Reduction:** By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:
1. No parking allowed within the 20' Setback abutting residential
2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks
3. Height increase allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213) **Nearest Bus Stop\Provider:** LA Metro & PV Transit Stop (400')

Major Freeway\Distance: 110 fwy \ 1.7mi **Major Airport\Distance:** LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center across the street, White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD **District Size:** $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary **Great Schools Rating:** 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School **Great Schools Rating:** 7 out of 10

High School: San Pedro Senior High School **Great Schools Rating:** 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	**8**	9	10

Largest Obstacles: Property on its own is small for any substantial mixed use. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Redevelopment opportunity would need to financially exceed current property cash-flow potential. Current use unlikely to change easily. Traffic concerns from residents. Parking Requirements.

Largest Supports: Height potentially allowed up to 60' due to residential above at higher elevation, nearby high density condos would be compatable with multi-story residential component, regional park/transit adjacencies.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures. Traffic concerns from residents.

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Site on its own may not support density requried to convert to residential without high density allowances, Western Ave. heavily trafficked, requires street improvements to add pedestrian friendliness. Current building and development standards may be too restrictive. Traffic concerns from residents.

Largest Supports: Opportunity to merge adjacent properties, exist. adjacent homes sit well above, nearby high density condos would be compatable with multi-story residentail component, regional park/transit/shopping/restuarants.

Site Photos



PANORAMIC VIEW SOUTH OF PROPERTY WITH HILLSIDE BEHIND

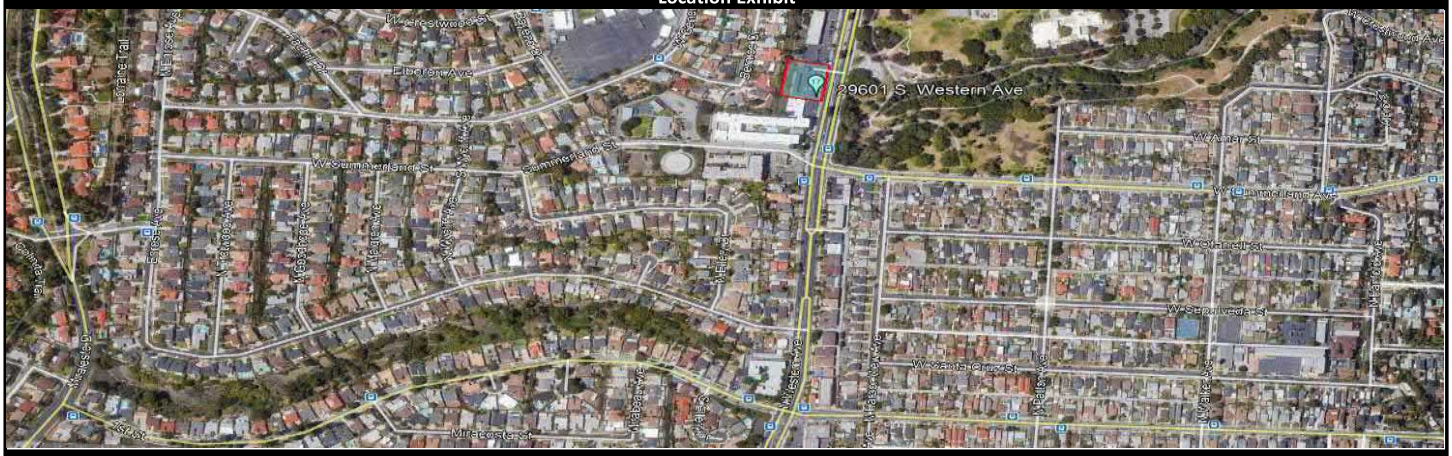


PANORAMIC VIEW FROM FRONT OF PROPERTY LOOKING NORTH

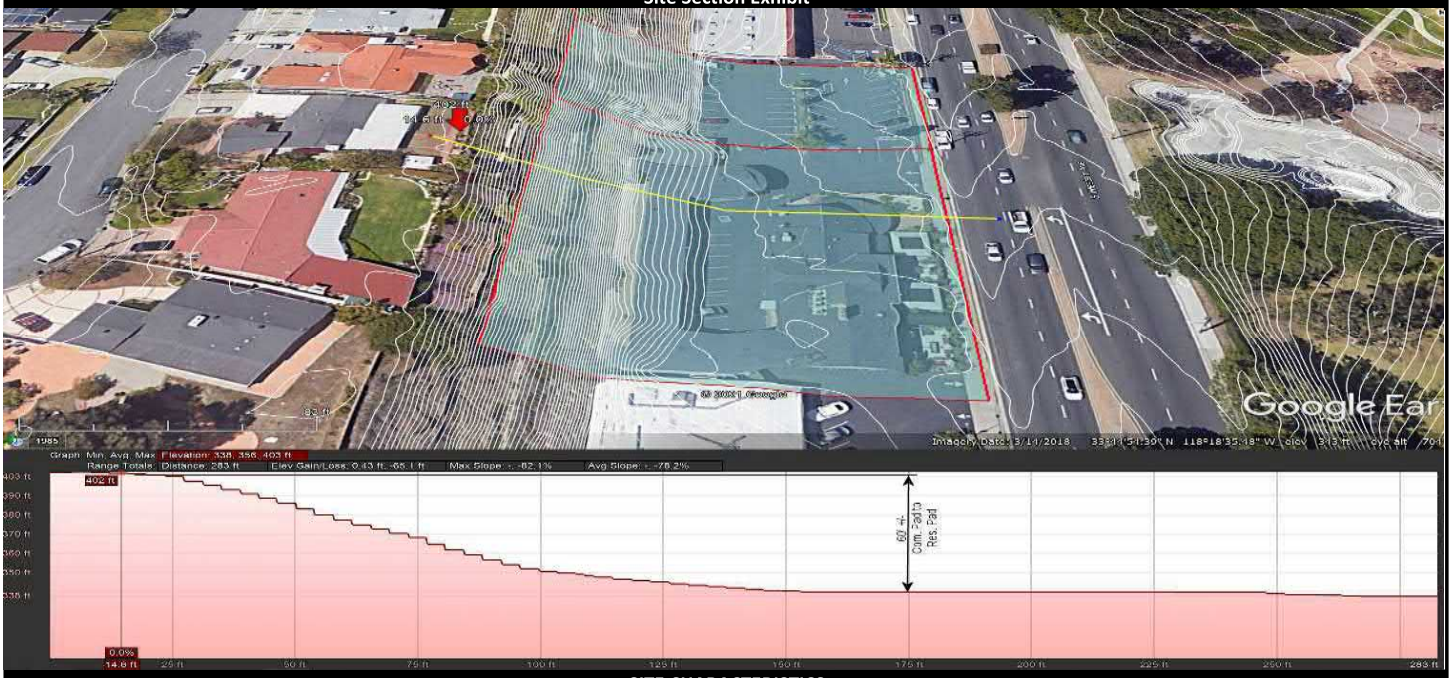
Site No: 17 **Site Address:** 29601 S. Western Avenue

Current Use: Hotel, Steakhouse & Parking Lot **Western Avenue Specific Plan Area:** III

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: 2620 Vernon LLC **Current Improvements Built:** 1959

Gross Lot Area: 43,588 sf. **Depth:** 165 ft. **Width:** 300 ft.

Buildable Pad Size: est. 39,000 sf (130' D x 300' W) **Building Area:** Hotel - 9776 I sf. **Stories:** 2

Property Tax Amount: $41,469 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-039-014 &-017

Site Topography: flat site with slight slope at rear to residential, slope labeled as "Extreme Slope" in SP for slopes >35%, Extreme slopes require re-landscaping on slopes for enhanced buffering.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: Overhead\power poles line front along Western Ave., no street lights on w. side of Western. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~60 ft.

Comments: West side of S. Western Ave. includes a large regional park, O/H lines & powerpoles line both sides of Western Ave. at this location (blocks S. of Crestwood) with street lights on E. side of the street (park side) only.

ZONING \ LANDUSE

Current Zoning: Commercial General **Current Overlay Zone:** NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - America's Tire **East:** Commercial - Western Avenue & Park

South: Commercial General - Service Retail **West:** Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20' **Abutting Non-Residential:** 10'

Abutting Residential: 20' (Rear) [1] **Abutting Slopes >35%:** 15' (from toe)

Interior side-yard (Ht <16'): 0' **Interior side-yard (Ht >16'):** 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3] **Lot Coverage:** 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2] **Min. Standard Stalls:** 9'x20' **Min. Compact Stalls:** 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft. **Min. Aisle Width:** 25' **Parking Reduction:** By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:
1. No parking allowed within the 20' Setback abutting residential
2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks
3. Height increase allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213) **Nearest Bus Stop\Provider:** LA Metro & PV Transit Stop (550')

Major Freeway\Distance: 110 fwy \ 1.7mi **Major Airport\Distance:** LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center across the street, White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD **District Size:** $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary **Great Schools Rating:** 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School **Great Schools Rating:** 7 out of 10

High School: San Pedro Senior High School **Great Schools Rating:** 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):									9	

Largest Obstacles: Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk), Redevelopment opportunity would need to financially exceed current property cash-flow potential, Current restaurant may need to remain. Traffic concerns from residents. Parking Requirements.

Largest Supports: Height potentially allowed up to 60' due to residential above at higher elevation, opportunity to merge adjacent properties, nearby high density condos would be compatable with multi-story residential component, regional park/transit adjacencies.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):									9	

Largest Obstacles: No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures. Traffic concerns from residents.

Largest Supports: Left turn lane from Western into property. Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Positive area demographics.

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):									9	

Largest Obstacles: Heavily trafficked Western Ave, W. side of Western requires improvements\not pedestrian friendly, America's Tire adjacent. Current building and development standards may be too restrictive. Traffic concerns from residents.

Largest Supports: Opportunity to merge adjacent properties, exist. adjacent homes sit well above, nearby high density condos would be compatable with multi-story residentail component, adjacent regional park/transit/shopping/restuarants.

Site Photos



STREET SCENE IN FRONT OF STEAK HOUSE WITH SCREENED PATIO DINING AT WALK

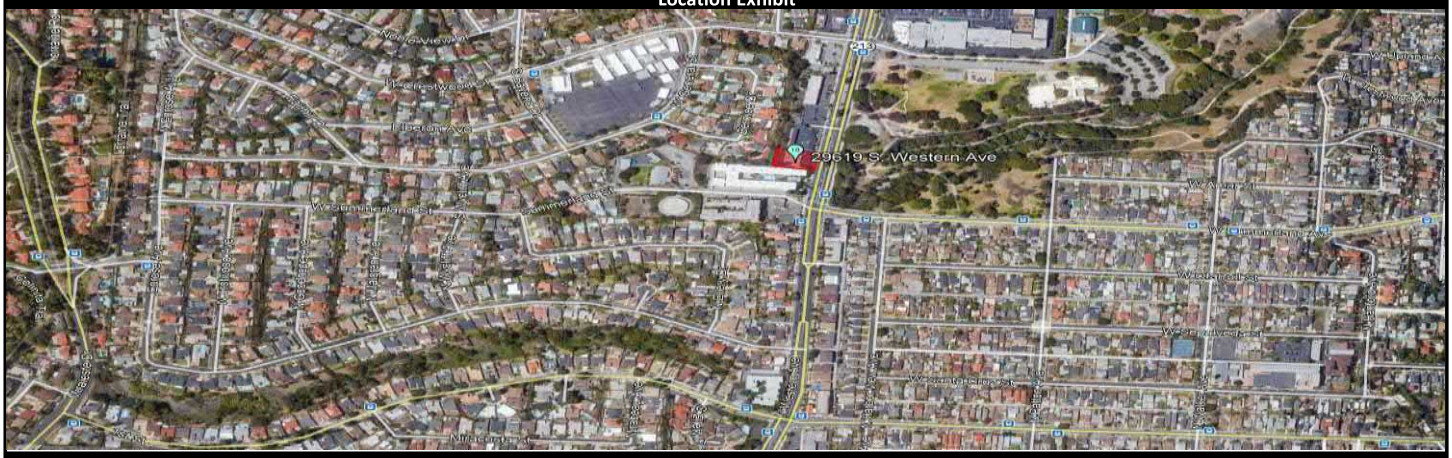


PANORAMIC VIEW OF STEAKHOUSE, HOTEL & PARKING LOT WITH LARGE HILLSIDE BEHIND

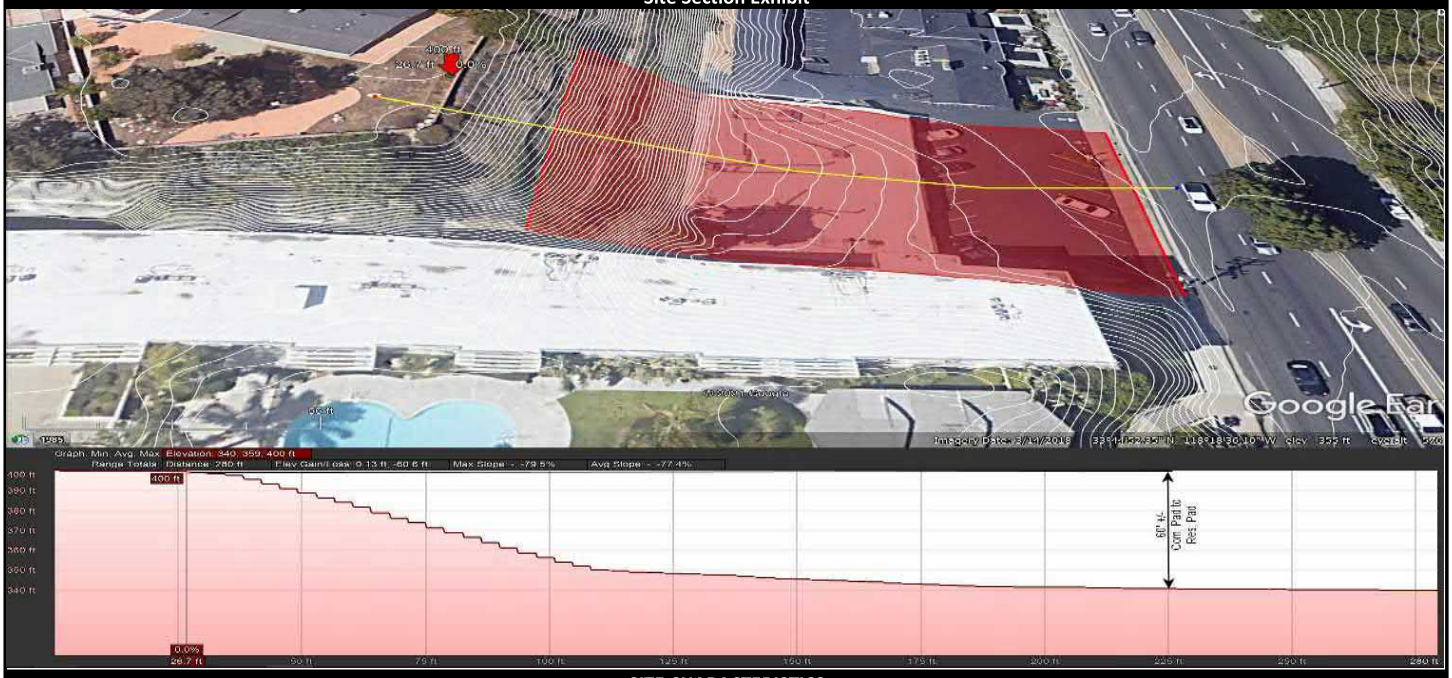
Site No: 18 **Site Address:** 29619 S. Western Avenue

Current Use: Professional \ Medical Services **Western Avenue Specific Plan Area:** III

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: Jame Herrera & Voyager West Trust **Current Improvements Built:** 1961

Gross Lot Area: 18,859 sf. **Depth:** 170 ft. **Width:** 113 ft.

Buildable Pad Size: est. 15,029 sf (133' D x 113' W) **Building Area:** 6,720 sf. **Stories:** 1

Property Tax Amount: $19,340 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.18% **APN:** 7557-039-011

Site Topography: flat site with slight slope at rear to residential, slope labeled as "Extreme Slope" in SP for slopes >35%, Extreme slopes require re-landscaping on slopes for enhanced buffering.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Overhead\power poles line front along Western Ave., no street lights on w. side of Western. Specific Plan Requires Developer to underground O/H Lines

Residential Pad Approx. Height Above: ~60 ft.

Comments: West side of S. Western Ave. includes a large regional park, O/H lines & powerpoles line both sides of Western Ave. at this location (blocks S. of Crestwood) with street lights on E. side of the street (park side) only.

ZONING \ LANDUSE

Current Zoning: Commercial General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Specific Plan\Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Hotel/Restaurant

East: Park

South: Commercial General - Condominiums

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Abutting Streets: 20'

Abutting Non-Residential: 10'

Abutting Residential: 20' (Rear) [1]

Abutting Slopes >35%: 15' (from toe)

Interior side-yard (Ht <16'): 0'

Interior side-yard (Ht >16'): 20% bldg ht. (5' min.)

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: Mediterranian \ Contemporary Mediterranean

Comments:

1. No parking allowed within the 20' Setback abutting residential

2. 5% of parking area requires landscape w/ 5' min. width around parking lot, 5' w\in Arterial setback, 10' w\in local street & Residential Setbacks

3. Height increase allowable only after building envelope, view & view impact analysis and site plan & roof plan all accepted by Planning Commission. Front Elev. height above 16' must rise at approx. same angle as rear slope (45°)

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (400')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center across the street, White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. Provides local internet\computer access free to public

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Rudecindo Sepulveda Dodson Middle School

Great Schools Rating: 7 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (3.2 mi), Harbor Park Golf Course (3 mi), Harbor College (3 mi), Marymount California University (6 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (3 mi), Cabrillo Marina (4 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Property on its own is small for any substantial mixed use, Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk), Redevelopment opportunity would need to financially exceed current property cash-flow potential. Traffic concerns from residents. Parking Requirements.

Largest Supports: Height potentially allowed up to 60' due to residential above at higher elevation, opportunity to merge adjacent properties, adjacent high density condos would be compatable with multi-story residential component, regional park/transit adjacencies.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	**8**	9	10

Largest Obstacles: Vehicular access from south bound Western Ave. only. No signalized entry/exit. Minimal landscape and signage & OH wires line the Western Ave. corridor, lack of identity along corridor with no architectural theme with existing structures. Traffic concerns from residents.

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic. Positive area demographics.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Site on its own may not support density requried to convert to residential without high density allowances, Western Ave. heavily trafficked, requires street improvements to add pedestrian friendliness. Current building and development standards may be too restrictive. Traffic concerns from residents.

Largest Supports: Opportunity to merge adjacent properties, exist. adjacent homes sit well above, adjacent high density condos would be compatable with multi-story residentail component, adjacent regional park/transit/shopping/restuarants.

Site Photos



STREET LEVEL VIEW OF REGIONAL PARK ACROSS THE STREET



VIEW FROM FRONT WITH LARGE SLOPE BEHIND PROPERTY AND HIGH DENSITY (44 DU/AC) CONDOS ADJACENT

EXHIBIT E

HOUSING SUITABILITY RANKINGS

HOUSING SUITABILITY SITE RANKINGS AND DENSITY POTENTIAL SUMMARY TABLE

BLOCK	No.	ADDRESS	Opportunity Ranking [1]	SUITABILITY RATINGS[5] Mixed-Use Rating	Commerical Rating	Residential Rating	LOT AREA (AC)	RESIDENTIAL LOT HEIGHT ABOVE	BUILDABLE PAD (AC) *(excluding rear slope)*	KEY SPECIFIC PLAN REQUIREMENTS IMPACTING MIXED-USE OR RESIDENTIAL DEVELOPMENT: MAX BUILDABLE AREA (50% OF LOT)	Max Density (du/ac)	MAX HEIGHT[2]	MAX. UNITS UNDER CURRENT ZONING[3]	UNIT GENERATION BY DENSITY (DU/AC) USING LOT AREA[4]: 10 — 1-2 story apartments (HT=16'-26')	25 — 2-3 story apartments (HT=26'-45')	45 — 3-4 story apartments (HT=33'-60')	55 — 4-5 story apartments (HT=45'-75')	65 — 5-6 story apartments (HT=50'-75')
1	1	29019 S. Western Avenue	3	7	9	7	0.46	40	0.31	0.23	22	30	10	4	11	20	25	29
	2	29023 S. Western Avenue	3	6	9	6	0.29	35	0.23	0.14	22	30	6	2	7	13	15	18
	3	29035 S. Western Avenue	3	6	9	6	0.30	32	0.21	0.15	22	30	6	2	7	13	16	19
	4	29051 S. Western Avenue	4	2	10	1	0.41	10	0.47	0.21	22	30	9	4	N/A	N/A	N/A	N/A
		BLOCK 1 TOTALS:					1.46		1.21	0.73	22	30	32	14	36	65	80	94
2	5	29105 S. Western Avenue	4	1	10	1	0.65	15	0.72	0.33	22	30	14	7	N/A	N/A	N/A	N/A
	6	29125 S. Western Avenue	4	2	9	1	0.45	20	0.46	0.22	22	30	9	4	N/A	N/A	N/A	N/A
	7	29211 S. Western Avenue	4	2	9	2	0.30	24	0.26	0.15	22	30	6	3	N/A	N/A	N/A	N/A
	8	29215 S. Western Avenue	4	3	9	2	0.26	24	0.27	0.13	22	30	5	3	N/A	N/A	N/A	N/A
	9	29229 S. Western Avenue	4	4	10	4	0.77	26	0.73	0.38	22	30	16	8	N/A	N/A	N/A	N/A
	10	29317 S. Western Avenue	4	5	9	4	0.68	30	0.65	0.34	22	30	14	7	N/A	N/A	N/A	N/A
	11	29403 S. Western Avenue	4	5	9	2	0.36	30	0.37	0.18	22	30	7	4	N/A	N/A	N/A	N/A
	12	29409 S. Western Avenue	4	5	10	3	0.53	25	0.48	0.27	22	30	11	5	N/A	N/A	N/A	N/A
	13	29413 S. Western Avenue	4	3	9	2	0.18	20	0.17	0.09	22	30	3	2	N/A	N/A	N/A	N/A
		BLOCK 2 TOTALS:					4.18		4.12	2.09	22		91	42	0	0	0	0
3	14	29505 S. Western Avenue	2	7	10	7	0.55	70	0.55	0.28	22	30	12	5	13	24	30	36
	15	29519 S. Western Avenue	2	7	7	7	0.23	65	0.21	0.12	22	30	5	2	5	10	12	15
	16	29529 S. Western Avenue	1	8	7	7	0.77	60	0.55	0.39	22	30	16	7	19	34	42	50
	17	29601 S. Western Avenue	1	9	9	9	1.00	60	0.90	0.50	22	30	22	10	25	45	55	65
	18	29619 S. Western Avenue	2	7	8	7	0.43	60	0.35	0.22	22	30	9	4	10	19	23	28
		BLOCK 3 TOTALS:					2.99		2.55	1.49	22	30	65	29	74	134	164	194
		GRAND TOTAL:					1.77		1.45	0.89	22	30	38	17	44	79	97	115

TABLE NOTES

1 Metrics for ranking: **1)** Height of residential pads >60' above and lot >0.75 ac, **2)** Residential Pads >60' above, **3)** Residential Pads >30' above and same ownership of adjacent lots to allow for lot assembly >0.75 ac **4)** Likely too constrained for residential (height & area).

2 The basic development standards table given in section 4 of the Western Ave. Specific Plan Area III allows max height of 16' or 30' after going through the Conditional Use Permit Process.

3 Estimated maximum units that could be developed using 22 du/ac over gross area ignoring Max buildable area of 50% & max height of 30' (or less) which reduces density actually achievable.

4 Estimated max unit generation with various densities. Development assumes underground parking to cover parking standards and/or parking rquirements are reduced given proximity to public transportation.

5 See individual site data sheets for Suitability Rating details.

GENERAL NOTES

* Priority 4 lots are highly unlikely to be converted to vertical mixed use/residential due to lack of achievable density to make development financially viable. Given height of adjacent residential pads above building height is constrained to 1-2 stories max.
* See site rankings 1-3 detail table for more detailed information and housing generation comparisons.
* Heights in red signify limitations to development due to height of adjacent existing residences above.

EXHIBIT F

TOP 3 HOUSING SITES

UNIT GENERATION TABLE

TOP 3 HOUSING SUITABILITY SITES
UNIT GENERATION TABLE

BLOCK	No.	ADDRESS	Opportunity Ranking [1]	LOT AREA (AC)	RESIDENTIAL LOT HEIGHT ABOVE	BUILDABLE PAD (AC) *(excluding rear slope)*	KEY SPECIFIC PLAN REQUIREMENTS IMPACTING MIXED-USE OR RESIDENTIAL DEVELOPMENT: MAX BUILDABLE AREA (50% OF LOT)	Max Density (du/ac)	MAX HEIGHT[2]	MAX. UNITS UNDER CURRENT ZONING[3]	UNIT GENERATION BY DENSITY (DU/AC) USING LOT AREA[4]: 10 (1-2 story apartments (HT=16'-26'))	25 (2-3 story apartments (HT=26'-45'))	45 (3-4 story apartments (HT=33'-60'))	55 (4-5 story apartments (HT=45'-75'))	65 (5-6 story apartments (HT=50'-75'))
1	1	29019 S. Western Avenue	3	0.46	40	0.31	0.23	22	30	10	4	11	20	25	29
	2	29023 S. Western Avenue	3	0.29	35	0.23	0.14	22	30	6	2	7	13	15	18
	3	29035 S. Western Avenue	3	0.30	32	0.21	0.15	22	30	6	2	7	13	16	19
		RANK 3 SITE TOTALS:		1.05		0.74	0.52	22	30	22	10	**26**	47	57	67
3	14	29505 S. Western Avenue	2	0.55	70	0.55	0.28	22	30	12	5	13	24	30	36
	15	29519 S. Western Avenue	2	0.23	65	0.21	0.12	22	30	5	2	5	10	12	15
	16	29529 S. Western Avenue	1	0.77	60	0.55	0.39	22	30	16	7	19	34	42	50
	17	29601 S. Western Avenue	1	1.00	60	0.90	0.50	22	30	22	10	25	45	55	65
	18	29619 S. Western Avenue	2	0.43	60	0.35	0.22	22	30	9	4	10	19	23	28
		RANK 2 SITE TOTALS:		1.22		1.11	0.61	22	30	26	12	30	**54**	67	79
		RANK 1 SITE TOTALS:		1.77		1.45	0.89	22	30	38	17	44	**79**	97	115

TOTAL UNIT COUNT UNDER CURRENT ZONING REQUIREMENTS: 86

TOTAL UNIT COUNT WITH MODIFIED ZONING REQUIREMENTS: 159

TABLE NOTES

1 Metrics for ranking: **1)** Height of residential pads >60' above and lot >0.75 ac, **2)** Residential Pads >60' above, **3)** Residential Pads >30' above and same ownership of adjacent lots to allow for lot assembly >0.75 ac

2 The basic development standards table given in section 4 of the Western Ave. Specific Plan Area III allows max height of 16' or 30' after going through the Conditional Use Permit Process.

3 Maximum units that could be developed using 22 du/ac over gross area. Max buildable area of 50% combined with max height of 30' under current zoning ultimately reduces densities or size of units offered.

4 Development assumes underground parking to cover parking standards and/or parking rquirements are reduced given proximity to public transportation.

GENERAL NOTES

* Unit Counts in bold **blue** represent max density achievable with a building height that would remain below adjacent rear residential lot elevations.
* The existing Eastview Townhouses at 29641 Western Ave. (adjacent to site 18), developed prior to annexation, consists of four stories over parking at approximately 44 du/acre density.
* The roof line of the current Specific Plan Architectural theme of Mediterranian, while considered a "low-pitch", may still inhibit max density\stories due to higher roof pitch than a flat roof modern architectural style.

EXHIBIT G

RECOMMENDED WESTERN AVENUE CORRIDOR COMMERCIAL USES
Street-front retail sales and services (Excluding Cannibis)
Restaurants, table service
Restaurants, outdoor seating
Restaurants, counter service
Personal services
Hotels & Motels
Health & Fitness Clubs
Art Studio
Bakery
Entertainment (Excluding Adult Entertainment)

EXHIBIT H

EXAMPLE MIXED-USE DEVELOPMENTS

SAMPLE OF MEDIUM - HIGH DENSITY PRODUCT TYPES

1-2 Stories



Lago Los Serranos, Chino Hills
Townhomes with tuck-under parking
2 stories, 12 du/ac



Kensington Park Plaza San Diego,
11 du mixed-use loft apartments on 0.40 acres.
2 stories, 28 du/ac Note: The upstairs loft area adds height\volume to the 2-story element.

2-3 Storites



Willow Walk, Concord
Townhomes with tuck-under parking
3 stories, 17 du/ac



Evanston Court, Pasadena
Stacked condominiums with underground parking
2-3 stories, 27 du/ac



Lusso Lofts, San Diego
Townhomes and stacked apartments
Tuck-under and surface parking
2-3 stories, 67 du/ac

3-4 Stories



Gateway Family Apartments, San Diego
Stacked apartments with underground parking
3-4 stories, 48 du/ac



Monterey Station, Pomona
Stacked apartments
Surface parking
4 stories, 54 du/ac



Kalos San Diego, 83 apartment homes. Sustainable North Park community with LEED Platinum Certification.
3-stories, 83 du/ac

4-5 Stories



Coggins Square, Pleasant Hill
Townhomes and stacked apartments
Tuck-under parking
4-5 stories, 58 du/ac



425 Broadway, Santa Monica
Stacked apartments with ground floor retail
Underground parking
4-6 stories, 99 units/acre





Andalucia, Pasadena
Stacked apartments with ground floor retail
Underground parking
4-6 stories, 99 du/ac

SAMPLE OF MEDIUM - HIGH DENSITY PRODUCT TYPES

1-2 Stories

2-3 Storites



36 on Echo, Echo Park
Townhomes with tuck-under parking
3 stories, 18 du/ac



Centre Street Lofts San Diego, 55 du on 0.40 acres.
3 stories, 55 du/ac

3-4 Stories



Paseo at COMM 22 San Diego, 272 du mixed use apartment development on 4.65 acres.
4 stories, 58 du/ac



Kensington Commons San Diego, 34 du mixed use aparment development on 0.344 acres.
3 stories, 99 du/ac

4-5 Stories



One Mission San Diego, 65 du mixed-use on 1.38 acres.
5 stories, 47 du/ac



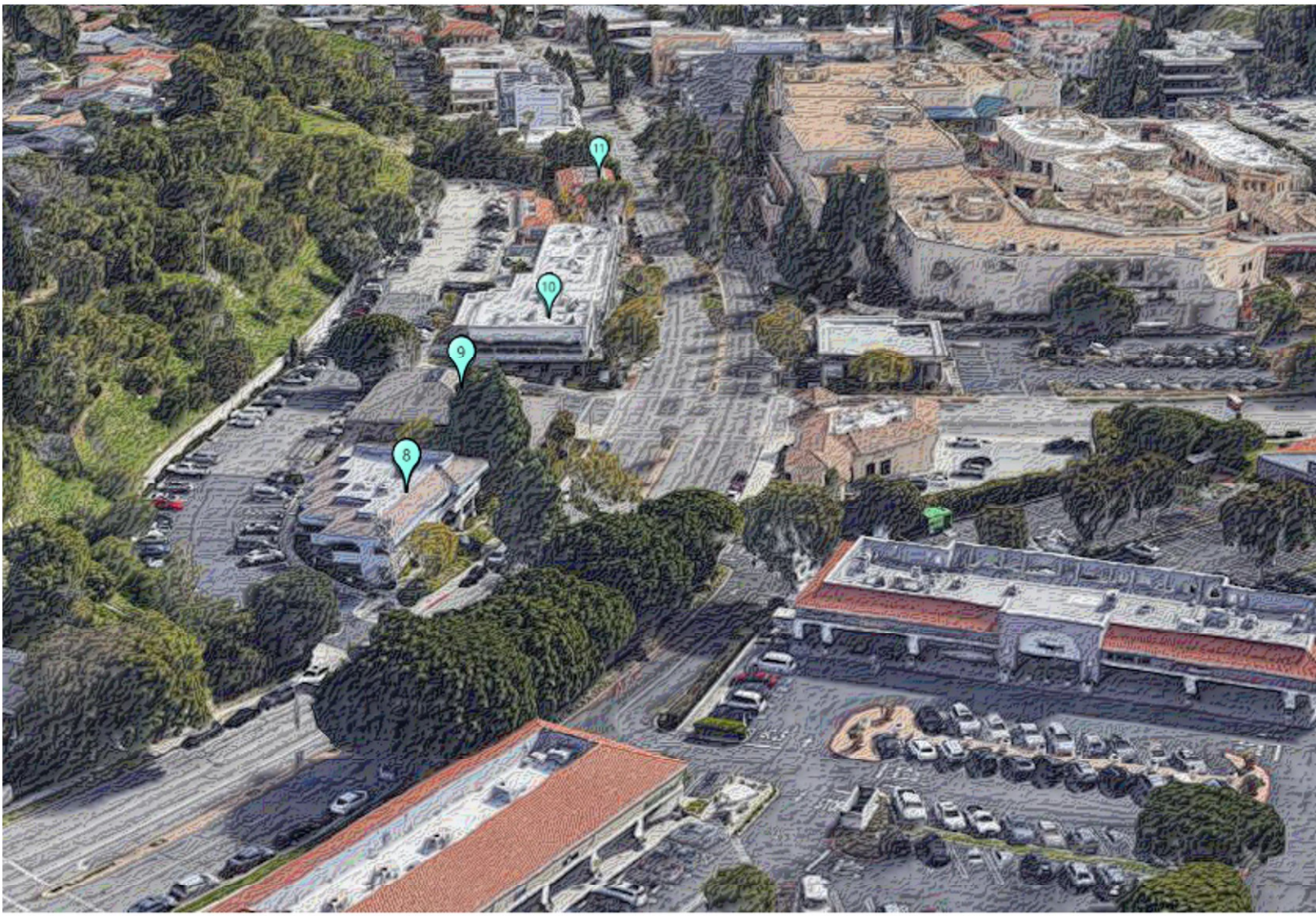
5th & Laurel San Diego, 150 du mixed-use development on 1.38 acres.
4-5 stories, 109 du/ac



Aloft on Cortez Hill San Diego, 168 du on 0.84 acres.
5 stories, 200 du/ac

RANCHO PALOS VERDES OPPORTUNITY SITES ANALYSIS REPORT

ADDENDUM 1



NOVEMBER 2021

Piasky Solutions
Real Estate and Development

PCG

Pacific Consulting Group
Full Spectrum Real Estate &
Development Consulting

ADDITIONAL OPPORTUNITY SITES ANALYSIS ADDENDUM REPORT

EXECUTIVE SUMMARY:

BACKGROUND:

The City of Rancho Palos Verdes (hereinafter "City") is reviewing potential mixed-use development opportunities in various City commercial zoning districts to redevelop with housing components above (vertical mixed-use) or integrated with adjacent commercial uses (horizontal mixed-use). The City hired real estate and development consulting firms Piasky Solutions and Pacific Consulting Group to identify the most feasible sites for mixed-use redevelopment as well as recommend the most viable mixed-use options. This addendum supplements the initial scope of feasibility analysis completed June 1, 2021 and comprising 18 parcels from 29019 to 29619 S. Western Avenue. This addendum report Scope of Work adds an additional 16 properties to the feasibility analysis.

SCOPE OF WORK:

Similar to the original scope of work, the addendum scope was limited to identifying potential issues, opportunities, and challenges with each of the 16 properties identified by the City for analysis. Through this analysis, we were able to identify underutilized sites whose location, size and/or surrounding uses provide the most ideal characteristics to be designated as "opportunity sites". The data collected and detailed results of our analysis is provided in the Exhibits that follow. An analysis of the development considerations and factors that were used to evaluate the properties and determine whether they could be considered an opportunity site is included in Exhibit A. A Property Feasibility Profile summary was prepared for each of the parcels and is included in Exhibit B. Exhibit C contains a site map showing the area this addendum encompasses, while detailed Property Data Sheets for each property in the study area can be found in Exhibit D. Exhibit E is the Housing Suitability Site Rankings for each site using information from the Property Data Sheets according ranking metrics identified in the table. Exhibit F provides various density options for site with Housing Suitability Site Rankings of 1-3 making them the most feasible Opportunity Sites for housing development. Exhibit G contains a listing of most compatible mixed-use commercial uses for close proximity to residential. The final two exhibits were added to provide real world examples of recommendations contained in our analysis; Exhibit H contains example mixed-use developments found in Southern California at various heights and densities while Exhibit I contains example adaptive reuse projects around Los Angeles that have converted existing office buildings to mixed-use housing and commercial uses.

SUMMARY OF FINDINGS:

Based on high level development analysis, we established priority rankings and corresponding criteria (lot size and height allowance) and thresholds for identifying possible opportunity sites that can include a residential component. The scope of this analysis is limited to identifying general code recommendations as well as physical opportunities and challenges to each selected site and does not include a financial analysis of various recommended development options. While a detailed feasibility analysis including market research, cost estimates and proforma analysis for each parcel may result in changes to our projections for density as well as site rankings, the fundamental requirements of lot size, height, density, and zoning restrictions are the foundation to determining a development's feasibility.

It should be noted that the city municipal code currently does not define mixed-use development nor does it contain code explicitly governing mixed-use development. Where not governed by specific plan areas, the City

municipal code has the following limits for height and building lot coverage: Residential: 16-feet high, 25-52% lot coverage; Multifamily: 36-feet high, 55-65% lot coverage; Commercial: 16-feet high, 30-50% lot coverage. Mixed-use residential is generally a mixture of industrial or commercial development and high-density single family or multifamily residential. This type of development generally leads to an improvement in home affordability, walkability between housing, workplaces, and other amenities and stronger neighborhoods. Nearby public transit is also a common feature of mixed-use development. Walkability to work and other amenities as well as proximity to public transit help support higher density development often times with less restrictive parking requirements. Given the generally higher allowable density for mixed-use development, we've assumed that the maximum buildable area could be revised through a Mixed-Use Overlay Zone to 80% and the height allowance could be revised to 60-feet or no higher than adjacent residential building pads where view restrictions are enforced by City code, whichever is less. For examples, please refer to Exhibit H.

The metrics used for a Priority 1 opportunity site was a minimum 0.75-acre lot size and an assumed 60-feet height allowance under a future mixed-use overlay zone. These sites would be the least complicated for development because they are large enough to support residential re-development on their own without consolidating with adjacent properties and they have the potential for the greatest density given enough height allowance (60-feet). Four properties meet these criteria. They are 28619-28649 S. Western Avenue (the Palos Verdes Plaza), 29000 S. Western Avenue, 500 Silver Spur Road and 550 Silver Spur Road. At the Palos Verdes Plaza, we've assumed adjacent properties do not have a view restriction allowing for a max height of 60-feet placing it in a priority 1 ranking. The metrics for Priority 2 opportunity sites are a minimum 60-foot height allowance and the ability to meet a 0.75-acre minimum lot size by consolidating with adjacent parcels under same ownership. No locations in the addendum 2 sites analyzed met these criteria. Priority 3 opportunity site metrics are a minimum 30-foot height allowance and a minimum 0.75-acre lot size. Two locations met these criteria; 430 and 450 Silver Spur Road.

28821 S. Western Avenue did not meet the above criteria for a priority site 1 due to potential view restrictions impacting maximum allowable height. However, given its large lot size (11.2- acres) and potential unit generation an exception was made and this property was placed in our opportunity site ranking 1.

On some properties, especially those built into large slopes like we found at Silver Spur Road, adaptive reuse of the existing building may be more financially feasible. Adaptive reuse is the process of retaining an existing building shell while converting it from its prior use to a new use (often commercial to residential). Adaptive reuse has become more popular with underperforming retail and office buildings recently. In fact, a recent study by RentCafe, an apartment listing service, rated Los Angeles #1 for adaptive reuse in the country based a projection of over 4,300 new apartment conversions scheduled to begin in 2022. Therefore, redevelopment potential has also been considered for opportunity sites and is included in Table #1. A sample of existing and future Los Angeles area adaptive reuse projects are provided in Exhibit I.

Redevelopment of any of the Western Avenue properties will require street improvements including streetlights, pedestrian friendly sidewalks, and undergrounding of utilities and related structures. To help attract and encourage development, we recommend that the City study options to provide these enhancements to the Western Avenue corridor as opposed to a piecemeal approach provided by each developer as new development occurs. This would provide a uniform improvement along this corridor, remove development risk and raise

property values as well as improve the marketability to potential developers. Post-redevelopment revenue or property values will need to exceed the current cash-flow potential or property value for a property owner to be willing to redevelop or sell the property for development. Enhancing this corridor will bring property values and potential marketability closer to achieving those goals. Also, traffic and density concerns from the surrounding residents will need to be addressed.

For each identified opportunity site, the potential future market-rate and affordable housing vision for the site is summarized in Table #1 on the following page.

TABLE #1 – OPPORTUNITY SITES

SITE	RANK [1]	ADDRESS	GROSS LOT AREA[4,5] (AC)	EXISTING BLDG(S) AREA	ADJACENT RES. PAD HT. ABOVE OR BELOW COMM. PAD[7] (AT SMALLEST DIFFERENTIAL)	TEAR DOWN, RE-DEVELOP POTENTIAL UNIT COUNT[2,3,8] (40 du/ac)	RE-DEVELOP WITH AFFORDABLE UNIT COUNT[2,3,8] (50% Density Bonus) (60 du/ac)	RE-USE OF EXISTING BUILDING SHELL POTENTIAL UNIT COUNT[6,2,8] (1,000 sf/unit)
1	1	28619-28649 S. Western Avenue	2.35	48,216 sf.	4 ft.	93 units	140 units	48 units
4	1	28821 S. Western Avenue	11.16	269,859 sf.	1st Level: 60 ft. 2nd Level: 45 ft. 3rd Level: 30 ft.	446 units	669 units	269 units
7	1	29000 S. Western Avenue	1.90	22,811 sf.	-15 ft.	76 units	114 units	22 units
10	1	500 Silver Spur Road	2.37	58,818 sf.	73 ft.	94 units	142 units	58 units
11	1	550 Silver Spur Road	2.31	44,272 sf.	100 ft.	92 units	138 units	44 units
8	3	430 Silver Spur Road	0.95	7,599 sf.	35 ft.	37 units	56 units	N/A
9	3	450 Silver Spur Road	1.80	7,008 sf.	52 ft.	71 units	107 units	N/A
GRAND TOTAL:						909 units	1,366 units	**441 units**

1. Metrics for ranking 1) Height of residential pad >60' above and lot >0.75ac, OR Existing building(s) area > 40,000 sq. ft. 2) Residential pads > 60' above, 3) Residential pads > 30' above and adjacent lots to allow for lot assembly > 0.75 ac.
2. Existing residential zoning guidelines including maximum buildable area, density, parking and maximum height require revision or a new "mixed-use" zoning definition will need to be created.
3. Full redevelopment density potential for 28619 S. Western may be unachievable due to height restrictions and lot configuration.
4. Gross lot area includes adjacent hillsides associated with site address.
5. Site 11 gross lot area excludes adjacent hillside parcels associated with site address running behind existing commercial properties to the east from 580 to 810 Silver Spur Rd.
6. Re-use assumes retaining building shell for buildings > 40,000 sf and building residential units within shell at 800 sf average unit size at 80% efficiency (20% for walls, exterior hallways, stairs/elevators, etc.).
7. Site 7 sits above multi-story townhomes located to the east outside of City limits.
8. Unit Counts shown assume 100% residential accomplishing mixed-use through horizontal mixed-use through nearby commercial buildings. If vertical mixed-use is desired, 1/4 - 1/2 of the units shown would be lost to 1st floor commercial depending on story count; for example, a 4-story building with 100-units would lose 1/4 x 100 = 25 units to commercial on the first floor resulting in 75 residential units..

EXHIBIT A

DEVELOPMENT CONSIDERATIONS:

The following factors were used to evaluate the properties and determine whether they should be considered an Opportunity Site.

MARKET CONDITIONS:

Mixed-use redevelopment requires market conditions that serve both commercial and residential needs. These market conditions for commercial include traffic flow and demographics among other factors. The properties studied are all currently commercial uses and thus a deeper analysis of commercial viability was unnecessary for this report. Market conditions for residential that were generally considered for this report were proximity to transit, amenities, schools, potential community support/opposition, and general approximated financial viability. Caltrans Western Avenue Improvements are anticipated to make the Western Avenue properties more accessible while abundant nearby amenities including shopping, restaurants, and entertainment are positive for mixed-use development.

HEIGHT RESTRICTIONS:

Mixed-use redevelopment requires an adequate height and density allowance to overcome the high cost of land purchase and construction. The parcels all have a current height restriction of 16-feet unless a CUP is approved. These current height restrictions limit mixed-use redevelopment opportunities. There are mixed-use redevelopment opportunities if the height restriction is revised to be 60-feet or in some cases where the maximum height that would not negatively impact residential views above the subject property, whichever is lowest. A couple of the properties that were height restricted by residential views contained very large existing buildings and were considered priority sites based upon their ability to be rehabilitated to include residential uses.

LOT SIZE:

Mixed-use redevelopment requires a large enough buildable lot size to generate adequate density and revenue to overcome the cost and risks associated with development. Many of the properties studied for this report are too small for redevelopment on their own and would require combination with other adjacent properties. This report used a minimum 0.75-acre lot size to generate enough density for development potential.

PROPERTY OWNER:

Mixed-Use Redevelopment usually requires a willing seller or developer that owns a large enough lot or multiple contiguous lots that can be combined in order to convert existing uses. Many of the properties studied for this report have property owners with long-term tenants that are generating consistent revenue. These properties may be considered opportunity sites, but might be more challenging for mixed-use redevelopment if market conditions do not support the costs and risks associated with development.

ZONING:

Mixed-Use Redevelopment requires the allowance of both commercial and residential uses that support a higher density use generally associated with this type of development through reduced parking, traffic, landscape and\or floor area ratio requirements. The current zoning for the properties studied for this report only allow for commercial development while current residential zoning has height restrictions and parking requirements which severely restrict opportunities for mixed-use development. It is understood that a new Mixed- Use Overlay Zone meant to address this situation is currently under consideration.

INFRASTRUCTURE:

Infrastructure improvements can add substantial cost and schedule risk to a development project and are critical considerations when underwriting a development. Roads, Sewer, Water, Electricity and Gas are all readily available to the properties studied, however there are overhead power lines fronting all of the Western Avenue properties as well as raised utility structures doting Western Avenue sidewalks. Under current city municipal code requirements new developments fronting these facilities would be required to underground overhead lines and improve sidewalks fronting their property. These added infrastructure improvement costs and risks to project schedules not only increase development cost and timelines but raise the risk adjusted profit requirements to accommodate additional development risk. In turn, underwriting will require either additional revenue and/or a reduced property sales price to accommodate increased costs and risk.

PARKING:

Parking requirements are a critical factor in determining the feasibility of a particular site for mixed-use development. Decreased parking requirements onsite due to proximity to public transportation and/or City-provided offsite parking capability would help overcome smaller lot size constraints.

REGULATORY REQUIREMENTS:

Regulatory requirements can add substantial cost to a development project. The City currently requires residential development projects to include 5% very-low income or 10% low-income units in their project or provide an in-lieu fee of $284,262/unit.

BUILDING AREA:

Properties that are height restricted or present development complications (i.e. developments into existing slopes) but contain large existing building envelopes can also be Opportunity Sites due to their adaptive reuse potential. Retaining and existing large building shell and reconfiguring the interior to support condominium units or apartment units can help to reduce costs and risks associated with redevelopment while providing a new and better uses for existing underperforming office and commercial spaces.

EXHIBIT B

PROPERTY FEASIBILITY PROFILES:

Each of the 16 parcels were evaluated based upon current site characteristics and the development considerations outlined above. A summary of the unique characteristics for each of the properties is outlined below.

28619 S. WESTERN AVENUE

This property is currently the Palos Verdes Plaza containing a 2-story 48, 216 sf building, a buildable pad size of about 97,200 sf and a depth of 180-feet There are residential homes sitting about 4-feet above the property. Although some existing residential pads are only 4-feet above this commercial site we've assumed no view shed protections exist at this location and a future mixed-use overlay zone will allow for building heights up to 60-feet. This is property is considered an opportunity site even with its height restrictions due to the large lot size and building area.

28717 S. WESTERN AVENUE

This property is currently a commercial center containing a 2-story 7,810 sf building, a buildable pad size of about 18,148 sf and a depth of 81-feet. The same owner has properties 28717 and 28733 S. Western Avenue. There are residential homes sitting about 20-feet above the property. This restricts additional height above the current building height without further disrupting residential views behind. This is property is not considered an opportunity site; however, it could potentially be combined with 28619 and 28733 S. Western to enhance redevelopment potential.

28733 S. WESTERN AVENUE

This property is currently a commercial center containing a 1-story 7,338 sf building, a buildable pad size of about 22,400 sf and a depth of 130-feet The same owner has properties 28717 and 28733 S. Western Avenue. There are residential homes sitting about 14-feet above the property with protected views. This restricts additional height above the current building height without further disrupting residential views behind. This property is not considered an opportunity site. However, it could potentially be combined with 28619 and 28717 S. Western to enhance redevelopment potential.

28821 S. WESTERN AVENUE

This property is currently the Terraces Shopping Center, a 3-tiered strip mall structure containing 3 drivable levels that tier up approximately 15-feet each with top pad sloping up at the rear approximately 30-feet to residences above. The property contains 269,859 sf of building area, a total buildable pad size of about 486,076 sf and a depth of 540-feet This is property is considered an opportunity site due to the height potential, large lot size and building area.

28900 S. WESTERN AVENUE

This property is currently an Urgent Care containing a 1-story 2,950 sf building, a buildable pad size of about 24,289 sf and a depth of 211-feet The residential properties to the rear are below the property and are in the L.A. jurisdiction. There are no residential view restrictions for this property, however this property is not considered an opportunity site due to the small lot size.

28916 S. WESTERN AVENUE

This property is currently an Animal Hospital containing a 1-story 1,490 sf building, a buildable pad size of about 13,421 sf and a depth of 149-feet The residential properties to the rear are below the property and are in the L.A. jurisdiction. There are no residential view restrictions for this property, however this property is not considered an opportunity site due to the small lot size.

29000 S. WESTERN AVENUE

This property is currently a 4-story 22,811 sf office building with a buildable pad size of about 82,118 sf and a depth of 125-feet The residential properties to the rear are below the property and are in the L.A. jurisdiction. There are no residential view restrictions for this property. This property is considered an opportunity site due to the height potential, lot size and building area.

430 SILVER SPUR ROAD

This property, including the parcel behind containing parking and a hillside, is currently a 2-story 7,599 sf Office Building with a buildable pad size of about 26,825 sf and a depth of 145-feet There are residential homes sitting about 35-feet above the property, but they already have their views blocked by trees. We've assumed no view restriction for this site. This property is considered an opportunity site due to the height potential and ability to combine with 450 Silver Spur Road.

450 SILVER SPUR ROAD

This property, including the parcel behind containing parking and a hillside, is currently a 2-story 7,008 sf Office Building with a buildable pad size of about 28,800 sf and a depth of 160-feet There are residential homes sitting about 52-feet above the property, but they already have their views blocked by trees. We've assumed no view restriction for this site. This property is considered an opportunity site due to the height potential and ability to combine with 430 Silver Spur Road.

500 SILVER SPUR ROAD

This property, including the parcel behind containing parking and a hillside, is currently a 3-story 58,818 sf Office Building with a buildable pad size of about 58,740 sf and a depth of 165-feet There are residential homes sitting about 73-feet above the property, but they already have their views blocked by trees. We've assumed no view restriction for this site. This property is considered an opportunity site due to the height potential, lot size and building area.

550 SILVER SPUR ROAD

This property, including the parcel behind containing parking and a hillside, is currently a 3-story 44,272 sf Office Building with a buildable pad size of about 33,250 sf and a depth of 150-feet The two vacant land parcels associated with this address were not included in this analysis because they consist of slopes behind existing commercial properties not a part of this analysis and are likely undevelopable. There are residential homes sitting about 100-feet above the property with no view restrictions. This property is considered an opportunity site due to the height potential, lot size and building area.

4007 MIRALESTE DRIVE

This property is part of a small commercial infill development. It currently has a 1-story 5, 580 sf office building with a buildable pad size of about 11,218 sf and a depth of 113-feet The residential properties to the rear are below the property. There are residential homes sitting about 5-feet above the property and it is located within the Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of reviews and approvals prior to any development. The property is also surrounded by residential properties creating potential traffic concerns from residents and school parents. This property is not considered an opportunity site for a high-density mixed-use development due to its infill location, lot size and lack of amenities nearby.

16 MIRALESTE PLAZA

This property is part of a small commercial infill development. It currently has a 1-story 7, 780 sf office/retail building with a buildable pad size of about 8,875 sf and a depth of 99-feet The residential properties to the rear are below the property. There are no residential view concerns for this property, however it is located within the Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of reviews and approvals prior to any development. It is also surrounded by residential properties creating potential traffic concerns from residents and school parents. This property is not considered an opportunity site for a high-density mixed-use development due to its infill location, lot size and lack of amenities nearby.

29 MIRALESTE PLAZA

This property is part of a small commercial infill development. It currently has a 1-story 4, 753 sf retail building with a buildable pad size of about 4,000 sf and a depth of 100-feet The residential properties to the rear are below the property. There are no residential view concerns for this property, however it is located within the Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of reviews and approvals prior to any development. It is also surrounded by residential properties creating potential traffic concerns from residents and school parents. This property is not considered an opportunity site for a high-density mixed-use development due to its infill location, lot size and lack of amenities nearby.

40 MIRALESTE PLAZA

This property is part of a small commercial infill development. It currently has a 1-story 1, 746 sf automotive shop with a buildable pad size of about 5,088 sf and a depth of 96-feet The residential properties to the rear are below the property. There are no residential view concerns for this property, however it is located within the Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of reviews and approvals prior to any development. It is also surrounded by residential properties causing potential traffic concerns from residents and school parents. This property is not considered an opportunity site for a high-density mixed-use development due to its infill location, lot size and lack of amenities nearby.

AIN: 7561001900

This property is part of a small commercial infill development. It currently has a 1-story government building housing the Miraleste Parks & Recreation District with a buildable pad size of about 4,004 sf and a depth of 91-feet The residential properties to the rear are below the property. There are no residential view concerns for this property, however it is located within the Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of reviews and approvals prior to any development. It is also surrounded by residential properties causing potential traffic concerns from residents and school parents. This property is not considered an opportunity site for a high-density mixed-use development due to its infill location, lot size and lack of amenities nearby.

EXHIBIT C

STUDY AREA MAP

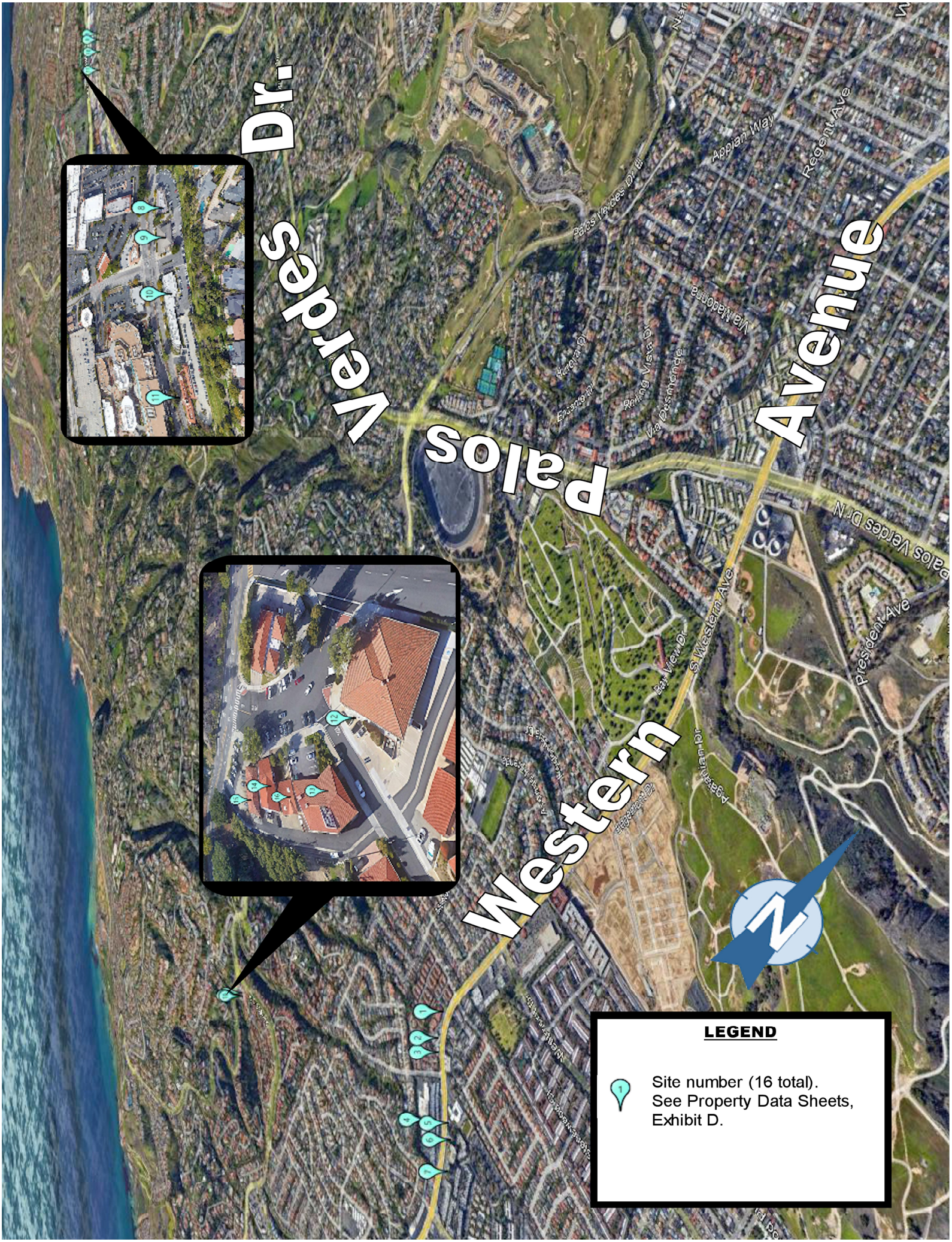

Palos Verdes Dr.
Western Avenue
S Western Ave
Palos Verdes Dr N
President Ave
Regent Ave
Appian Way
Via Valdonna
Via Corsonde
Rring Vista Dr
Avenida El Sol
Avenida Aprobada
Agatarian Ter
Peer View Dr
LEGEND
Site number (16 total). See Property Data Sheets, Exhibit D.

EXHIBIT D

PROPERTY DATA SHEETS

Piasky Solutions
Real Estate and Development

WESTERN AVE.
PROPERTY DATA SHEET

Pacific Consulting Group
Full Spectrum Real Estate & Development Consulting

Site No: 1 **Site Address:** 28619-28649 S. Western Avenue

Current Use: Palos Verdes Plaza **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: Dmk Investment Co **Current Improvements Built:** 1982

Gross Lot Area: 102,192 sf. **Depth:** 182 ft. **Width:** 560 ft.

Buildable Pad Size: est. 97,200 sf (180' D x 540' W) **Building Area:** 48,216 sf. **Stories:** 2

Property Tax Amount: $44,265 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.16% **APN:** 7550-009-024

Site Topography: Flat pad with existing commercial to the south and residential to the north, east and to the west opposite Western Ave. Residential pad at south end ~30' above but drops to ~4' at north end of commercial pad. View restrictions may not be applicable, assumed up to 60' height allowable under a new mixed-use overlay.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: Overhead utility lines/poles along frontage on Western Ave.

Residential Pad Approx. Height Above(+) or Below(-): 4 ft.

Comments: Not pedestrian friendly, utility poles in sidewalk

ZONING \ LANDUSE

Current Zoning: Commercial - General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Residential (RM-12)

East: Commercial General - Commercial Center

South: Residential (RM-12) - Slope to Homes above

West: Residential (RM-12) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 20' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard: 10'

Rear: 20'

BUILDING STANDARDS

Building Height: Max 30', 16' (Higher w/CUP [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (500')

Major Freeway\Distance: 110 fwy \ 1.9mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<1 mi), Eastview Park (<0.5 mi), White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. The Community Center provides local internet\computer access free to public. Eastview Park is a 9.9 ac park that includes a dog park, playground & picnic tables.

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (4 mi), Harbor Park Golf Course (4 mi), Harbor College (4 mi), Marymount California University (4 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (6 mi), Cabrillo Marina (5 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Homes heights behind the site vary from 4' to ~30' above the property which may limit height potential if views are protected. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: Large lot with two existing 2-story buildings containing approximately 48,916 sq. ft. of space with 112 surface parking spaces provides plenty of area for mixed-use. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment ideal for mixed use.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Overhead lines with utility poles in pedestrian walk hurt walkability as well as overall street scene, improvements to existing structures may trigger the requirement to underground adjacent overhead lines creating a disincentive to development.

Largest Supports: Designated left turn lane allows access from north bound S. Western Ave. Large site allows for a mix of retail options for shoppers, adjacency to other commercial uses along S. Western Ave. attracts consumers to the area, frontage along heavily traveled S. Western Ave. (4-lane State Rte 213) with future CalTrans improvements anticipated.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	**8**	9	10

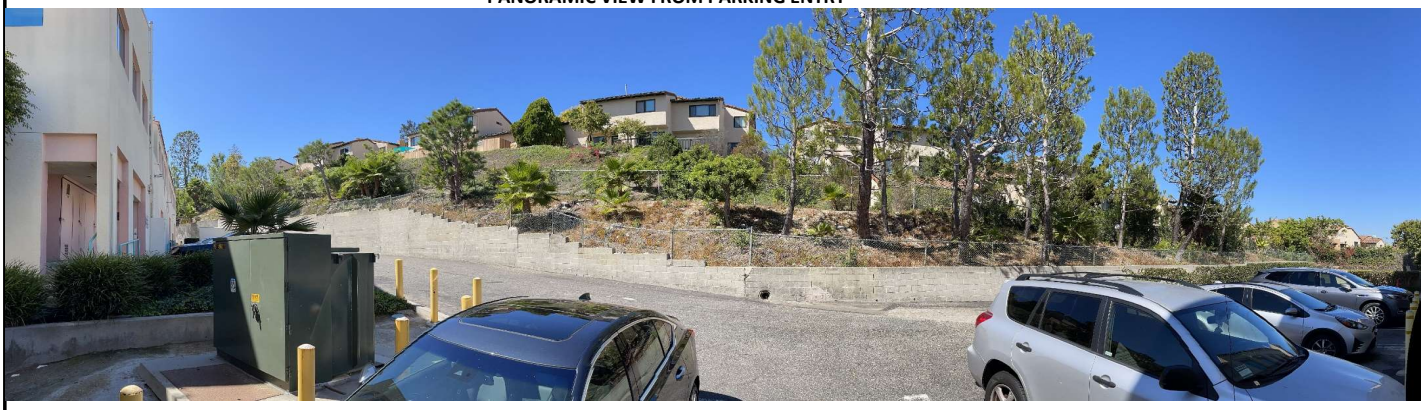
Largest Obstacles: Homes heights behind the site vary from 4' to ~30' above the property which may limit height potential if views are protected. Re-development would trigger the requirement to underground adjacent overhead lines, update fronting street improvements creating a disincentive to development. Parking might be a challenge with higher density residential development. Would need to

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Size of site would allow for various housing options if height restrictions can be overcome and parking concerns could be addressed on site. Existing building shells may be a candidate for conversion to residential condo\apartment units.

Site Photos



PANORAMIC VIEW FROM PARKING ENTRY



PANORAMIC VIEW FROM REAR PARKING LOT LOOKING SOUTH (SLOPE DROPS TO ~4' AT NORTH END)

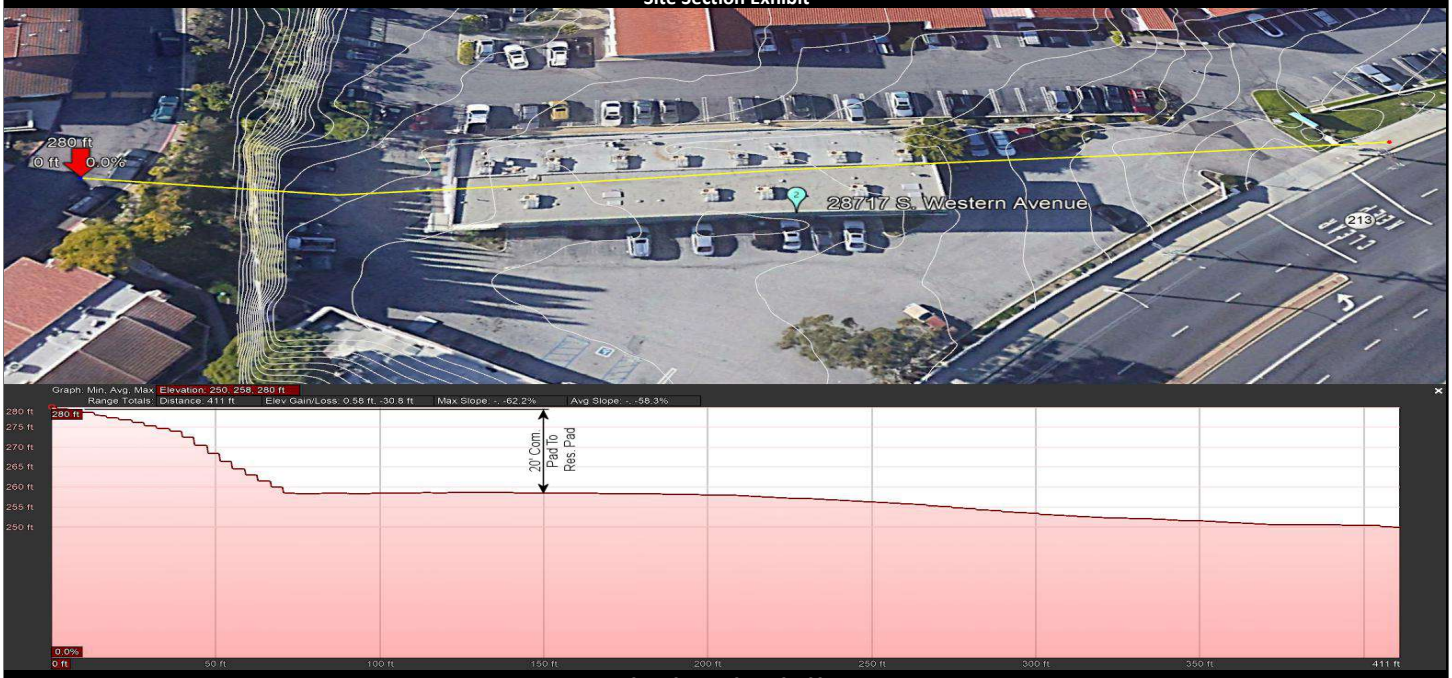
Site No: 2 **Site Address:** 28717-28729 S. Western Avenue

Current Use: Commercial Center **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: Ralph Horowitz **Current Improvements Built:** 1980

Gross Lot Area: 18,148 sf. **Depth:** 81 ft. **Width:** 224 ft.

Buildable Pad Size: est. 18,148 sf (81' D x 224' W) **Building Area:** 7,810 sf. **Stories:** 2

Property Tax Amount: $8,313 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.16% **APN:** 7550-009-173

Site Topography: Flat pad with existing commercial buildings to the east and west and existing residences sitting above to the rear.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Overhead utility lines/poles along frontage on Western Ave.

Residential Pad Approx. Height Above(+) or Below(-): 20 ft.

Comments: Not pedestrian friendly, utility poles with anchor into sidewalk.

ZONING \ LANDUSE

Current Zoning: Commercial - General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Commercial Center

East: Commercial General - Commercial Center

South: Residential (RM-12) - Slope to Homes above

West: Commercial General - Commercial Center

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 20' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: .6' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (300')

Major Freeway\Distance: 110 fwy \ 1.9mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<1 mi), Eastview Park (<0.5 mi), White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. The Community Center provides local internet\computer access free to public. Eastview Park is a 9.9 ac park that includes a dog park, playground & picnic tables.

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (4 mi), Harbor Park Golf Course (4 mi), Harbor College (4 mi), Marymount California University (4 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (6 mi), Cabrillo Marina (5 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

Largest Obstacles: Neighboring homes at 20' above site limit building heights under current protected view ordinances. Small lot size and depth. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: Same owner as adjacent site 3 (28733 S. Western Avenue) may allow for combining properties to achieve nearly 1-ac buildable pad (height restriction still a major impact on ability to achieve density however). CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment ideal for mixed use.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	**6**	7	8	9	10

Largest Obstacles: Minimal landscape and signage & OH wires line the Western Ave. corridor hurt street scene improvements to existing structures may trigger the requirement to underground adjacent overhead lines creating a disincentive to development.

Largest Supports: Designated left turn lane allows access from north bound S. Western Ave. Adjacency to other commercial uses along S. Western Ave. attracts consumers to the area, frontage along heavily traveled S. Western Ave. (4-lane State Rte 213) with future CalTrans improvements anticipated.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

Largest Obstacles: Neighboring homes at 20' above site limit building heights under current protected view ordinances. Small lot size and depth. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Combining sites 2 & 3 would allow for various housing options if height restrictions can be overcome and parking concerns could be addressed on site. Existing building shells may be a candidate for conversion to residential condo\apartment units.

Site Photos



PANORAMIC VIEW LOOKING S. TO N. ON S. WESTERN AVE.



FRONTAGE ALONG WESTERN AVE. LOOKING NORTH

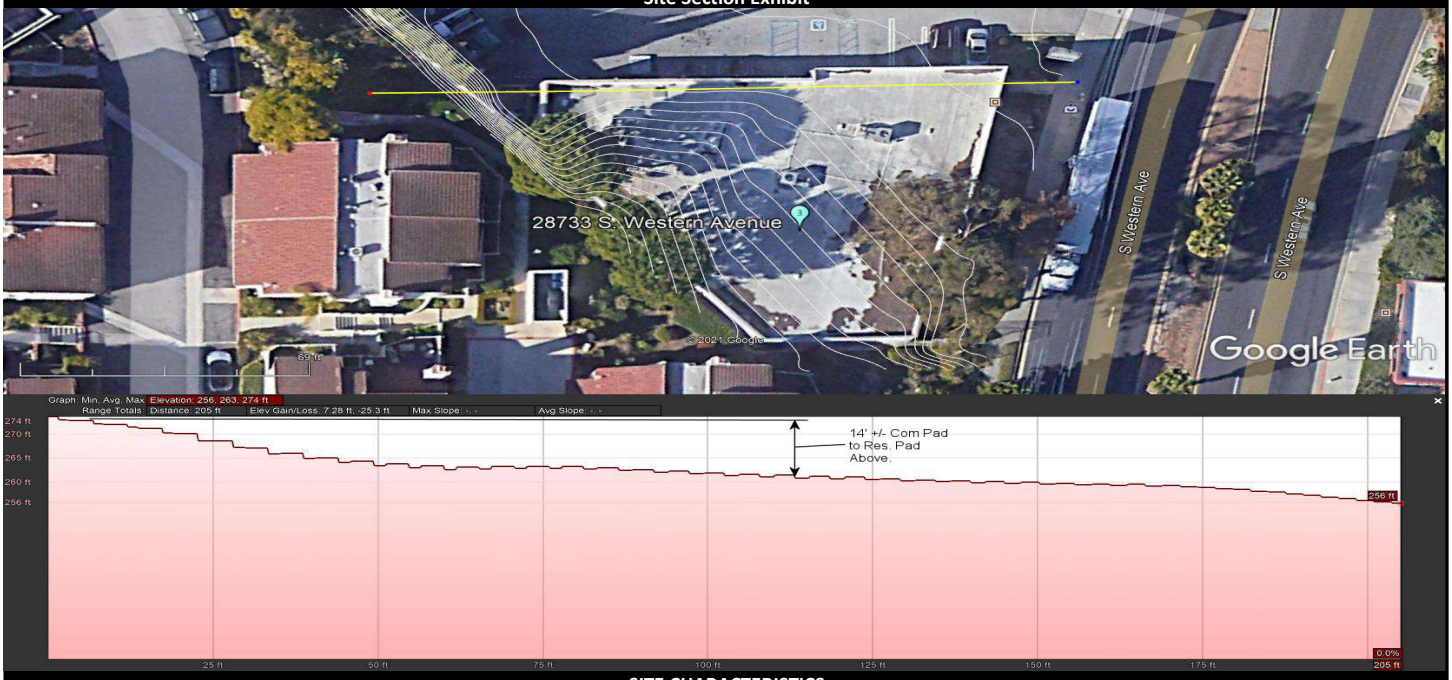
Site No: 3 **Site Address:** 28733 S. Western Avenue

Current Use: Commercial Center **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: Ralph Horowitz **Current Improvements Built:** 1979

Gross Lot Area: 22,440 sf. **Depth:** 130 ft. **Width:** 172 ft.

Buildable Pad Size: est. 22,400 sf (130' D x 172' W) **Building Area:** 7,338 sf. **Stories:** 1

Property Tax Amount: $8,302 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.16% **APN:** 7550-009-172

Site Topography: Flat pad with existing residences sitting above to the rear and to the west.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Overhead utility lines/poles along frontage on Western Ave.

Residential Pad Approx. Height Above(+) or Below(-): 14 ft.

Comments: Not pedestrian friendly, utility poles with anchors into sidewalk.

ZONING \ LANDUSE

Current Zoning: Commercial - General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Commercial Center

East: Commercial General - Storage Center

South: Residential (RM-12) - Slope to Homes above

West: Residential (RM-12) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 20' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: .6' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (175')

Major Freeway\Distance: 110 fwy \ 1.8mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<1 mi), Eastview Park (<0.5 mi), White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. The Community Center provides local internet\computer access free to public. Eastview Park is a 9.9 ac park that includes a dog park, playground & picnic tables.

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (4 mi), Harbor Park Golf Course (4 mi), Harbor College (4 mi), Marymount California University (4 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (6 mi), Cabrillo Marina (5 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

Largest Obstacles: Neighboring homes at 14' above site limit building heights under current protected view ordinances. Small lot size and depth. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: Same owner as adjacent site 2 may allow for combining properties to achieve nearly 1-ac buildable pad (height restriction still a major impact on ability to achieve density however). CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment ideal for mixed use.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	**6**	7	8	9	10

Largest Obstacles: Northbound Westerly access via left turn pocket serving adjacent site 2. Minimal landscape and signage & OH wires line the Western Ave. corridor hurt street scene improvements to existing structures may trigger the requirement to underground adjacent overhead lines creating a disincentive to development.

Largest Supports: Adjacency to other commercial uses along S. Western Ave. attracts consumers to the area, frontage along heavily traveled S. Western Ave. (4-lane State Rte 213) with future CalTrans improvements anticipated.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

Largest Obstacles: Neighboring homes at 14' above site limit building heights under current protected view ordinances. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development and lot size limits housing option without going vertical. Would need to overcome

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Combining sites 2 & 3 would allow for various housing options if height restrictions can be overcome and parking concerns could be addressed on site. Existing building shells may be a candidate for conversion to residential condo\apartment units.

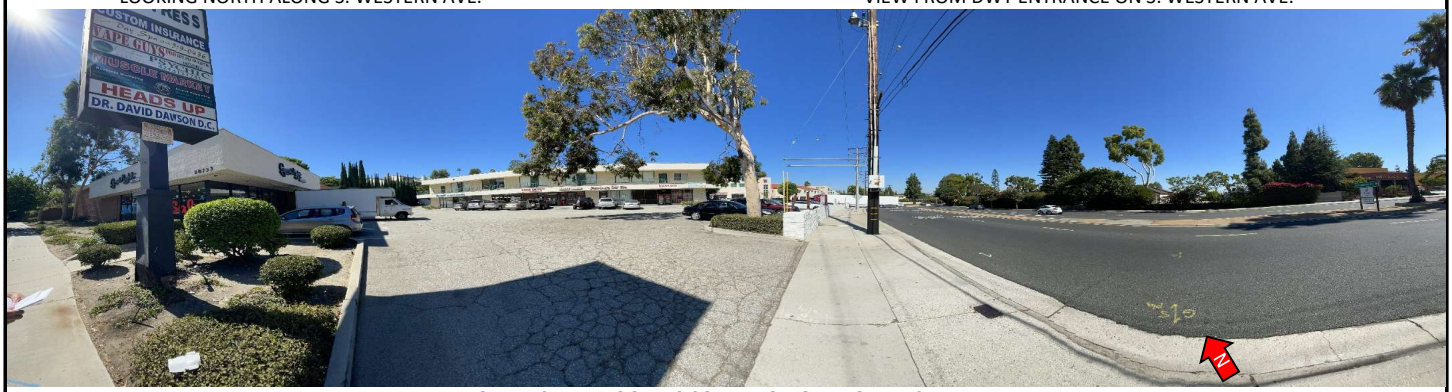
Site Photos



LOOKING NORTH ALONG S. WESTERN AVE.



VIEW FROM DWY ENTRANCE ON S. WESTERN AVE.



PANORAMIC VIEW LOOKING SOUTH TO NORTH ON WESTERN AVE.

Site No: 4 **Site Address:** 28821 S. Western Avenue

Current Use: Terrace's Shopping Center **Western Avenue Specific Plan Area:** II

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: Roic California Llc **Current Improvements Built:** 1970

Gross Lot Area: 486,076 sf. **Depth:** 540 ft. **Width:** 900 ft.

Buildable Pad Size: est. 486,076 sf (540' D x 900' W) **Building Area:** 269,859 sf. **Stories:** 3

Property Tax Amount: $826,697 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.16% **APN:** 7550-019-018

Site Topography: 3 flat pads tier up approx 15' each with top pad sloping up at the rear approx. 30' to residences above.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Overhead utility lines run along Western Ave. fronting property.

Residential Pad Approx. Height Above(+) or Below(-): 30 ft.

Comments: Three tierd strip mall structure that steps up from street level via three driveable levels.

ZONING \ LANDUSE

Current Zoning: Commercial - General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Residential (RM-12)

East: Commercial General

South: Residential (RS-5) - Slope to Homes above

West: Residential (RS-5) - Slope to Homes above

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 20' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: .6' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: 25'

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (150')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<1 mi), Eastview Park (<0.5 mi), White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. The Community Center provides local internet\computer access free to public. Eastview Park is a 9.9 ac park that includes a dog park, playground & picnic tables.

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Crestwood Street Elementary

Great Schools Rating: 5 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (4 mi), Harbor Park Golf Course (4 mi), Harbor College (4 mi), Marymount California University (4 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (6 mi), Cabrillo Marina (5 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Current code height restrictions may need to be overcome to get density of residential to make redevelopment feasible. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development and lot size limits housing option without going vertical. Would need to overcome neighboring community concerns with traffic\parking. No signalized entry\exit.

Largest Supports: Very large lot with tiered structure allows for many different housing\commercial opportunities. May be able to convert one or more tiers to higher density residential (height restrictions would need to be considered). CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment ideal for mixed use.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: No signalized entry/exit. OH wires lines and poles along Western Ave. hurt street scene. Existing site not well landscaped.

Largest Supports: Adjacency to other commercial uses along S. Western Ave. attracts consumers to the area, frontage along heavily traveled S. Western Ave. (4-lane State Rte 213) with future CalTrans improvements anticipated.

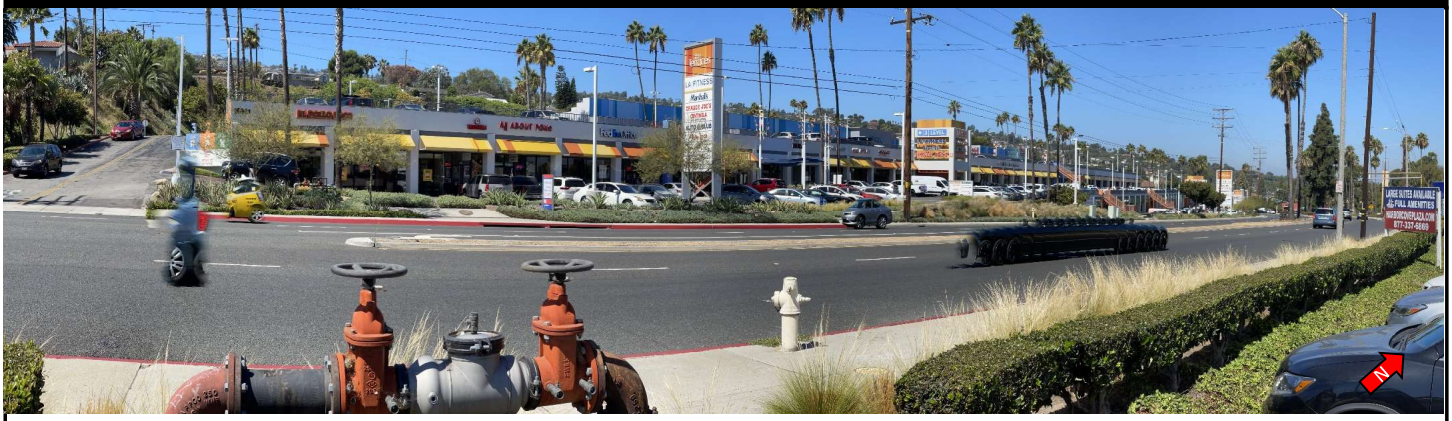
Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

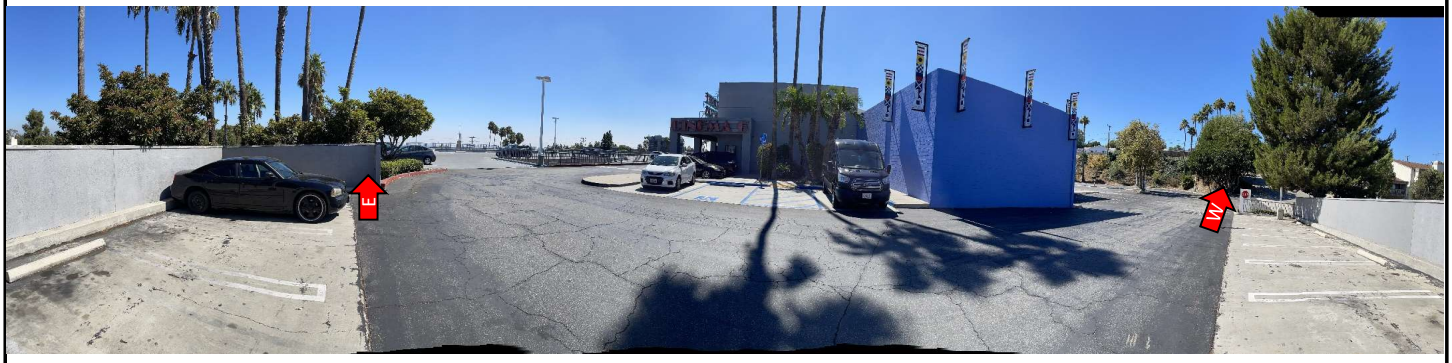
Largest Obstacles: Current code height restrictions may need to be overcome to get density of residential to make redevelopment feasible. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development and lot size limits housing option without going vertical. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: CalTrans planned bike lane\street improvements, Nearby regional park, shopping, bus stops, proximity to public beaches, schools & 110 freeway. Site size allows for various housing options if height restrictions can be overcome and parking concerns could be addressed on site. Existing building shells may be a candidate for conversion to residential condo\apartment units.

Site Photos



PANORAMIC VIEW FROM FRONT LOOKING SOUTH TO NORTH ON S. WESTERN AVE.

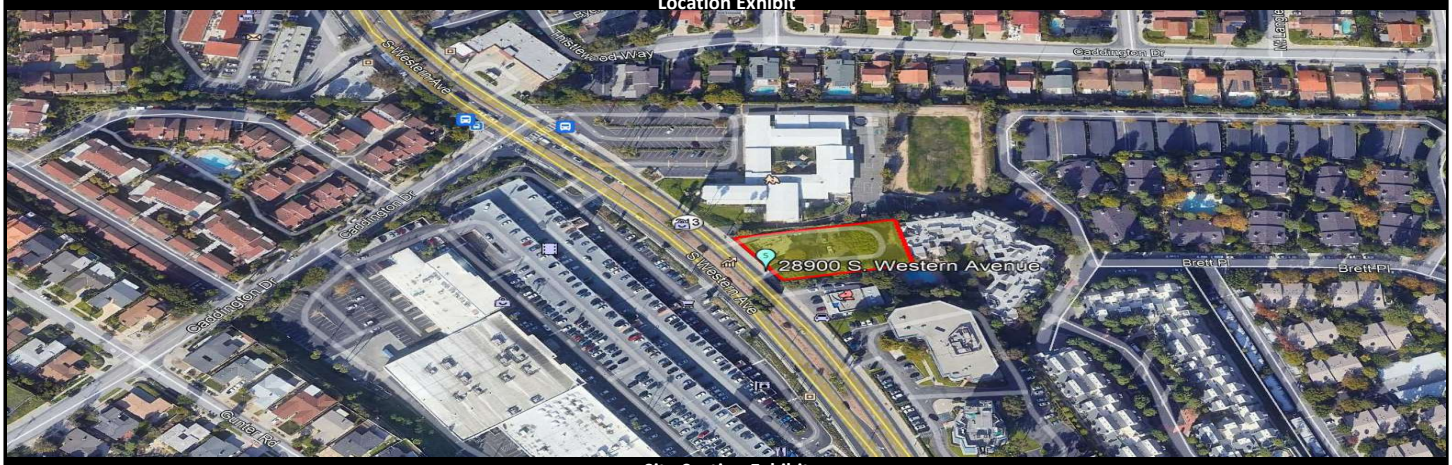


PANORAMIC VIEW FROM N. END OF PROPERTY NEAR CADDINGTON DR. DWY LOOKING EAST TO WEST

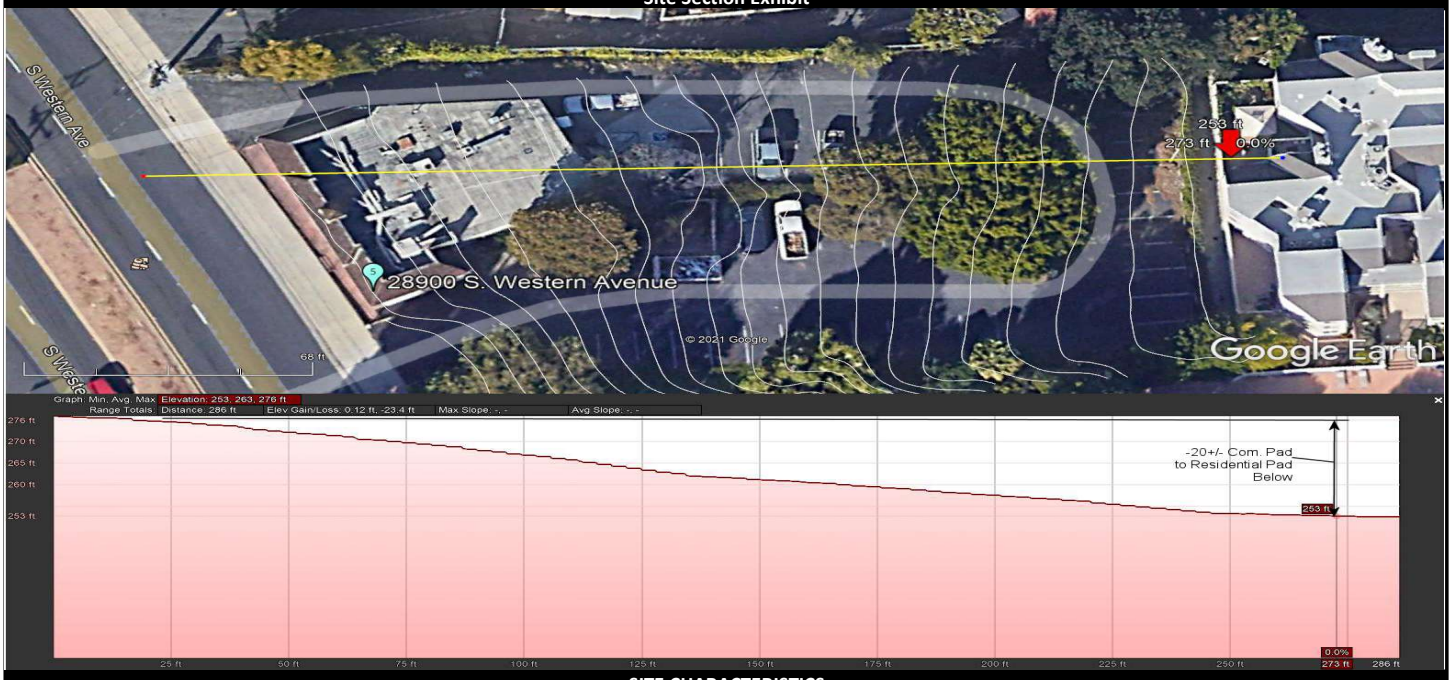
Site No: 5 **Site Address:** 28900 S. Western Avenue

Current Use: Urgent Care **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: UM1, LLC **Current Improvements Built:** 1923

Gross Lot Area: 24,289 sf. **Depth:** 211 ft. **Width:** 115 ft.

Buildable Pad Size: est. 24,289 sf (211' D x 115' W) **Building Area:** 2,950 sf. **Stories:** 1

Property Tax Amount: $22,723 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.16% **APN:** 7445-005-002

Site Topography: Flat Pad at street frontage sits below property to the south and level to property to north. Sloping down sharply to parking in the rear which is near grade to townhomes behind property.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: Overhead utility lines run along frontage and down north side of property line.

Residential Pad Approx. Height Above(+) or Below(-): -20 ft.

Comments: Properties to the east (rear of the property) are in LA jurisdiction.

ZONING \ LANDUSE

Current Zoning: Commercial - General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Institutional - Church and School

East: Multi-Family Residential in San Pedro

South: Commercial General - Animal Hospital

West: Commercial General - Terrace's Mall

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 20' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: .6' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (500')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<1 mi), Eastview Park (<0.5 mi), White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. The Community Center provides local internet\computer access free to public. Eastview Park is a 9.9 ac park that includes a dog park, playground & picnic tables.

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Park Western Place Elementary

Great Schools Rating: 9 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (4 mi), Harbor Park Golf Course (4 mi), Harbor College (4 mi), Marymount California University (4 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (6 mi), Cabrillo Marina (5 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

Largest Obstacles: Site is relatively small and slopes sharply from street down to parking in the rear making mixed-use onsite alone difficult. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development and lot size limits housing option without going vertical. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: Residences at rear of property are outside of City limits and sit below site making view issues less likely (current code height restrictions would need to be addressed). Lot depth may allow for parking\structure in rear of property with vertical development along Western Ave. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment ideal for mixed use.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	**6**	7	8	9	10

Largest Obstacles: No southbound S. Western Ave. access. OH wires lines and poles along Western Ave. hurt street scene. Small building pad limits commercial use and requires single use as a sole consumer destination.

Largest Supports: Adjacency to other commercial uses along S. Western Ave. attracts consumers to the area, frontage along heavily traveled S. Western Ave. (4-lane State Rte 213) with future CalTrans improvements anticipated.

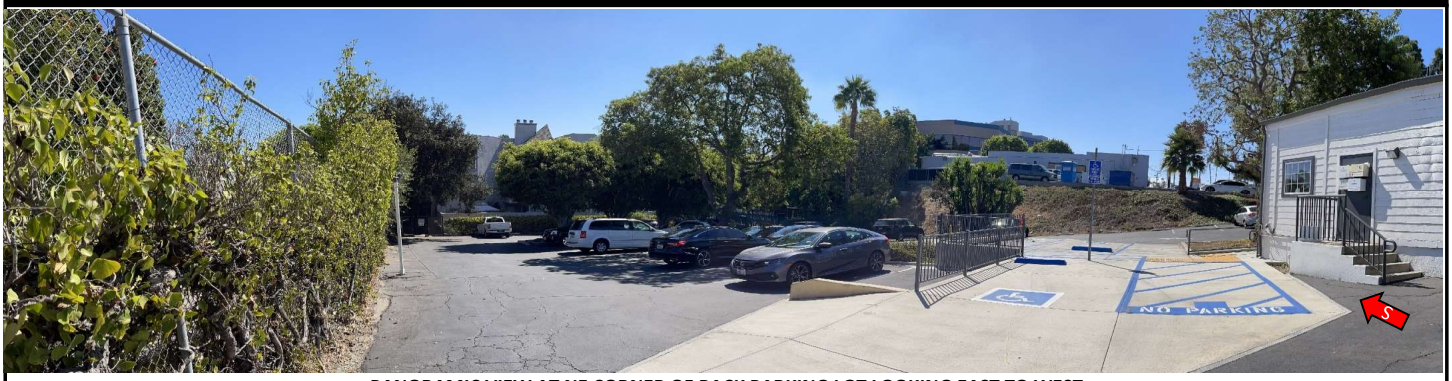
Residential Suitability (1=poor, 10=excellent):

1	2	3	4	**5**	6	7	8	9	10

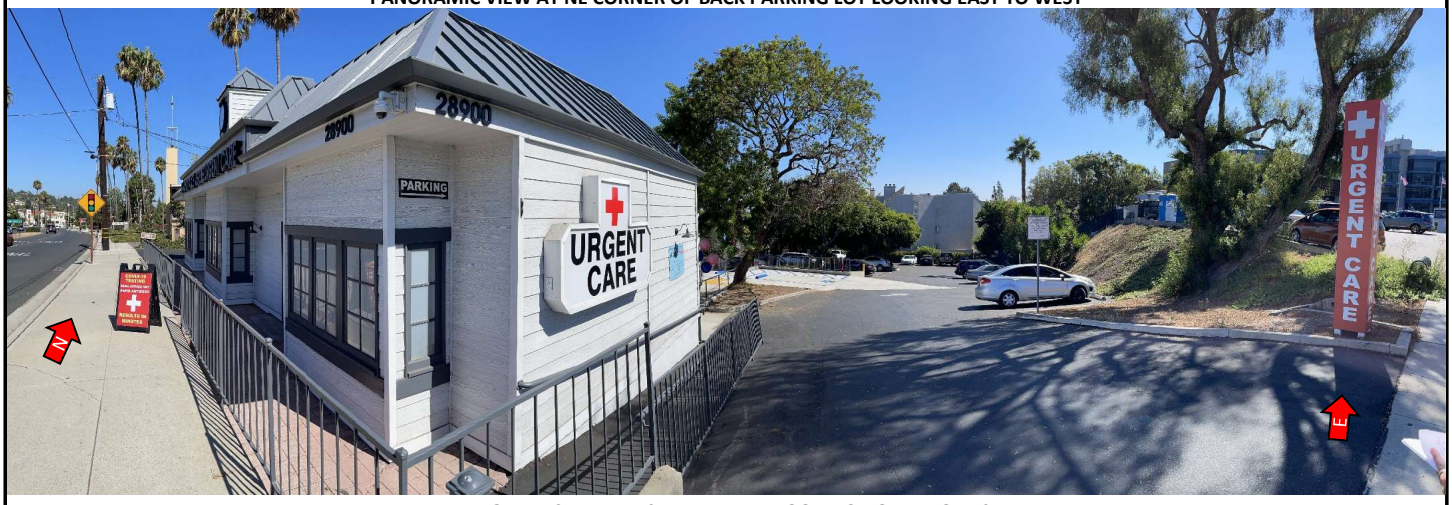
Largest Obstacles: Site is relatively small and slopes sharply from street down to parking in the rear making any material residential unit count difficult. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking might be a challenge with higher density residential development and lot size limits housing options without going vertical. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: Residences at rear of property are outside of City limits and sit below site making view issues less likely (current code height restrictions would need to be addressed). Lot depth may allow for parking\structure in rear of property with vertical development along Western Ave. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment.

Site Photos



PANORAMIC VIEW AT NE CORNER OF BACK PARKING LOT LOOKING EAST TO WEST

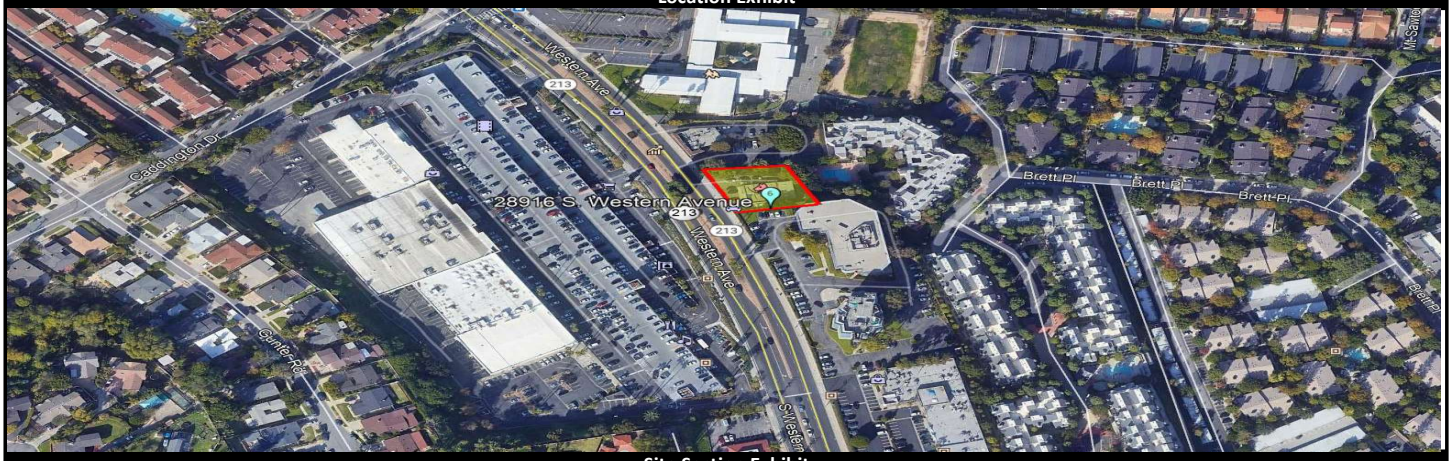


PANORAMIC VIEW AT S. DWY ENTRY LOOKING NORTH TO EAST

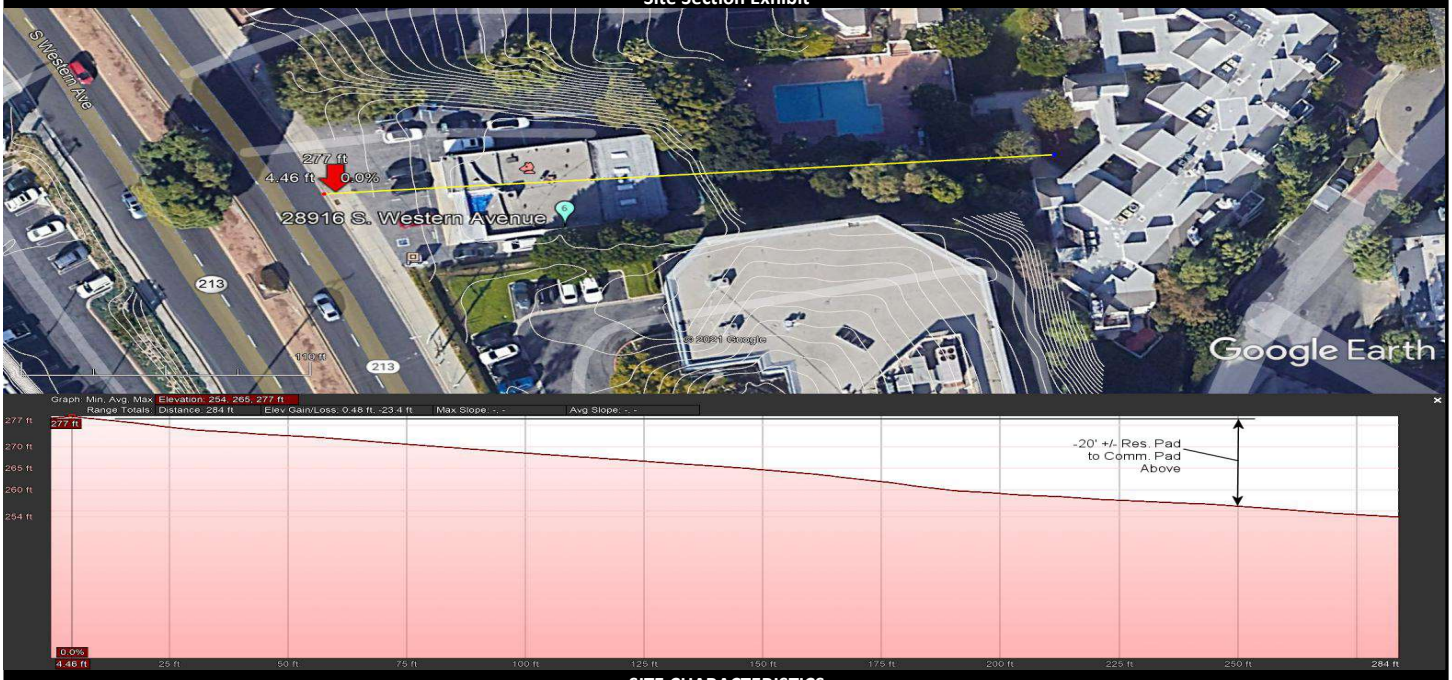
Site No: 6 **Site Address:** 28916 S. Western Avenue

Current Use: Animal Hospital **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: 28916 SOUTH WESTERN AVENUE LLC **Current Improvements Built:** 1957

Gross Lot Area: 13,421 sf. **Depth:** 149 ft. **Width:** 90 ft.

Buildable Pad Size: est. 13,421 sf (149' D x 90' W) **Building Area:** 1,490 sf. **Stories:** 1

Property Tax Amount: $15,864 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.16% **APN:** 7445-005-007

Site Topography: Flat Pad at street frontage. Sloping down to adjacent property to the north and sloping down to townhomes at the rear.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: Overhead utility lines run along frontage and connect to building.

Residential Pad Approx. Height Above(+) or Below(-): -20 ft.

Comments: Properties to the east (rear of the property) are in LA jurisdiction.

ZONING \ LANDUSE

Current Zoning: Commercial - General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Urgent Care

East: Multi-Family Residential in San Pedro

South: Commercial General - Office Building

West: Commercial General - Terrace's Mall

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 20' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: .6' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (550')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<1 mi), Eastview Park (<0.5 mi), White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. The Community Center provides local internet\computer access free to public. Eastview Park is a 9.9 ac park that includes a dog park, playground & picnic tables.

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Park Western Place Elementary

Great Schools Rating: 9 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (4 mi), Harbor Park Golf Course (4 mi), Harbor College (4 mi), Marymount California University (4 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (6 mi), Cabrillo Marina (5 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	**3**	4	5	6	7	8	9	10

Largest Obstacles: Site is relatively small making mixed-use onsite alone difficult. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking onsite will be a challenge with higher density mixed use development and lot size limits housing option without going vertical. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: Residences at rear of property are outside of City limits and sit below site making view issues less likely (current code height restrictions would need to be addressed). CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment ideal for mixed use.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	**6**	7	8	9	10

Largest Obstacles: No southbound S. Western Ave. access. OH wires lines and poles along Western Ave. hurt street scene. Small building pad limits commercial use and requires single use as a sole consumer destination.

Largest Supports: Adjacency to other commercial uses along S. Western Ave. attracts consumers to the area, frontage along heavily traveled S. Western Ave. (4-lane State Rte 213) with future CalTrans improvements anticipated.

Residential Suitability (1=poor, 10=excellent):

1	**2**	3	4	5	6	7	8	9	10

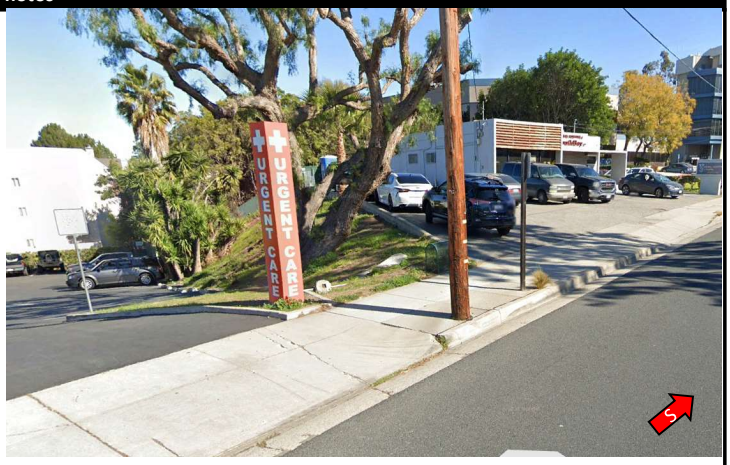
Largest Obstacles: Site is relatively small making any material residential unit count difficult. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking onsite will be a challenge with higher density residential development and lot size limits housing options without going vertical. Would need to overcome neighboring

Largest Supports: Residences at rear of property are outside of City limits and sit below site making view issues less likely (current code height restrictions would need to be addressed). CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment.

Site Photos



LOOKING NORTH FROM SOUTH CORNER ALONG S. WESTERN AVE



LOOKING SOUTH NEAR NORTH CORNER ALONG S. WESTERN AVE

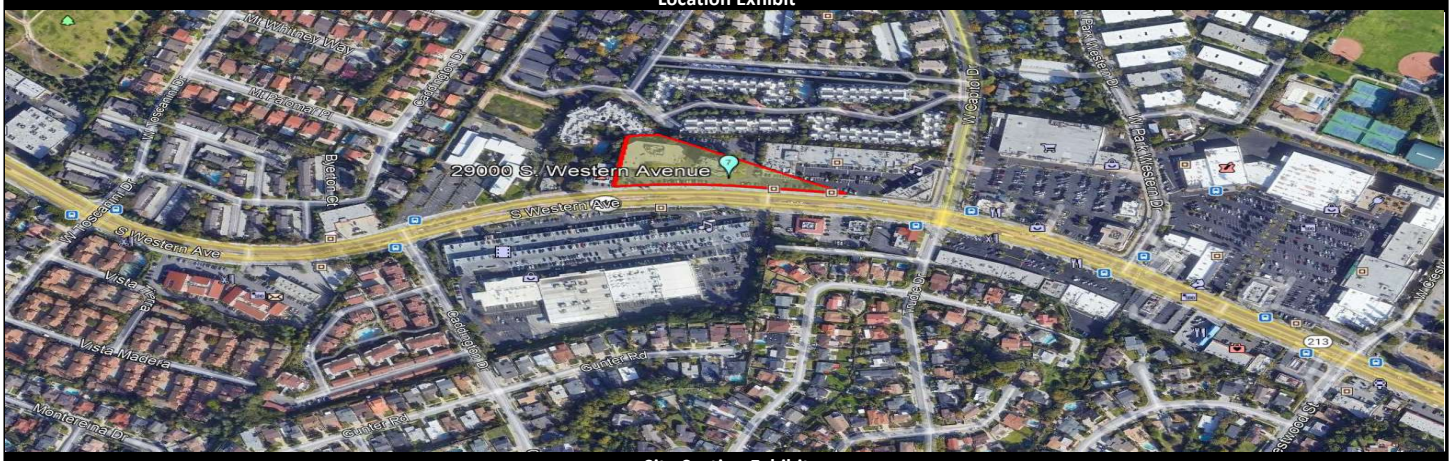


PANORAMIC VIEW FROM ADJACENT WESTERN AVE. SIDEWALK (Lookin N. to S. on Western Ave)

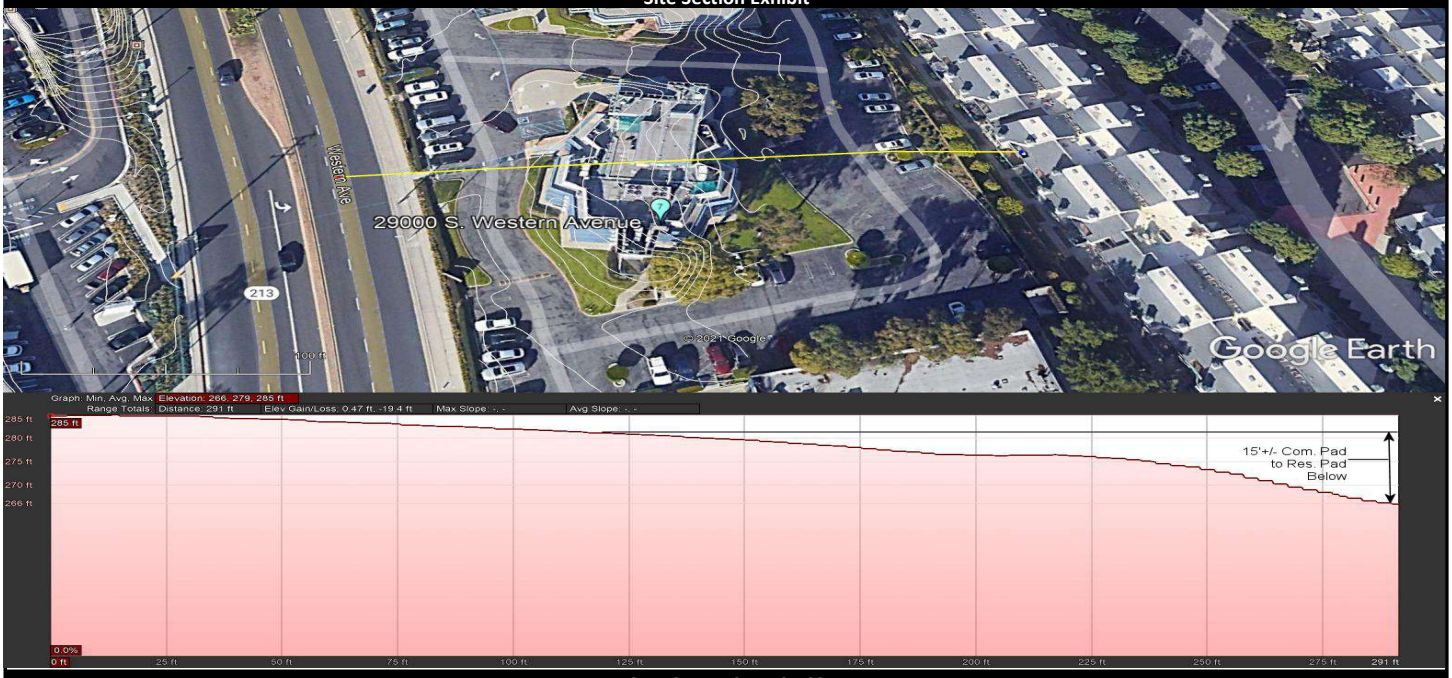
Site No: 7 **Site Address:** 29000 S. Western Avenue

Current Use: Office Building **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: FARMERS & MERCHANTS TRUST CO/OF LONG BEACH LESSOR **Current Improvements Built:** 1966

Gross Lot Area: 82,818 sf. **Depth:** 125 ft. **Width:** 661 ft.

Buildable Pad Size: est. 82,818 sf (125' D x 661' W) **Building Area:** 22,811 sf. **Stories:** 4

Property Tax Amount: $84,477 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.16% **APN:** 7445-005-010

Site Topography: 4 Story commercial on flat pad sloping to the rear with 4-story townhomes behind (in LA jurisdiction)

O/H Utils Reloc. Rqd?: Yes / No

Comments: Overhead utility anchor pole front the property on Western Ave.

Residential Pad Approx. Height Above(+) or Below(-): -15 ft.

Comments: Properties to the east (rear of the property) are in LA jurisdiction.

ZONING \ LANDUSE

Current Zoning: Commercial - General

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial General - Animal Hospital

East: Multi-Family Residential in San Pedro

South: Commercial Center

West: Commercial General - Terrace's Mall

Comments: Property fronts heavily trafficked 4-lane State Route 213 (S. Western Ave.), CalTrans is in the design phase of a Western Ave. improvement project beginning 8/22 to add bike lanes, sidewalk & driveway improvements, & enhance crossings to comply with ADA guidelines.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 20' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: .6' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/200 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: 1 space/10,000sq.ft.

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: S. Western Ave. \ 4-lane arterial (State Rte 213)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (700')

Major Freeway\Distance: 110 fwy \ 1.7mi

Major Airport\Distance: LAX (20 miles / 25 min.)

Nearby Amenities: Peck Park Community Center (<1 mi), Eastview Park (<0.5 mi), White Point Beach Access (~3 mi),

Comments: Peck Park is a large LA regional park with Auditorium, Baseball Diamond (Lighted), Basketball Courts (Lighted / Indoor), Basketball Courts (Lighted / Outdoor), Childrens Play Area, Jogging Path, Year-round pool, Multipurpose Field(Lighted/Unlighted), Horseshoe Pits, Skate Park. The Community Center provides local internet\computer access free to public. Eastview Park is a 9.9 ac park that includes a dog park, playground & picnic tables.

School District:
*Note: All residents are allowed to attend PVPUSD Schools

LAUSD

District Size: $10.3B budget ($16.2k/student)

Elementary School: Park Western Place Elementary

Great Schools Rating: 9 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: San Pedro Senior High School

Great Schools Rating: 6 out of 10

LOCATION

Nearby Areas of Interest: Palos Verdes Shores Golf Club (4 mi), Harbor Park Golf Course (4 mi), Harbor College (4 mi), Marymount California University (4 mi), rail lines (1 mi), Conoco Philips Refinery (3 mi), Port of Los Angeles (6 mi), Cabrillo Marina (5 mi)

Comments: For residential & potential retail traffic drivers, Amenities \ Schools \ employment centers are within 10-minutes of subject site as well as a couple of potential adverse uses (rail & refinery).

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	**8**	9	10

Largest Obstacles: Irregular Shaped Lot creates redevelopment challenges. Western street improvements required with redevelopment (UG utilities, street lights, pedestrian friendly walk). Parking onsite will be a challenge with higher density mixed use development and lot size limits housing option without going vertical (current code vertical restrictions must be overcome). Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: Residences at rear of property are outside of City limits and sit below site making view issues less likely (current code height restrictions would need to be addressed). Large lot with existing 4-story building containing approximately 82,818 sq. ft. of space for potential conversion to residential. RCalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment ideal for mixed use.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: No signalized entry/exit. OH wires lines and anchor poles along Western Ave. hurt street scene.

Largest Supports: Adjacency to other commercial uses, 4-lane State Rte 213 (Western Ave) heavily traveled, ability to update site improvements\street scene likely to drive additional commercial traffic.

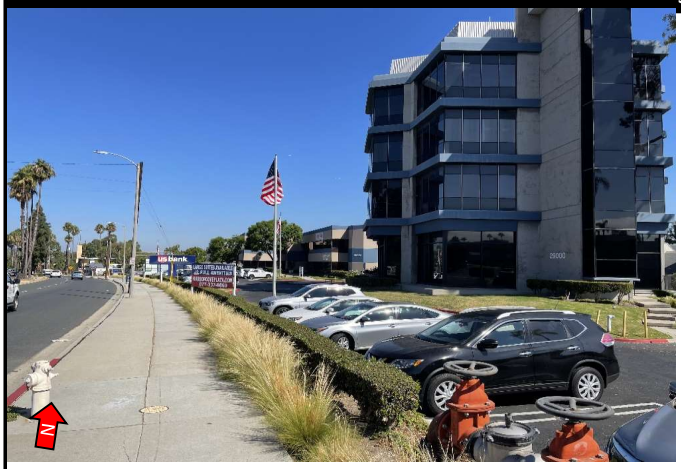
Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Current code height restrictions limit obtainable density. Irregularly shaped triangular lot creates development challenges. Would need to overcome neighboring community concerns with traffic\parking.

Largest Supports: Residences at rear of property are outside of City limits and sit below site making view issues less likely (current code height restrictions would need to be addressed). Existing building shells may be a candidate for conversion to residential condo\apartment units. CalTrans Western Ave. Improvements anticipated to make area more accessible. Nearby amenities, shopping, restaurants, entertainment.

Site Photos



FRONTAGE LOOKING NORTH ALONG N. WESTERN AVE



3-STORY CONDOS ABUTTING REAR PARKING LOT



PANORAMIC VIEW OF PROPERTY (Lookin N. to S. on Western Ave)

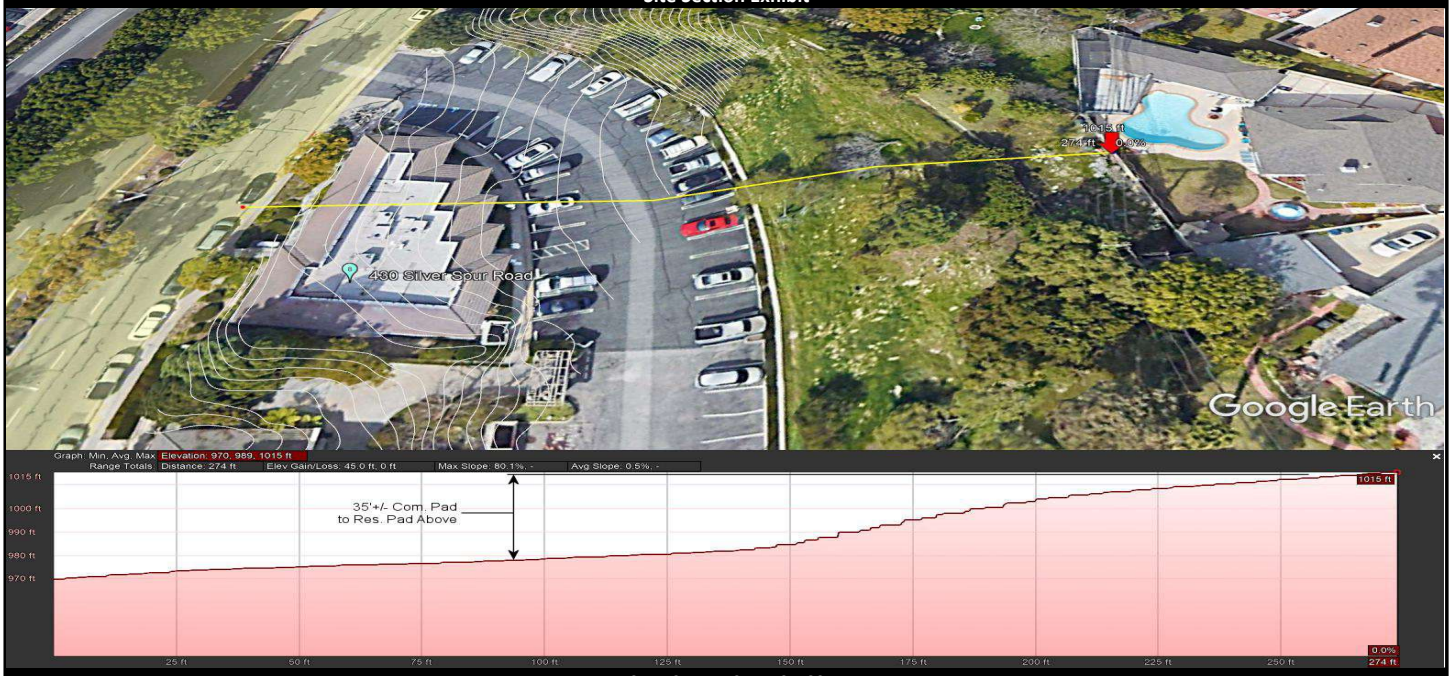
Site No: 8 **Site Address:** 430 Silver Spur Road

Current Use: Office Building **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: ROLLING HILLS INVESTMENTS INC **Current Improvements Built:** 1985

Gross Lot Area: 41,237 sf. **Depth:** 230 ft. **Width:** 180 ft.

Buildable Pad Size: est. 26,825 sf (145' D x 185' W) **Building Area:** 7,599 sf. **Stories:** 2

Property Tax Amount: $17,741 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.07% **APN:** 7586-028-008, 7586-028-00

Site Topography: Flat building pad and parking lot cut into 2:1+/- slope facing Silver Spur Rd. View restrictions may not be applicable, assumed up to 60' height allowable under a new mixed-use overlay.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): 35 ft.

Comments: Location well suited for mixed use with Peinsula Center Mall across the street, Pavilions and Target shopping within close walking distance, Soleado Elementary School and Palos Verdes Peninsula High School also within walking distance.

ZONING \ LANDUSE

Current Zoning: Commercial - Professional

Current Overlay Zone: OC 3 & OC 1

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Open Space and Residential Above (RS-3)

East: Commercial - Office

South: Commercial - Retail

West: Residential (RS-3)

Comments: Property is in a busy destination commercial retail area fronting a 4-lane arterial street with center island. Very walkable to restuarants & shopping across the street as well as nearby offices for workers.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 30' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: .6' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/150 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Silver Spur Road \ 4-lane arterial

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<500')

Major Freeway\Distance: 110 fwy (6mi), 405 (8mi)

Major Airport\Distance: LAX (14mi / 20 min)

Nearby Amenities: Nearby amenities are plentiful including; Peninsula Center Library (<0.5 mi), Palos Verdes Art Center (< 1 mi), High Ridge Park (1.5 mi), Hesse Community Park (2 mi), various hiking trails within 1 mi and beaches within 5 mi

Comments: The highly rated Peninsula Center Library offers free wifi, large selection of reading material, private study rooms, kids area and small amphitheator for story time. Nearby parks offer playgrounds, soccer fields, sand vollyball courts, baseball fields, bbq pits, running track and hiking. PVAC is a nonprofit community visual arts school and gallery serving the community.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Soleado Elementary

Great Schools Rating: 9 out of 10

Middle School: Ridgecrest Intermediate

Great Schools Rating: 9 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Promenade Shopping Mall across the street, Abalone Cove Shoreline Park (7 mi), Point Vicente Interpretive Center (5 mi), South Coast Botanic Garden (2 mi), Los Verdes Golf Course (3 mi)

Comments: This Silver Spur Road property is centrally located with easy access to plenty of outdoor activities and attractions just minutes away.

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	**6**	7	8	9	10

Largest Obstacles: Though the site is nearly 1 acre, much of the hillside behind subject property parking lot present development challenges beyond current improvements footprint. Parking may present challenges for Mixed-Use without combining development with adjacent lot(s). Adjacent neighborhood concerns with traffic, parking, density would need to be overcome.

Largest Supports: Location ideally suited for mixed use with plenty of walkable shopping, entertainment, restuarants etc. across the street as well as bus stops across the street at Norris Center Dr. Residential is ~35 feet above subject property with hillside dense with trees screening views making multi-story development more feasable.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Vehicular access from north bound Silver Spur only, no left turn off southbound Silver Spur Road into site. Developable lot limited by large hillside at rear parking lot.

Largest Supports: Adjacency to Promenade on the Penisula mall and heavily traveled Hawthorne Blvd. make subject site highly visable and heavily trafficked as well as a convineint location for offices within walking distance of resturants, shops and services for employees.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Relatively small site at 0.95 ac gross but only 0.62 ac excluding slope behind parking make achieving a material unit count difficult without multi-story high density development which violate current code. Finding enough area for parking will likely be problematic with any high density development given pad size.

Largest Supports: Plenty of walkable shopping, entertainment, restuarants etc. across the street as well as bus stops across the street at Norris Center Dr. Residential is ~35 feet above subject property with hillside dense with trees screening views making multi-story development more feasable. Existing building shell itself may be a candidate for conversion to residential condo\apartment units.

Site Photos



PANORAMIC VIEW FROM NORTH SIDE OF DWY ENTRY LOOKING LOOKING NW TO SW

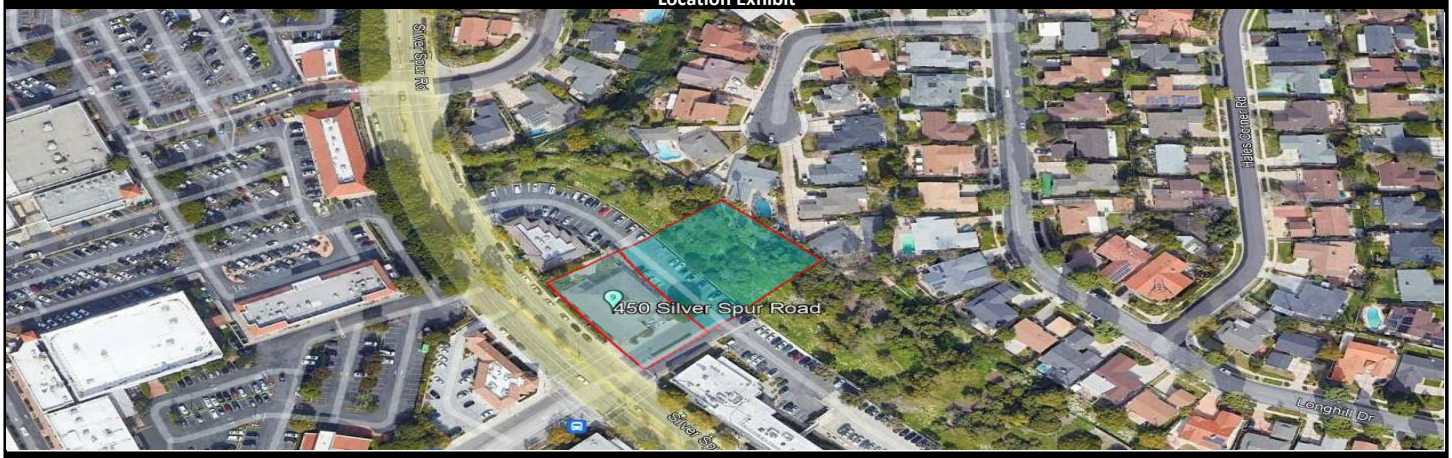


PANORAMIC VIEW FROM SOUTH SIDE DWY ENTRY LOOKING SE TO NE

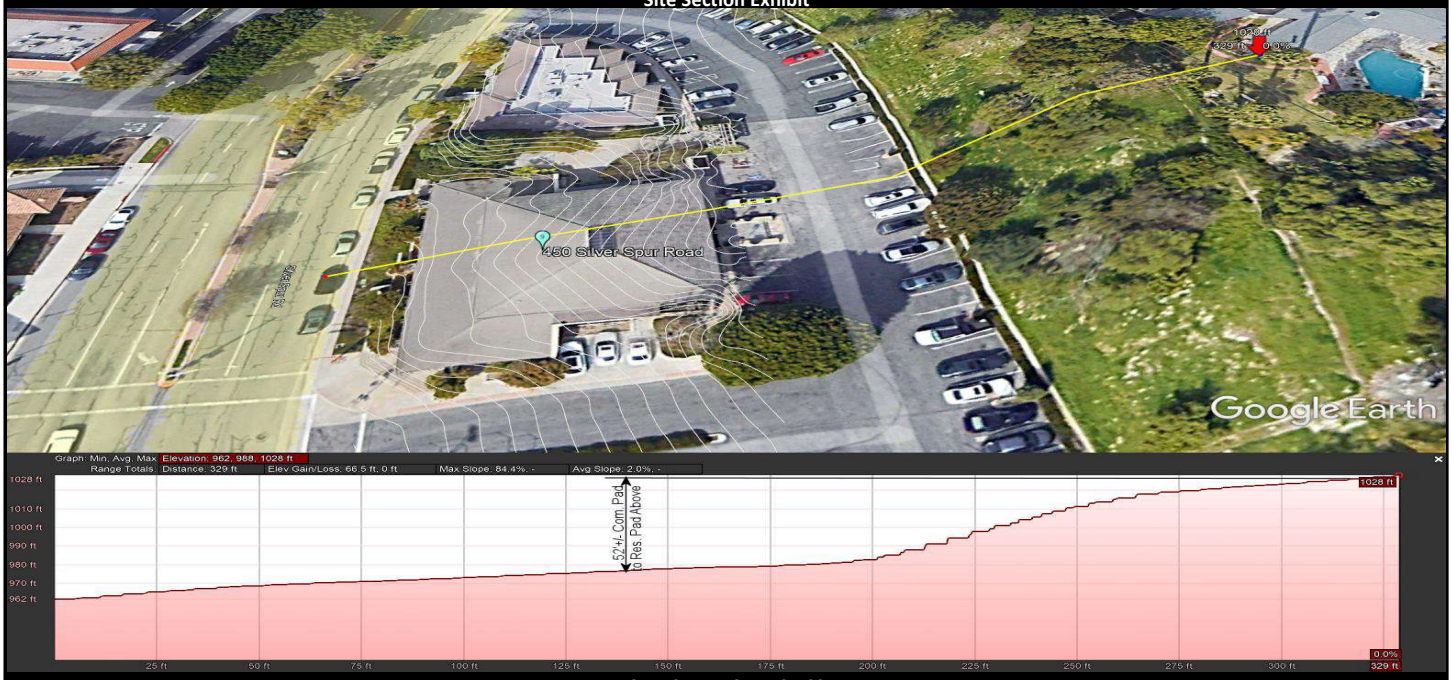
Site No: 9 **Site Address:** 450 Silver Spur Road

Current Use: Office Building **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: SANDERS SANDRA A & G W/SANDERS S A **Current Improvements Built:** 1986

Gross Lot Area: 78,289 sf. **Depth:** 270 ft. **Width:** 185 ft.

Buildable Pad Size: est. 28,800 sf (160' D x 180' W) **Building Area:** 7,008 sf. **Stories:** 2

Property Tax Amount: $30,956 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.07% **APN:** 7586-028-010, 7586-028-00

Site Topography: Flat building pad and parking lot cut into 2:1+/- slope facing Silver Spur Rd. View restrictions may not be applicable, assumed up to 60' height allowable under a new mixed-use overlay.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): 52 ft.

Comments: Location well suited for mixed use with Peinsula Center Mall across the street, Pavilions and Target shopping within close walking distance, Soleado Elementary School and Palos Verdes Peninsula High School also within walking distance.

ZONING \ LANDUSE

Current Zoning: Commercial - Professional

Current Overlay Zone: OC 3 & OC 1

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Open Space and Residential Above (RS-3)

East: Commercial - Office

South: Commercial - Retail

West: Commercial - Office

Comments: Property is in a busy destination commercial retail area fronting a 4-lane arterial street with center island. Very walkable to restuarants & shopping across the street as well as nearby offices for workers.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 30' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: .6' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/150 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Silver Spur Road \ 4-lane arterial

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<500')

Major Freeway\Distance: 110 fwy (6mi), 405 (8mi)

Major Airport\Distance: LAX (14mi / 20 min)

Nearby Amenities: Nearby amenities are plentiful including; Peninsula Center Library (<0.5 mi), Palos Verdes Art Center (< 1 mi), High Ridge Park (1.5 mi), Hesse Community Park (2 mi), various hiking trails within 1 mi and beaches within 5 mi

Comments: The highly rated Peninsula Center Library offers free wifi, large selection of reading material, private study rooms, kids area and small amphitheator for story time. Nearby parks offer playgrounds, soccer fields, sand vollyball courts, baseball fields, bbq pits, running track and hiking. PVAC is a nonprofit community visual arts school and gallery serving the community.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Soleado Elementary

Great Schools Rating: 9 out of 10

Middle School: Ridgecrest Intermediate

Great Schools Rating: 9 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Promenade Shopping Mall across the street, Abalone Cove Shoreline Park (7 mi), Point Vicente Interpretive Center (5 mi), South Coast Botanic Garden (2 mi), Los Verdes Golf Course (3 mi)

Comments: This Silver Spur Road property is centrally located with easy access to plenty of outdoor activities and attractions just minutes away.

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	**6**	7	8	9	10

Largest Obstacles: Though the site is nearly 2 acres, much of the hillside behind subject property parking lot present development challenges beyond current improvements footprint. Parking may present challenges for Mixed-Use without combining development with adjacent lot(s). Adjacent neighborhood concerns with traffic, parking, density would need to be overcome.

Largest Supports: Location ideally suited for mixed use with plenty of walkable shopping, entertainment, restuarants etc. across the street as well as bus stops across the street at Norris Center Dr. Residential is ~50 feet above subject property with hillside dense with trees screening views making multi-story development more feasable.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	**10**

Largest Obstacles: Developable lot limited by large hillside at rear parking lot.

Largest Supports: Adjacency to Promenade on the Penisula mall and heavily traveled Hawthorne Blvd. make subject site highly visable and heavily trafficked as well as a convineint location for offices within walking distance of resturants, shops and services for employees.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	**7**	8	9	10

Largest Obstacles: Relatively small site at 1.8 ac gross but only 0.66 ac excluding large slope behind parking make achieving a material unit count difficult without multi-story high density development which violate current code. Finding enough area for parking will likely be problematic with any high density development given pad size.

Largest Supports: Plenty of walkable shopping, entertainment, restuarants etc. across the street as well as bus stops across the street at Norris Center Dr. Residential is ~50 feet above subject property with hillside dense with trees screening views making multi-story development more feasable. Existing building shell itself may be a candidate for conversion to residential condo\apartment units.

Site Photos



PANORAMIC VIEW LOOKING NW TO SE ON SILVER SPUR RD.



LOOKING NW TO SUBJECT SITE FROM NORRIS CENTER DR.



LOOKING SE TO SUBJECT SITE ALONG SILVER SPUR RD.

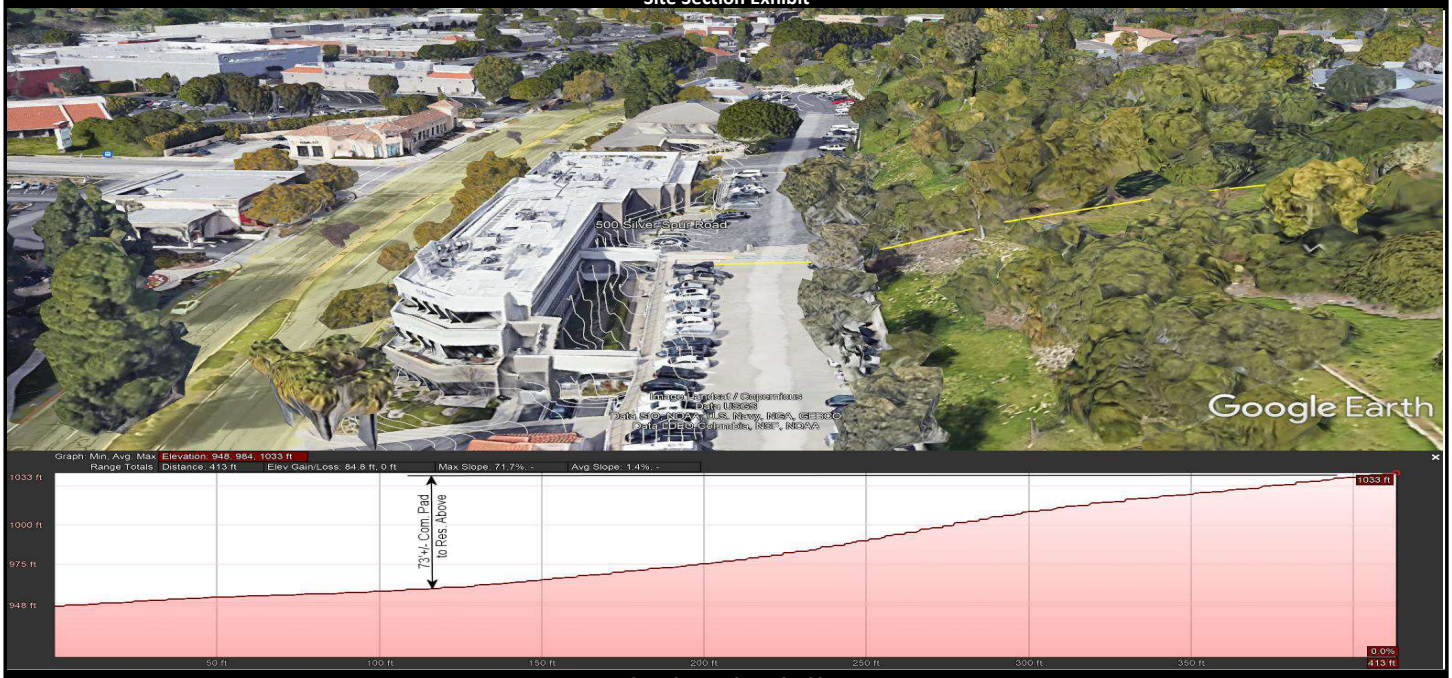
Site No: 10 **Site Address:** 500 Silver Spur Road

Current Use: Office Buildings **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: 500 Silver Spur Road Llc **Current Improvements Built:** 1986

Gross Lot Area: 103,219 sf. **Depth:** 290 ft. **Width:** 356 ft.

Buildable Pad Size: est. 58,740 sf (165' D x 356' W) **Building Area:** 58,818 sf. **Stories:** 3

Property Tax Amount: $81,597 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.07% **APN:** 7586-028-019, 7586-028-020

Site Topography: Pad for commercial building below with parking garage terraced into adjacent hillside. View restrictions may not be applicable, assumed up to 60' height allowable under a new mixed-use overlay.

O/H Utils Reloc. Rqd?: (Yes) / No

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): 73 ft.

Comments: Location well suited for mixed use with Peinsula Center Mall across the street, Pavilions and Target shopping within close walking distance, Soleado Elementary School and Palos Verdes Peninsula High School also within walking distance.

ZONING \ LANDUSE

Current Zoning: Commercial - Professional

Current Overlay Zone: OC 3 & OC 1

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Open Space and Residential Above (RS-3)

East: Commercial - Office

South: Commercial - Retail

West: Commercial - Office

Comments: Property is in a busy destination commercial retail area fronting a 4-lane arterial street with center island. Very walkable to restuarants & shopping across the street as well as nearby offices for workers.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 30' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/150 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Silver Spur Road \ 4-lane arterial

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<500')

Major Freeway\Distance: 110 fwy (6mi), 405 (8mi)

Major Airport\Distance: LAX (14mi / 20 min)

Nearby Amenities: Nearby amenities are plentiful including; Peninsula Center Library (<0.5 mi), Palos Verdes Art Center (< 1 mi), High Ridge Park (1.5 mi), Hesse Community Park (2 mi), various hiking trails within 1 mi and beaches within 5 mi

Comments: The highly rated Peninsula Center Library offers free wifi, large selection of reading material, private study rooms, kids area and small amphitheator for story time. Nearby parks offer playgrounds, soccer fields, sand vollyball courts, baseball fields, bbq pits, running track and hiking. PVAC is a nonprofit community visual arts school and gallery serving the community.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Soleado Elementary

Great Schools Rating: 9 out of 10

Middle School: Ridgecrest Intermediate

Great Schools Rating: 9 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Promenade Shopping Mall across the street, Abalone Cove Shoreline Park (7 mi), Point Vicente Interpretive Center (5 mi), South Coast Botanic Garden (2 mi), Los Verdes Golf Course (3 mi)

Comments: This Silver Spur Road property is centrally located with easy access to plenty of outdoor activities and attractions just minutes away.

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	**8**	9	10

Largest Obstacles: Though the site is nearly 2.5 acres, much of the hillside behind subject property parking lot present development challenges beyond current improvements footprint. Apparent shared parking structure with site 11 requires coordination of any re-development effort. Adjacent neighborhood concerns with traffic, parking, density would need to be overcome.

Largest Supports: Location ideally suited for mixed use with plenty of walkable shopping, entertainment, restuarants etc. across the street as well as bus stops across the street at Norris Center Dr. Residential is ~70 feet above subject property with hillside dense with trees screening views making multi-story development more feasable. Existing building shell itself may be a candidate for conversion of one or more floors to residential condo\apartment units..

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	**10**

Largest Obstacles: Developable lot limited by large hillside at rear parking lot.

Largest Supports: Adjacency to Promenade on the Penisula mall and heavily traveled Hawthorne Blvd. make subject site highly visable and heavily trafficked as well as a convineint location for offices within walking distance of resturants, shops and services for employees.

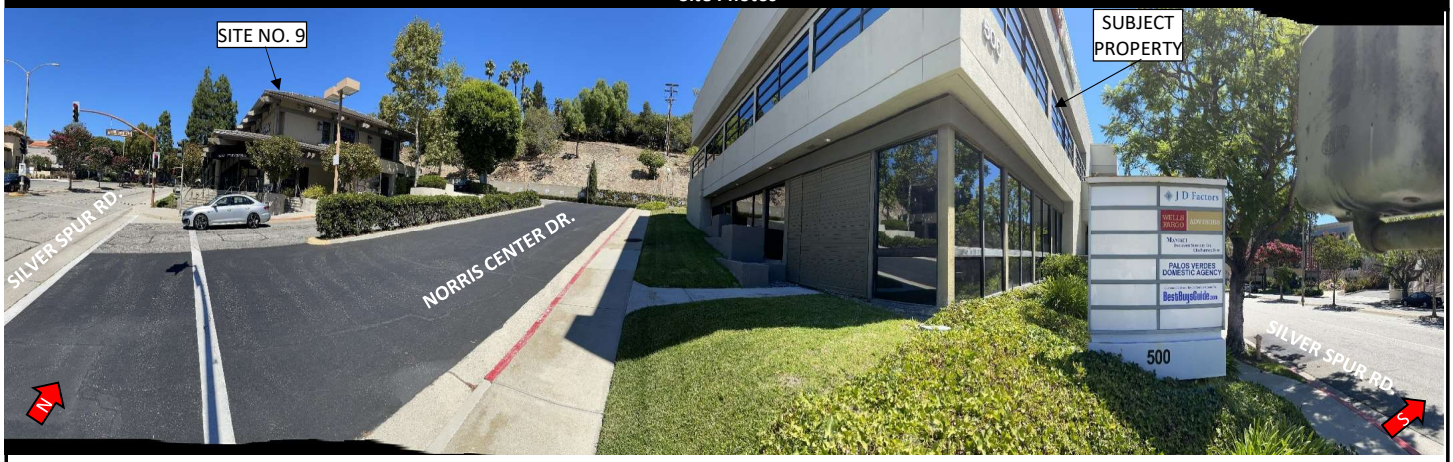
Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	**8**	9	10

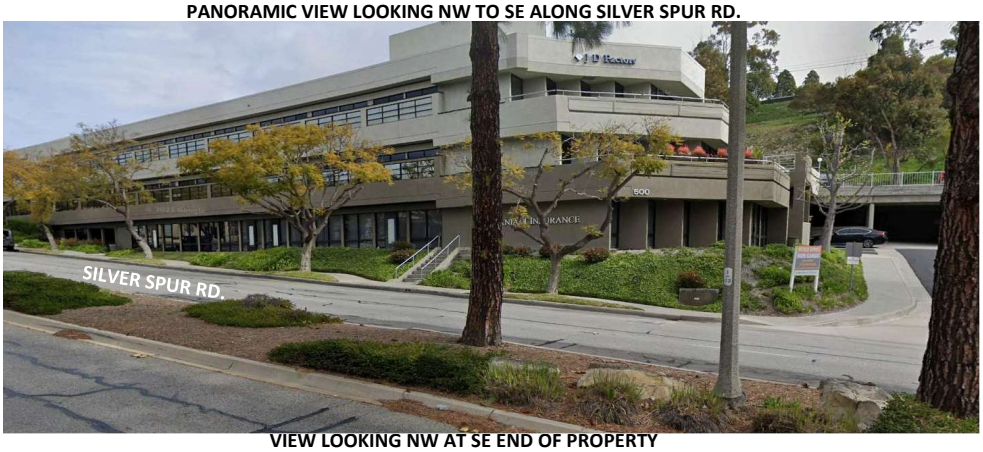
Largest Obstacles: Much of the hillside behind subject property parking lot present development challenges beyond current improvements footprint. Apparent shared parking structure with site 11 requires coordination of any re-development effort. Adjacent neighborhood concerns with traffic, parking, density would need to be overcome.

Largest Supports: Plenty of walkable shopping, entertainment, restuarants etc. across the street as well as bus stops across the street at Norris Center Dr. Residential is ~70 feet above subject property with hillside dense with trees screening views making multi-story development more feasable. Existing building shell itself may be a candidate for conversion of one or more floors to residential condo\apartment units.

Site Photos



PANORAMIC VIEW LOOKING NW TO SE ALONG SILVER SPUR RD.

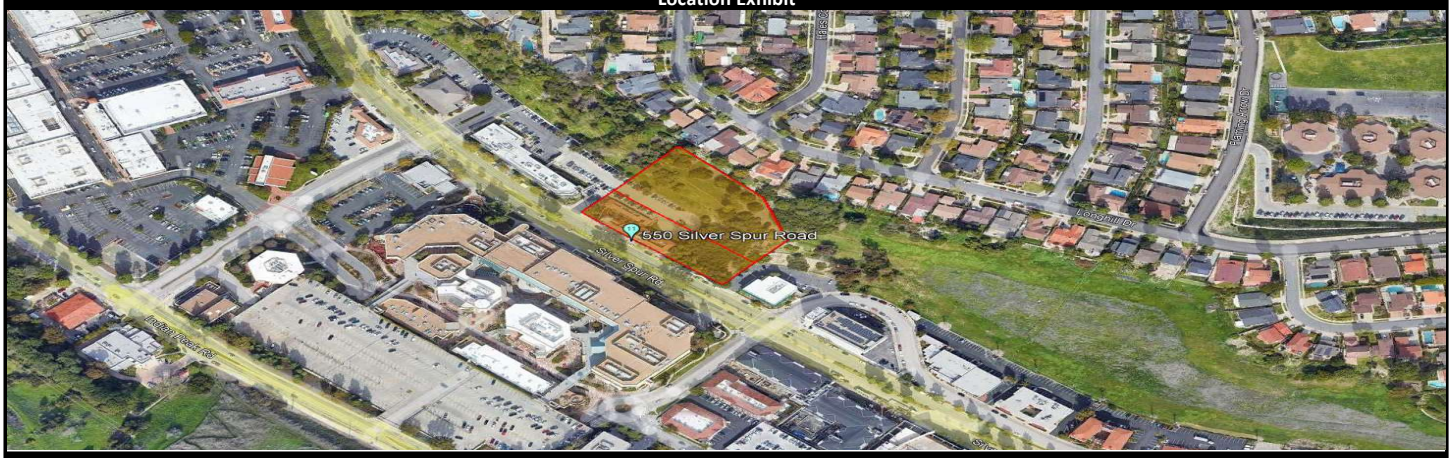


VIEW LOOKING NW AT SE END OF PROPERTY

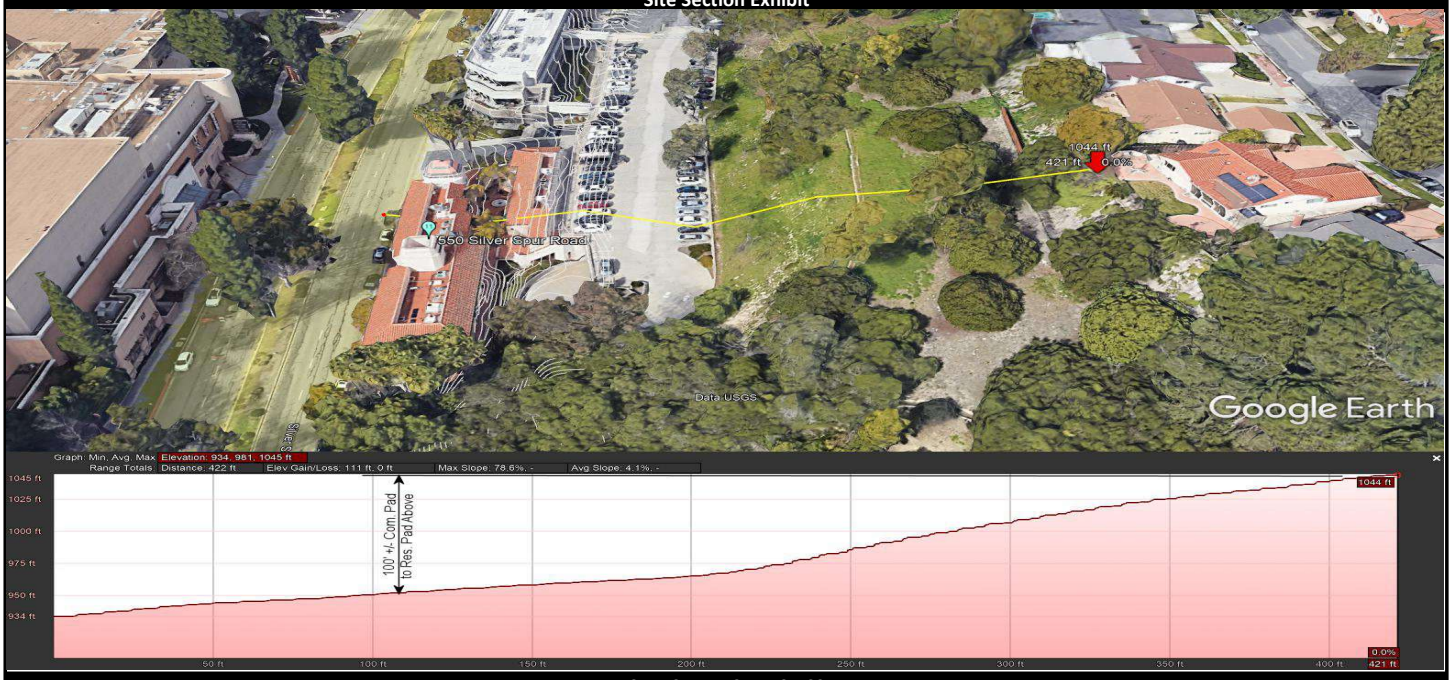
Site No: 11 **Site Address:** 550 Silver Spur Road

Current Use: Peninsula Center Office Buildings and Vacant Land **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: SILVER SPUR LLC **Current Improvements Built:** 1992

Gross Lot Area: 511,263 sf. **Depth:** 280 ft. **Width:** 1826 ft.

Buildable Pad Size: est. 33,250 sf (150' D x 225' W) **Building Area:** 44,272 sf. **Stories:** 3

Property Tax Amount: $87,046 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.07% **APN:** 7586-028-015, 7586-028-016, 7586-028-017, 7586-028-018

Site Topography: Narrow Pad for commercial building below with parking garage terraced into adjacent hillside. View restrictions may not be applicable, assumed up to 60' height allowable under a new mixed-use overlay.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): 100 ft.

Comments: Location well suited for mixed use with Peinsula Center Mall across the street, Pavilions and Target shopping within close walking distance, Soleado Elementary School and Palos Verdes Peninsula High School also within walking distance.

ZONING \ LANDUSE

Current Zoning: Commercial - Professional

Current Overlay Zone: OC 3 & OC 1

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Open Space and Residential Above (RS-3)

East: Open Space and Commercial Below

South: Commercial - Office & Retail

West: Commercial - Office

Comments: Property is in a busy destination commercial retail area fronting a 4-lane arterial street with center island. Very walkable to restuarants & shopping across the street as well as nearby offices for workers.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 30' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 50% of Total Lot (max)

Parking Requirements: 1 space/150 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Silver Spur Road \ 4-lane arterial

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<500')

Major Freeway\Distance: 110 fwy (6mi), 405 (8mi)

Major Airport\Distance: LAX (14mi / 20 min)

Nearby Amenities: Nearby amenities are plentiful including; Peninsula Center Library (<0.5 mi), Palos Verdes Art Center (< 1 mi), High Ridge Park (1.5 mi), Hesse Community Park (2 mi), various hiking trails within 1 mi and beaches within 5 mi

Comments: The highly rated Peninsula Center Library offers free wifi, large selection of reading material, private study rooms, kids area and small amphitheator for story time. Nearby parks offer playgrounds, soccer fields, sand vollyball courts, baseball fields, bbq pits, running track and hiking. PVAC is a nonprofit community visual arts school and gallery serving the community.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Soleado Elementary

Great Schools Rating: 9 out of 10

Middle School: Ridgecrest Intermediate

Great Schools Rating: 9 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Promenade Shopping Mall across the street, Abalone Cove Shoreline Park (7 mi), Point Vicente Interpretive Center (5 mi), South Coast Botanic Garden (2 mi), Los Verdes Golf Course (3 mi)

Comments: This Silver Spur Road property is centrally located with easy access to plenty of outdoor activities and attractions just minutes away.

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	**8**	9	10

Largest Obstacles: Though the total site is nearly 11.75 acres, most of it is comprised of slope behind subject property parking lot and ~9 acres to the east behind existing commercial. These hillside areas present development challenges beyond current improvements footprint. Apparent shared parking structure with site 10 requires coordination of any re-development effort. Adjacent neighborhood concerns with traffic, parking, density would need to be overcome.

Largest Supports: Location ideally suited for mixed use with plenty of walkable shopping, entertainment, restuarants etc. across the street as well as bus stops across the street at Norris Center Dr. Residential is ~100 feet above subject property with hillside dense with trees screening views making multi-story development more feasable. Existing building shell itself may be a candidate for conversion of one or more floors to residential condo\apartment units..

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	**9**	10

Largest Obstacles: Vehicular access from north bound Silver Spur only, no left turn off southbound Silver Spur Road into site. Developable lot limited by large hillside at rear parking lot.

Largest Supports: Adjacency to Promenade on the Penisula mall and heavily traveled Hawthorne Blvd. make subject site highly visable and heavily trafficked as well as a convineint location for offices within walking distance of resturants, shops and services for employees.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	**8**	9	10

Largest Obstacles: Most of site comprised of slope behind subject property parking lot and ~9 acres to the east behind existing commercial presenting development challenges beyond current improvements footprint. Apparent shared parking structure with site 10 requires coordination of any re-development effort. Adjacent neighborhood concerns with traffic, parking, density would need to be overcome.

Largest Supports: Location ideally suited for mixed use with plenty of walkable shopping, entertainment, restuarants etc. across the street as well as bus stops across the street at Norris Center Dr. Residential is ~100 feet above subject property with hillside dense with trees screening views making multi-story development more feasable. Existing building shell itself may be a candidate for conversion of one or more floors to residential condo\apartment units.

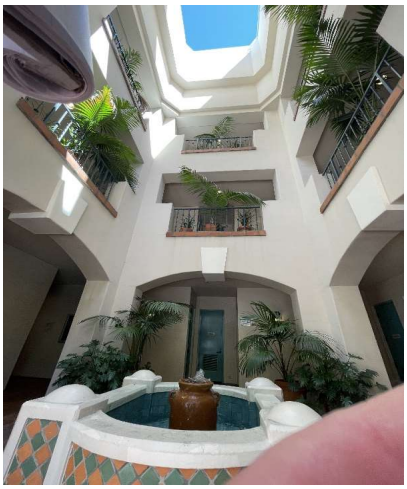
Site Photos



FRONT PANORAMIC VIEW BETWEEN SITE 10 & 11 WITH PARKING GARAGE BETWEEN



FRONT STREET VIEW OF SITE



INTERIOR ENTRY

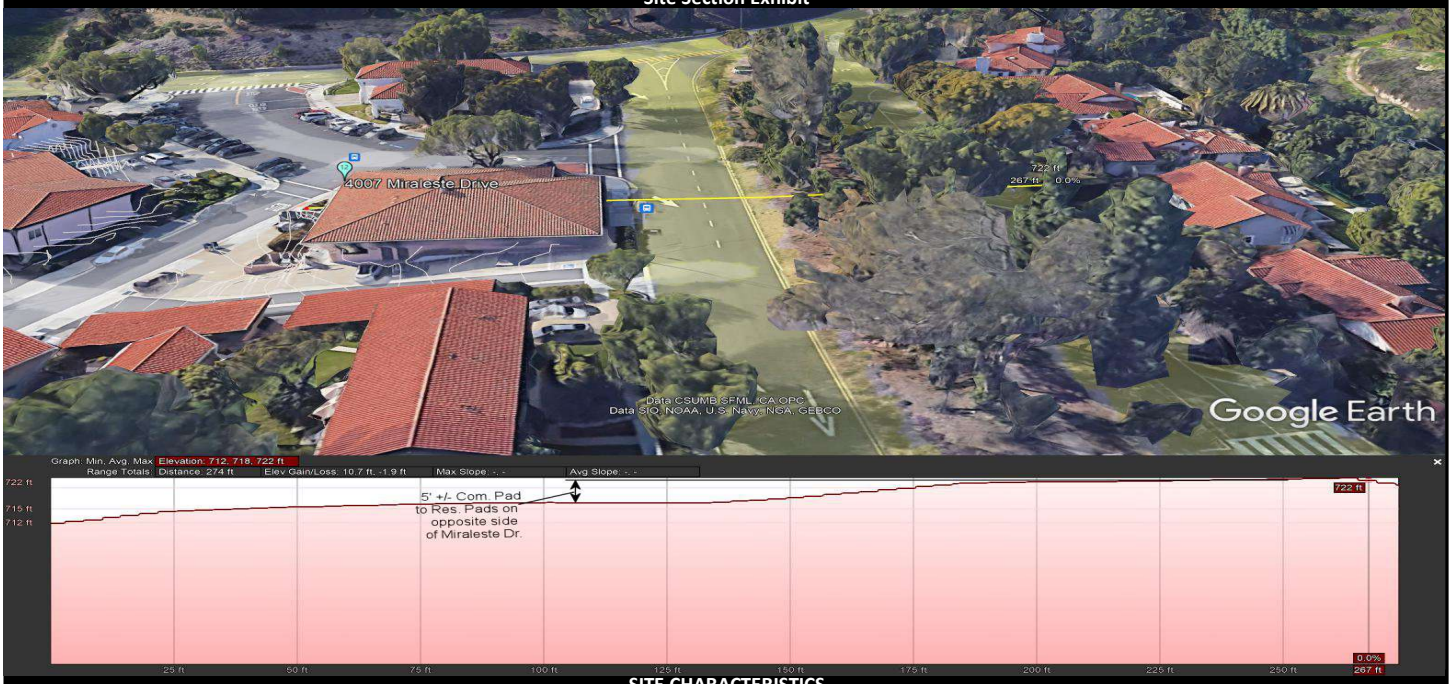
Site No: 12 **Site Address:** 4007 Miraleste Drive

Current Use: Office Building **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: ELLIOTT WENDY R/ROSS JAY M **Current Improvements Built:** 1962

Gross Lot Area: 11,218 sf. **Depth:** 113 ft. **Width:** 99 ft.

Buildable Pad Size: est. 11,218 sf (99' D x 113' W) **Building Area:** 5,580 sf. **Stories:** 1

Property Tax Amount: $17,749 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.07% **APN:** 7561-001-013

Site Topography: Pad relatively flat and at grade with residential garages on opposite side of shared alley (alley loaded condos). Site Section Exhibit above studies grade difference with residences facing commercial center on Miraleste Dr. (See site photos below)

O/H Utils Reloc. Rqd?: Yes / No

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): 5 ft.

Comments: Location not well suited for high density mixed use. Site would be a residential in-fill location not close to any major shopping, jobs, entertainment although there are bus stops at this location to mitigate traffic.

ZONING \ LANDUSE

Current Zoning: Commercial - Limited

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Residential (RS-3)

East: Residential (RS-3)

South: Commercial Limited - Office & Retail

West: Commercial Limited - Fire Station

Comments: Property is a small retail commercial infill site surrounded by residential with few options for shopping\activities within walking distance of site.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 40' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 45% of Total Lot (max)

Parking Requirements: 1 space/250 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Miraleste Plaza is a local street adjacent to Miraleste Dr (4-lane arterial)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<100')

Major Freeway\Distance: 110 fwy (2.5 mi)

Major Airport\Distance: LAX (22 mi / 25 min)

Nearby Amenities: Miraleste Library (<1 mi), Various Hiking Trails (< 1 mi)

Comments: Although Rancho Palos Verdes has plenty of public parks, trails and beach amenities, there are few nearby amenities present within walking distance of this infill site.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Mira Catalina Elementary

Great Schools Rating: 8 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Shopping along S. Western Ave (2 mi), Deane Dana Friendship Park and Nature Center (2 mi), Trump National Golf Club (5 mi), various beaches (<4 mi)

Comments: Various attractions and activities are present within a 10 minute drive from Miraleste Plaza.

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Within Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of complexity to development approvals. Site is relativley small, leaving little opportunity for a combined commercial\residential Mixed-Use project. Infill location lacks walkability which is a typical requirement of mixed-use. High density is not very compatable with adjacent development.

Largest Supports: Nearby bus stops are ideal, existing small retail\service shops show that commercial is viable at this location and supported by community. The area is already a psuedo horizontal mixed-use infill area with small neighborhood retail and services adjacent to residential although traditional mixed-use requires higher density residential.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):						**6**				

Largest Obstacles: Relative small lot size limits commericial to smaller service or retail uses serving neighborhood. Not a retail destination/anchor location.

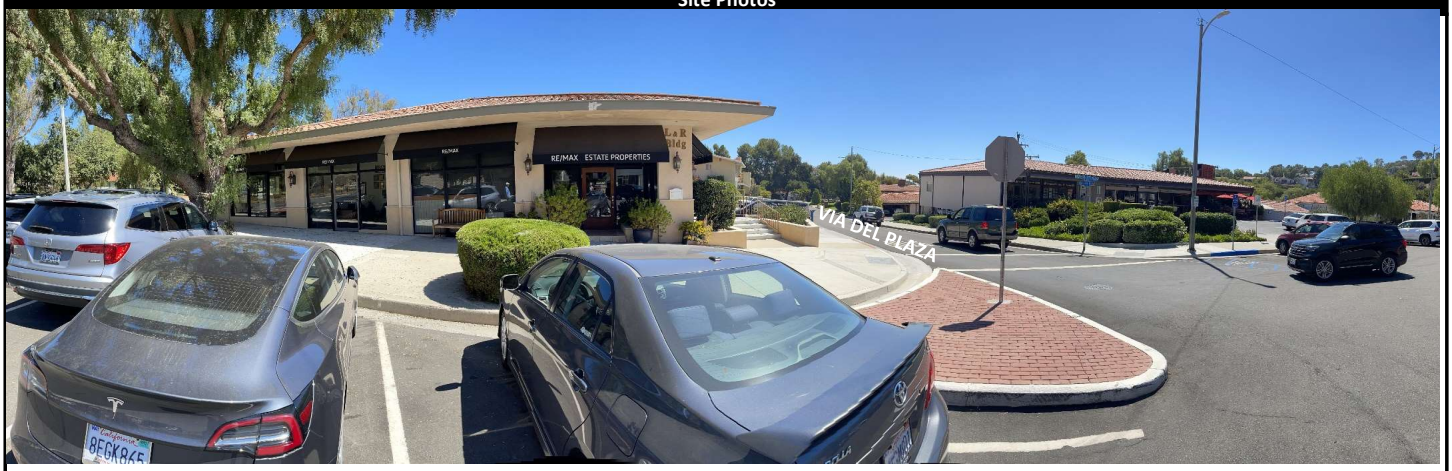
Largest Supports: Existing commercial use, relative small size is good for small neighborhood service and retail facilities.

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Although there is one attached development adjacent, overall this low density residential infill site is not ideal for high density construction given lack of nearby shopping and amenities which will turn this site into a commuter development. Height restrictions, and relatively small lot size limit residential development opportunities.

Largest Supports: Adjacent bus stop, adjacent to 4-lane Miraleste Dr. arterial, nearby hiking trials, other activities and 110-fwy within a 10-minute drive.

Site Photos



VIEW FROM FRONT AT THE CORNER OF MIRALESTE PLAZA & VIA DEL PLAZA



VIEW FROM PROPERTY SE CORNER LOOKING NORTH ON ALLEY

Site No: 13 **Site Address:** 16 Miraleste Plaza

Current Use: Office/Retail Building **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: HERRERA JAMES P/WEST NAVIGATOR **Current Improvements Built:** 1972

Gross Lot Area: 8,875 sf. **Depth:** 99 ft. **Width:** 89 ft.

Buildable Pad Size: est. 8,875 sf (99' D x 89' W) **Building Area:** 7,780 sf. **Stories:** 1

Property Tax Amount: $14,280 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.07% **APN:** 7561-001-014

Site Topography: Split level commercial pad with Pad & parking level with Miraleste Plaza & parking storage downstairs level with alley way in back (See photos below).

O/H Utils Reloc. Rqd?: Yes / (No)

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): -13 ft.

Comments: Location not well suited for high density mixed use. Site would be a residential in-fill location not close to any major shopping, jobs, entertainment although there are bus stops at this location to mitigate traffic.

ZONING \ LANDUSE

Current Zoning: Commercial - Limited

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial Limited - Office

East: Residential (RS-3)

South: Commercial Limited- Parks & Recreation District

West: Commercial Limited - Fire Station

Comments: Property is a small retail commercial infill site surrounded by residential with few options for shopping\activities within walking distance of site.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 40' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 45% of Total Lot (max)

Parking Requirements: 1 space/250 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Miraleste Plaza is a local street adjacent to Miraleste Dr (4-lane arterial)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<100')

Major Freeway\Distance: 110 fwy (2.5 mi)

Major Airport\Distance: LAX (22 mi / 25 min)

Nearby Amenities: Miraleste Library (<1 mi), Various Hiking Trails (< 1 mi)

Comments: Although Rancho Palos Verdes has plenty of public parks, trails and beach amenities, there are few nearby amenities present within walking distance of this infill site.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Mira Catalina Elementary

Great Schools Rating: 8 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Shopping along S. Western Ave (2 mi), Deane Dana Friendship Park and Nature Center (2 mi), Trump National Golf Club (5 mi), various beaches (<4 mi)

Comments: Various attractions and activities are present within a 10 minute drive from Miraleste Plaza.

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Within Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of complexity to development approvals. Site is relativley small, leaving little opportunity for a combined commercial\residential Mixed-Use project. Infill location lacks walkability which is a typical requirement of mixed-use. High density is not very compatable with adjacent development.

Largest Supports: Nearby bus stops are ideal, existing small retail\service shops show that commercial is viable at this location and supported by community. The area is already a psuedo horizontal mixed-use infill area with small neighborhood retail and services adjacent to residential although traditional mixed-use requires higher density residential.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):						**6**				

Largest Obstacles: Relative small lot size limits commericial to smaller service or retail uses serving neighborhood. Not a retail destination/anchor location.

Largest Supports: Existing commercial use, relative small size is good for small neighborhood service and retail facilities.

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Although there is one attached development adjacent, overall this low density residential infill site is not ideal for high density construction given lack of nearby shopping and amenities which will turn this site into a commuter development. Height restrictions, and relatively small lot size limit residential development opportunities.

Largest Supports: Adjacent bus stop, adjacent to 4-lane Miraleste Dr. arterial, nearby hiking trials, other activities and 110-fwy within a 10-minute drive.

Site Photos



PANARAMIC VIEW FROM S. CORNER OF MIRALESTE PLAZA & VIA DEL PLAZA



VIEW FROM ALLEY BEHIND PROPERTY LOOKING NW

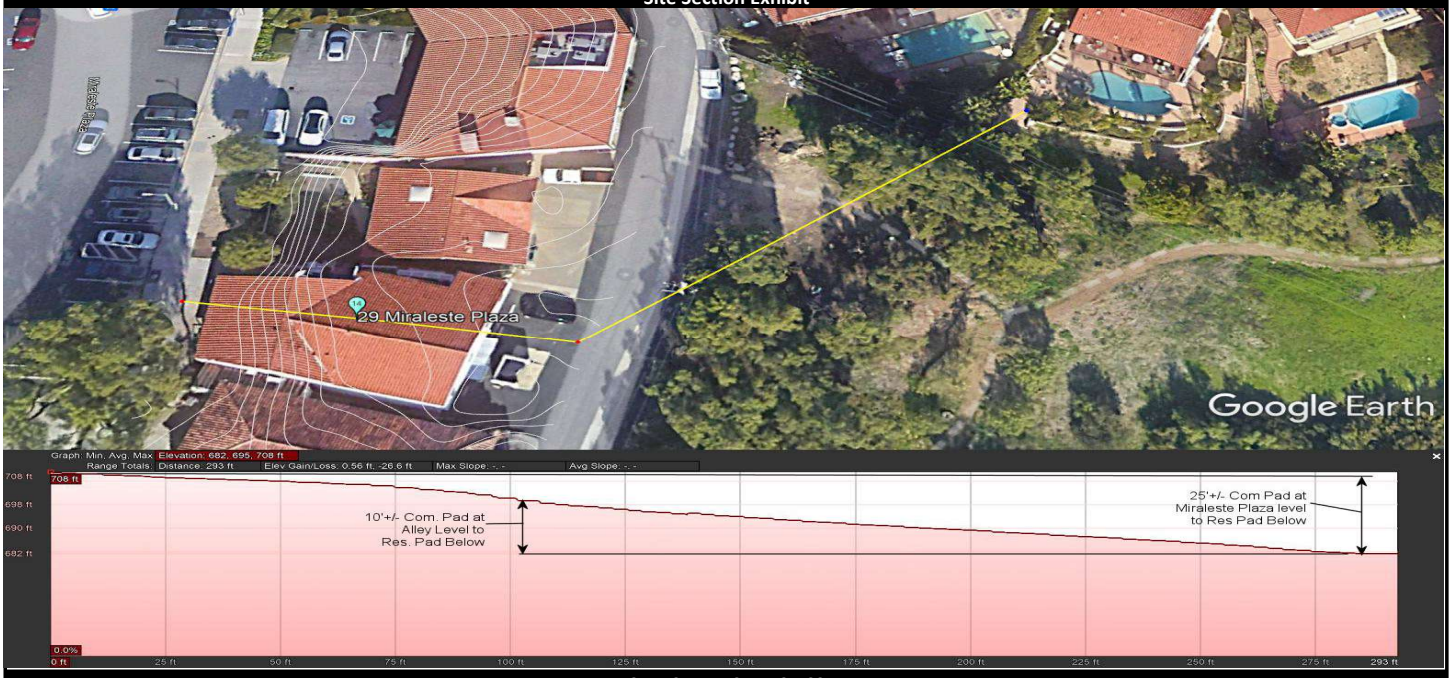
Site No: 14 **Site Address:** 29 Miraleste Plaza

Current Use: Retail Building **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: TSIBOUKAS EFTHEMIOS/TSIBOUKAS MARIA **Current Improvements Built:** 1956

Gross Lot Area: 4,586 sf. **Depth:** 100 ft. **Width:** 46 ft.

Buildable Pad Size: est. 4,000 sf (100' D x 40' W) **Building Area:** 4,753 sf. **Stories:** 1

Property Tax Amount: $5,331 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.07% **APN:** 7561-001-003

Site Topography: Split level commercial pad with Pad & parking level with Miraleste Plaza & parking storage downstairs level with alley way in back (See photos below).

O/H Utils Reloc. Rqd?: Yes / No

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): -25 ft.

Comments: Location not well suited for high density mixed use. Site would be a residential in-fill location not close to any major shopping, jobs, entertainment although there are bus stops at this location to mitigate traffic.

ZONING \ LANDUSE

Current Zoning: Commercial - Limited

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial Limited- Parks & Recreation District

East: OR - Open Space Recreational

South: Commercial Limited - Automotive

West: Commercial Limited - Fire Station

Comments: Property is a small retail commercial infill site surrounded by residential with few options for shopping\activities within walking distance of site.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 40' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 45% of Total Lot (max)

Parking Requirements: 1 space/250 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Miraleste Plaza is a local street adjacent to Miraleste Dr (4-lane arterial)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<100')

Major Freeway\Distance: 110 fwy (2.5 mi)

Major Airport\Distance: LAX (22 mi / 25 min)

Nearby Amenities: Miraleste Library (<1 mi), Various Hiking Trails (< 1 mi)

Comments: Although Rancho Palos Verdes has plenty of public parks, trails and beach amenities, there are few nearby amenities present within walking distance of this infill site.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Mira Catalina Elementary

Great Schools Rating: 8 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Shopping along S. Western Ave (2 mi), Deane Dana Friendship Park and Nature Center (2 mi), Trump National Golf Club (5 mi), various beaches (<4 mi)

Comments: Various attractions and activities are present within a 10 minute drive from Miraleste Plaza.

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Within Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of complexity to development approvals. Site is relativley small, leaving little opportunity for a combined commercial\residential Mixed-Use project. Infill location lacks walkability which is a typical requirement of mixed-use. High density is not very compatable with adjacent development.

Largest Supports: Nearby bus stops are ideal, existing small retail\service shops show that commercial is viable at this location and supported by community. The area is already a psuedo horizontal mixed-use infill area with small neighborhood retail and services adjacent to residential although traditional mixed-use requires higher density residential.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):						**6**				

Largest Obstacles: Relative small lot size limits commericial to smaller service or retail uses serving neighborhood. Not a retail destination/anchor location.

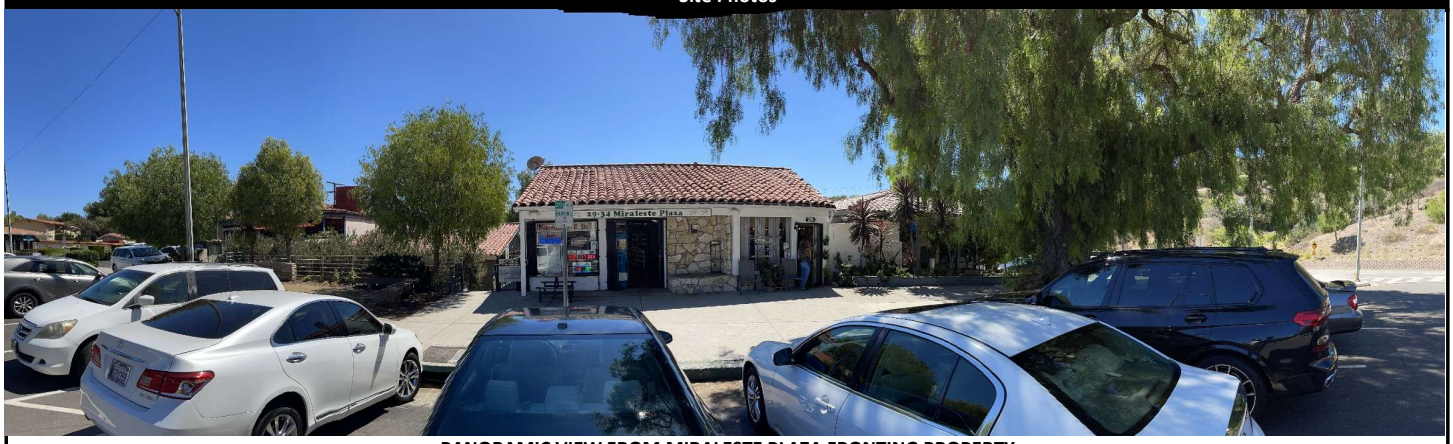
Largest Supports: Existing commercial use, relative small size is good for small neighborhood service and retail facilities.

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Although there is one attached development adjacent, overall this low density residential infill site is not ideal for high density construction given lack of nearby shopping and amenities which will turn this site into a commuter development. Height restrictions, and relatively small lot size limit residential development opportunities.

Largest Supports: Adjacent bus stop, adjacent to 4-lane Miraleste Dr. arterial, nearby hiking trials, other activities and 110-fwy within a 10-minute drive.

Site Photos



PANORAMIC VIEW FROM MIRALESTE PLAZA FRONTING PROPERTY



PANORAMIC VIEW FROM ALLEY BEHIND BUILDINGS ON MIRALESTE PLAZA

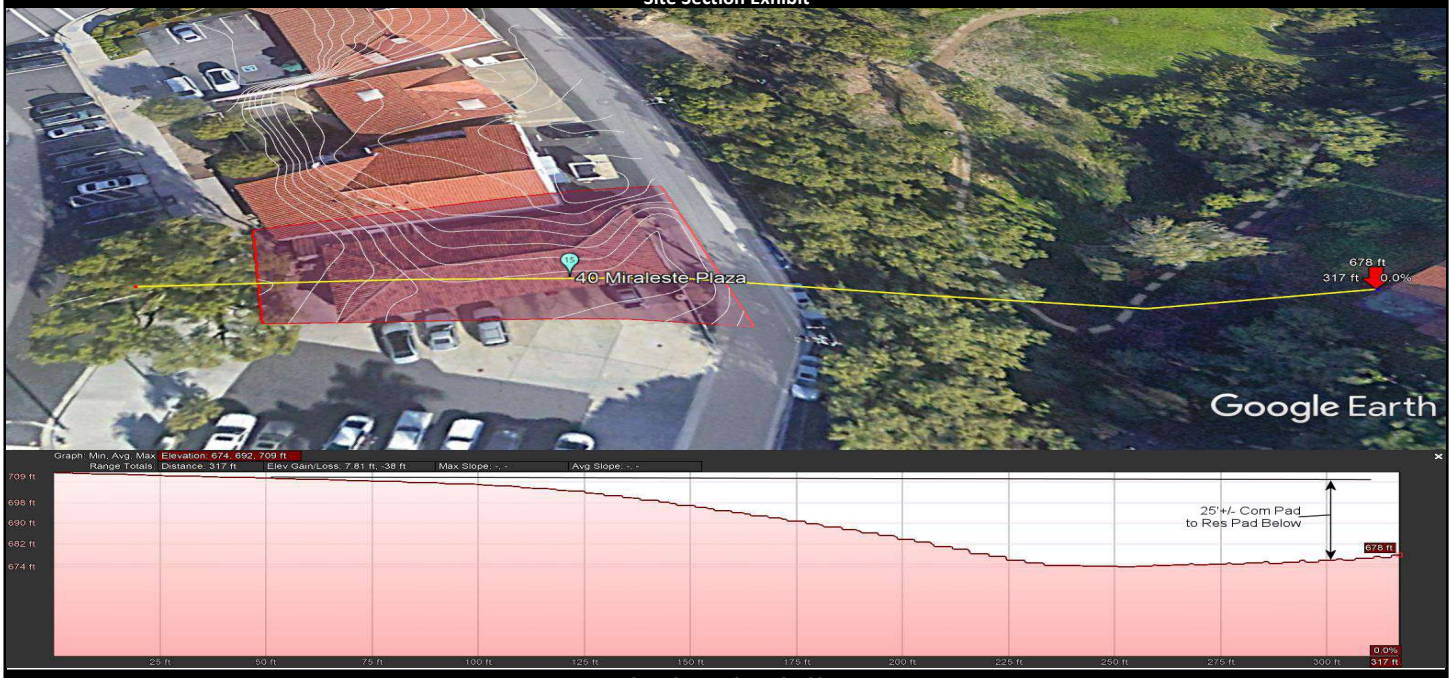
Site No: 15 **Site Address:** 40 Miraleste Plaza

Current Use: Miraleste Automotive **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: PAUL FAMILY TRUST **Current Improvements Built:** 1961

Gross Lot Area: 5,552 sf. **Depth:** 96 ft. **Width:** 58 ft.

Buildable Pad Size: est. 5,088 sf (96' D x 53' W) **Building Area:** 1,746 sf. **Stories:** 1

Property Tax Amount: $4,189 **Base Tax Rate:** 1.00% **Total Tax Rate:** 1.07% **APN:** 7561-001-002

Site Topography: Split level commercial pad with Pad & parking level with Miraleste Plaza & parking storage downstairs level with alley way in back (See photos below).

O/H Utils Reloc. Rqd?: Yes / No

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): -25 ft.

Comments: Location not well suited for high density mixed use. Site would be a residential in-fill location not close to any major shopping, jobs, entertainment although there are bus stops at this location to mitigate traffic.

ZONING \ LANDUSE

Current Zoning: Commercial - Limited

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial Limited - Fire Station

East: Commercial Limited - Retail

South: OR - Open Space Recreational

West: Residential (RS-2)

Comments: Property is a small retail commercial infill site surrounded by residential with few options for shopping\activities within walking distance of site.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 40' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 45% of Total Lot (max)

Parking Requirements: 1 space/250 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Miraleste Plaza is a local street adjacent to Miraleste Dr (4-lane arterial)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<100')

Major Freeway\Distance: 110 fwy (2.5 mi)

Major Airport\Distance: LAX (22 mi / 25 min)

Nearby Amenities: Miraleste Library (<1 mi), Various Hiking Trails (< 1 mi)

Comments: Although Rancho Palos Verdes has plenty of public parks, trails and beach amenities, there are few nearby amenities present within walking distance of this infill site.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Mira Catalina Elementary

Great Schools Rating: 8 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Shopping along S. Western Ave (2 mi), Deane Dana Friendship Park and Nature Center (2 mi), Trump National Golf Club (5 mi), various beaches (<4 mi)

Comments: Various attractions and activities are present within a 10 minute drive from Miraleste Plaza.

Opportunities

Mixed Use Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	10

Largest Obstacles: Within Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of complexity to development approvals. Site is relativley small, leaving little opportunity for a combined commercial\residential Mixed-Use project. Infill location lacks walkability which is a typical requirement of mixed-use. High density is not very compatable with adjacent development.

Largest Supports: Nearby bus stops are ideal, existing small retail\service shops show that commercial is viable at this location and supported by community. The area is already a psuedo horizontal mixed-use infill area with small neighborhood retail and services adjacent to residential although traditional mixed-use requires higher density residential.

Commercial Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	10

Largest Obstacles: Relative small lot size limits commericial to smaller service or retail uses serving neighborhood. Not a retail destination/anchor location.

Largest Supports: Existing commercial use, relative small size is good for small neighborhood service and retail facilities.

Residential Suitability (1=poor, 10=excellent):

1	2	3	4	5	6	7	8	9	10

Largest Obstacles: Although there is one attached development adjacent, overall this low density residential infill site is not ideal for high density construction given lack of nearby shopping and amenities which will turn this site into a commuter development. Height restrictions, and relatively small lot size limit residential development opportunities.

Largest Supports: Adjacent bus stop, adjacent to 4-lane Miraleste Dr. arterial, nearby hiking trials, other activities and 110-fwy within a 10-minute drive.

Site Photos



PANORAMIC VIEW NEAR SW CORNER OF PROPERTY AT PALOS VERDES DR LOOKING WEST TO EAST



VIEW NEAR NW CORNER LOOKING SE TOWARDS REAR ALLEY

Site No: 16 **Site Address:** 19 Miraleste Plaza

Current Use: Miraleste Parks & Recreation District **Western Avenue Specific Plan Area:** N/A

Location Exhibit



Site Section Exhibit



SITE CHARACTERISTICS

Property Owner: MIRALESTE RECREATION & PARK DIST **Current Improvements Built:** 1975

Gross Lot Area: 4,646 sf. **Depth:** 91 ft. **Width:** 51 ft.

Buildable Pad Size: est. 4,004 sf (91' D x 44' W) **Building Area:** 0 sf. **Stories:** 1

Property Tax Amount: Exempt **Base Tax Rate:** Exempt **Total Tax Rate:** Exempt **APN:** 7561-001-900

Site Topography: No frontage along Miraleste Plaza, building pad sits below street level with access via stairs. Pad level with alley way.

O/H Utils Reloc. Rqd?: Yes / No

Comments: Frontage is relatively clean with no overhead utilities & no risers in sidewalks.

Residential Pad Approx. Height Above(+) or Below(-): -25 ft.

Comments: Location not well suited for high density mixed use. Site would be a residential in-fill location not close to any major shopping, jobs, entertainment although there are bus stops at this location to mitigate traffic.

ZONING \ LANDUSE

Current Zoning: Commercial - Limited

Current Overlay Zone: NA

Inclusionary Zoning / Special Reqmts?: 5% very low or 10% low-income or $284,262 in-lieu fee

Comments: Existing Zoning requires review and may need recommendations for variances to accommodate redevelopment recommendations.

Surrounding Property Zoning\Landuse

North: Commercial Limited - Office & Retail

East: OR - Open Space Recreational

South: Commercial - Retail

West: Commercial Limited - Fire Station

Comments: Property is a small retail commercial infill site surrounded by residential with few options for shopping\activities within walking distance of site.

CURRENT DEVELOPMENT STANDARDS

BUILDING SETBACKS

Street Side: 20'

Abutting Non-Residential: 10'

Front: 40' [1]

Hillside Side and Rear Setback From Top / Toe of Slope: Down Lot: 1/2 slope height, 3' min, 16' max; Upper Lot: 5'

Interior side-yard (Ht <16'): 10'

Rear: 20'

BUILDING STANDARDS

Building Height: 16' max (Higher w/CUP) [3]

Lot Coverage: 45% of Total Lot (max)

Parking Requirements: 1 space/250 sq. ft. of floor area [2]

Min. Standard Stalls: 9'x20'

Min. Compact Stalls: 8'x15'6" (20% max)

Loading Space Ratio: Varies by Use and Size of Building Space

Min. Aisle Width: Varies

Parking Reduction: By PC Approval

Allowed Arch. Styles: N/A

Comments: Site is not governed by a specific plan, therfore reference and exceptions listed in the City municipal code should be referenced for design parameters. The City of Rancho Palos Verdes's municpal code does not currently have a mixed-use zone definition.

LOCATION

Fronting Street Name\Classification: Miraleste Plaza is a local street adjacent to Miraleste Dr (4-lane arterial)

Nearest Bus Stop\Provider: LA Metro & PV Transit Stop (<100')

Major Freeway\Distance: 110 fwy (2.5 mi)

Major Airport\Distance: LAX (22 mi / 25 min)

Nearby Amenities: Miraleste Library (<1 mi), Various Hiking Trails (< 1 mi)

Comments: Although Rancho Palos Verdes has plenty of parks, trails and beach amenities there are few nearby amenities present within walking distance of this infill site.

School District: Palos Verdes Peninsula Unified

District Size: $119.9M budget ($10.6k/student)

Elementary School: Mira Catalina Elementary

Great Schools Rating: 8 out of 10

Middle School: Miraleste Intermediate

Great Schools Rating: 8 out of 10

High School: Palos Verdes Peninsula High

Great Schools Rating: 10 out of 10

LOCATION

Nearby Areas of Interest: Shopping along S. Western Ave (2 mi), Deane Dana Friendship Park and Nature Center (2 mi), Trump National Golf Club (5 mi), various beaches (<4 mi)

Comments: Various attractions and activities are present within a 10 minute drive from Miraleste Plaza.

Opportunities

	1	2	3	4	5	6	7	8	9	10
Mixed Use Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Within Palos Verdes Homes Association & Art Jury jurisdiction requiring another layer of complexity to development approvals. Site is relativley small, leaving little opportunity for a combined commercial\residential Mixed-Use project. Infill location lacks walkability which is a typical requirement of mixed-use. High density is not very compatable with adjacent development.

Largest Supports: Nearby bus stops are ideal, existing small retail\service shops show that commercial is viable at this location and supported by community. The area is already a psuedo horizontal mixed-use infill area with small neighborhood retail and services adjacent to residential although traditional mixed-use requires higher density residential.

	1	2	3	4	5	6	7	8	9	10
Commercial Suitability (1=poor, 10=excellent):						**6**				

Largest Obstacles: Relative small lot size limits commericial to smaller service or retail uses serving neighborhood. Not a retail destination/anchor location.

Largest Supports: Existing commercial use, relative small size is good for small neighborhood service and retail facilities.

	1	2	3	4	5	6	7	8	9	10
Residential Suitability (1=poor, 10=excellent):	**1**									

Largest Obstacles: Although there is one attached development adjacent, overall this low density residential infill site is not ideal for high density construction given lack of nearby shopping and amenities which will turn this site into a commuter development. Height restrictions, and relatively small lot size limit residential development opportunities.

Largest Supports: Adjacent bus stop, adjacent to 4-lane Miraleste Dr. arterial, nearby hiking trials, other activities and 110-fwy within a 10-minute drive.

Site Photos



VIEW AT PAD LEVEL WITH SLOPE\STAIRS LEADING UP TO MIRALESTE PLAZA STREET LEVEL



PANORAMIC VIEW FROM ALLEY BEHIND BUILDINGS ON MIRALESTE PLAZA

EXHIBIT E

HOUSING SUITABILITY RANKINGS

HOUSING SUITABILITY SITE RANKINGS AND DENSITY POTENTIAL SUMMARY TABLE

BLOCK	No.	ADDRESS	Opportunity Ranking [1]	SUITABILITY RATINGS[5] Mixed-Use Rating	Commerical Rating	Residential Rating	LOT AREA (AC)	RESIDENTIAL LOT HEIGHT ABOVE	BUILDABLE PAD (AC) *(excluding rear slope)*	KEY RESIDENTIAL ZONING REQUIREMENTS IMPACTING MIXED-USE OR RESIDENTIAL DEVELOPMENT: MAX BUILDABLE AREA (50% OF LOT)	Max Density (du/ac)	MAX HEIGHT[2]	MAX. UNITS UNDER CURRENT ZONING[3]	UNIT GENERATION BY DENSITY (DU/AC) USING LOT AREA[4][6]: 10 — 1-2 story apartments (HT=16'-26')	25 — 2-3 story apartments (HT=26'-45')	45 — 3-4 story apartments (HT=33'-60')	55 — 4-5 story apartments (HT=45'-75')	65 — 5-6 story apartments (HT=50'-75')
WA1	1	28619-28649 S. Western Avenue	1	9	9	8	2.35	4	2.23	1.17	22	16	51	23	58	105	129	152
	2	28717-28729 S. Western Avenue	4	5	6	5	0.42	20	0.42	0.21	22	16	9	4	10	18	22	27
	3	28733 S. Western Avenue	4	5	6	5	0.52	14	0.51	0.26	22	16	11	5	12	23	28	33
		WESTERN AVE. BLOCK 1 TOTALS:					3.28		3.16	1.64	22		72	32.00	80.00	146.00	179.00	212.00
WA2	4	28821 S. Western Avenue	1	9	9	9	11.16	30	1.12	5.58	22	25	245	111	278	502	613	725
	5	28900 S. Western Avenue	4	5	6	5	0.56	(20)	0.56	0.28	22	16	12	5	13	25	30	36
	6	28916 S. Western Avenue	4	3	6	2	0.31	(20)	0.31	0.15	22	16	6	3	7	13	16	20
	7	29000 S. Western Avenue	1	8	9	7	1.90	(15)	1.90	0.95	22	16	41	19	47	85	104	123
		WESTERN AVE. BLOCK 2 TOTALS:					13.93		3.88	6.96	22		306	138	345	625	763	904
SS1	8	430 Silver Spur Road	3	6	9	7	0.95	35	0.62	0.47	22	30	20	9	23	42	52	61
	9	450 Silver Spur Road	3	6	10	7	1.80	52	0.66	0.90	22	47	39	17	44	80	98	116
	10	500 Silver Spur Road	1	8	10	8	2.37	73	1.35	1.18	22	68	52	23	59	106	130	154
	11	550 Silver Spur Road	1	8	9	8	11.74	100	0.76	5.87	22	95	258	117	293	528	645	762
		SILVER SPUR BLOCK TOTALS:					16.85		3.39	8.43	22		370	166	419	756	925	1,093
MP1	12	4007 Miraleste Drive	4	1	6	1	0.26	5	0.26	0.13	22	16	5	2	N/A	N/A	N/A	N/A
	13	16 Miraleste Plaza	4	1	6	1	0.20	(13)	0.20	0.10	22	16	4	2	5	9	11	13
	14	29 Miraleste Plaza	4	1	6	1	0.11	(25)	0.09	0.05	22	16	2	1	2	4	5	6
	15	40 Miraleste Plaza	4	1	6	1	0.13	(25)	0.12	0.06	22	16	2	1	3	5	7	8
	16	19 Miraleste Plaza	4	1	6	1	0.11	(25)	0.09	0.05	22	16	2	1	2	4	5	6
		MIRALESTE PLAZA TOTALS:					0.80		0.76	0.40	22		17	7	12	22	28	33
		GRAND TOTAL:					34.85		11.20	17.43	22		766	343	856	1,549	1,895	2,242

TABLE NOTES

1. Metrics for ranking: **1)** Height of residential pads >60' above and lot >0.75 ac, OR Existing building(s) area > 40,000 sq. ft. **2)** Residential Pads >60' above, **3)** Residential Pads >30' above and same ownership of adjacent lots to allow for lot assembly >0.75 ac **4)** Likely too constrained for residential (height & area).
2. The basic development standards referenced per most restrictive residential municipal code since a mixed-use district is not defined. Max height of 16' per municipal code, higher with CUP. Assumed lots adjacent to residential >21' would allow for building height = Slope Height - 5'.
3. Estimated maximum units that could be developed using 22 du/ac over gross area ignoring Max buildable area of 50% & max height of 30' (or less) which reduces density actually achievable.
4. Estimated max unit generation with various densities. Development assumes underground parking to cover parking standards and/or parking rquirements are reduced given proximity to public transportation.
5. See individual site data sheets for Suitability Rating details.
6. Unit Counts shown assume 100% residential accomplishing mixed-use through horizontal mixed-use with nearby commercial buildings. If vertical mixed-use is desired, assume the loss of the first floor of residential. So unit count would drop by the first floor/total floors ratio; for example, a 4-story building with 100-units would lose 1/4 x 100 = 25 units to commercial on the first floor resulting in 75 residential units.

GENERAL NOTES

* Priority 4 lots are highly unlikely to be converted to vertical mixed use/residential due to lack of achievable density to make development financially viable. Given height of adjacent residential pads above building height is constrained to 1-2 stories max.
* See site rankings 1-3 detail table for more detailed information and housing generation comparisons.
* Heights in red signify limitations to development due to height of adjacent existing residences above.

EXHIBIT F

TOP 3 HOUSING SITES

UNIT GENERATION TABLE

TOP 3 HOUSING SUITABILITY SITES
UNIT GENERATION TABLE

BLOCK	No.	ADDRESS	Opportunity Ranking [1]	LOT AREA (AC)	RESIDENTIAL LOT HEIGHT ABOVE	BUILDABLE PAD (AC) *(excluding rear slope)*	KEY SPECIFIC PLAN REQUIREMENTS IMPACTING MIXED-USE OR RESIDENTIAL DEVELOPMENT: MAX BUILDABLE AREA (50% OF LOT)	Max Density (du/ac)	MAX HEIGHT[2]	MAX. UNITS UNDER CURRENT ZONING[3]	UNIT GENERATION BY DENSITY (DU/AC) USING LOT AREA[4][5]: 10 — 1-2 story apartments (HT=16'-26')	25 — 2-3 story apartments (HT=26'-45')	45 — 3-4 story apartments (HT=33'-60')	55 — 4-5 story apartments (HT=45'-75')	65 — 5-6 story apartments (HT=50'-75')
NA	4	28821 S. Western Avenue	1	11.16	30	1.12	5.58	22	25	245	111	278	502	613	725
		RANK 1 SITES TOTALS:		11.16		1.12	5.58	22		245	**111**	278	502	613	725
NA	1	28619-28649 S. Western Avenue	1	2.35	4	2.23	1.17	22	16	51	23	58	105	129	152
	7	29000 S. Western Avenue	1	1.90	-15	1.90	0.95	22	16	41	19	47	85	104	123
	10	500 Silver Spur Road	1	2.37	73	1.35	1.18	22	68	52	23	59	106	130	154
	11	550 Silver Spur Road	1	11.74	100	0.76	5.87	22	95	258	117	293	528	645	762
		RANK 1 SITE TOTALS:		18.35		6.24	9.18	22		403	183	458	**825**	1,009	1,192
NA	8	430 Silver Spur Road	3	0.95	35	0.62	0.47	22	30	20	9	23	42	52	61
	9	450 Silver Spur Road	3	1.80	52	0.66	0.90	22	47	39	17	44	80	98	116
		RANK 3 SITE TOTALS:		2.74		1.28	1.37	22		60	27	68	**123**	150	178
		TOTAL UNIT COUNT UNDER CURRENT ZONING REQUIREMENTS:			**463**										
		TOTAL UNIT COUNT WITH MODIFIED ZONING REQUIREMENTS:			**1,059**										

TABLE NOTES

1 Metrics for ranking: **1)** Height of residential pads >60' above and lot >0.75 ac, **2)** Residential Pads >60' above, **3)** Residential Pads >30' above and same ownership of adjacent lots to allow for lot assembly >0.75 ac

2 The basic development standards referenced per most restrictive residential municipal code since a mixed-use district is not defined. Max height of 16' per municipal code, higher with CUP. Assumed lots adjacent to residential >21' would allow for building height = Slope Height - 5'.

3 Maximum units that could be developed using 22 du/ac over gross area. Max buildable area of 50% combined with max height under current zoning ultimately reduces densities or size of units offered.

4 Development assumes underground parking to cover parking standards and/or parking rquirements are reduced given proximity to public transportation.

5 28619-28649 S. Western Avenue was assumed to not have view restrictions and therefore a max height of 60' (3-4 story) was used for density assumptions.

6 Unit Counts shown assume 100% residential accomplishing mixed-use through horizontal mixed-use with nearby commercial buildings. If vertical mixed-use is desired, assume the loss of the first floor of residential. So unit count would drop by the first floor/total floors ratio; for example, a 4-story building with 100-units would lose 1/4 x 100 = 25 units to commercial on the first floor resulting in 75 residential units.

GENERAL NOTES

* Unit Counts in bold **blue** represent max density achievable with a building height that would remain below adjacent rear residential lot elevations.
* See Table 1 for unit count generation estimates assuming re-use of building shell.
* Table 1 unit generation analysis uses a genergic 40/ac for market rate and 60/ac with an affordable density bonus. This table breaks down average density based on building heights.
* No sites analyzed meet a opportunity ranking of 2 per Exhibit E rankings.

EXHIBIT G

RECOMMENDED MIXED-USE COMMERCIAL USES
Street-front retail sales and services (Excluding Cannabis)
Restaurants, table service
Restaurants, outdoor seating
Restaurants, counter service
Personal services
Hotels & Motels
Health & Fitness Clubs
Art Studio
Bakery
Entertainment (Excluding Adult Entertainment)
Offices / Services (accountants, law offices, real estate services, etc.)

EXHIBIT H

EXAMPLE MIXED-USE DEVELOPMENTS

SAMPLE OF MEDIUM - HIGH DENSITY PRODUCT TYPES

1-2 Stories



Lago Los Serranos, Chino Hills
Townhomes with tuck-under parking
2 stories, 12 du/ac



Kensington Park Plaza San Diego,
11 du mixed-use loft apartments on 0.40 acres.
2 stories, 28 du/ac Note: The upstairs loft area adds height\volume to the 2-story element.

2-3 Storites



Willow Walk, Concord
Townhomes with tuck-under parking
3 stories, 17 du/ac



Evanston Court, Pasadena
Stacked condominiums with underground parking
2-3 stories, 27 du/ac



Lusso Lofts, San Diego
Townhomes and stacked apartments
Tuck-under and surface parking
2-3 stories, 67 du/ac

3-4 Stories



Gateway Family Apartments, San Diego
Stacked apartments with underground parking
3-4 stories, 48 du/ac



Monterey Station, Pomona
Stacked apartments
Surface parking
4 stories, 54 du/ac



Kalos San Diego, 83 apartment homes. Sustainable North Park community with LEED Platinum Certification.
3-stories, 83 du/ac

4-5 Stories



Coggins Square, Pleasant Hill
Townhomes and stacked apartments
Tuck-under parking
4-5 stories, 58 du/ac



425 Broadway, Santa Monica
Stacked apartments with ground floor retail
Underground parking
4-6 stories, 99 units/acre





Andalucia, Pasadena
Stacked apartments with ground floor retail
Underground parking
4-6 stories, 99 du/ac

SAMPLE OF MEDIUM - HIGH DENSITY PRODUCT TYPES

1-2 Stories

2-3 Storites



36 on Echo, Echo Park
Townhomes with tuck-under parking
3 stories, 18 du/ac



Centre Street Lofts San Diego, 55 du on 0.40 acres.
3 stories, 55 du/ac

3-4 Stories



Paseo at COMM 22 San Diego, 272 du mixed use apartment development on 4.65 acres.
4 stories, 58 du/ac



Kensington Commons San Diego, 34 du mixed use aparment development on 0.344 acres.
3 stories, 99 du/ac

4-5 Stories



One Mission San Diego, 65 du mixed-use on 1.38 acres.
5 stories, 47 du/ac



5th & Laurel San Diego, 150 du mixed-use development on 1.38 acres.
4-5 stories, 109 du/ac



Aloft on Cortez Hill San Diego, 168 du on 0.84 acres.
5 stories, 200 du/ac

EXHIBIT I

EXAMPLE L.A. AREA ADAPTIVE REUSE PROJECTS

SAMPLE OF ADAPTIVE REUSE PROJECTS IN L.A.

(L.A. leads the nation with over 4,300 apartment conversions scheduled for 2022)



The 48,000 sf 4-story Hollywood & Western "Mayer" Building: Scheduled for conversion to mixed-use featuring 10,000 sf street level retail and 79 affordable apartments on upper floors.



The 8-story San Fernando Building in Downtown converted to mixed-use with commercial uses on



Eastern Columbia Building, Downtown L.A., former department store converted to condominiums



Rendering of the 13-story Foreman & Clark building, a former department store and office building in Downtown L.A. that will be converted to 125 apartments and



Farmers and Merchants Bank Building, Downtown L.A., a historic bank and office complex converted to housing.

APPENDIX F: DUDEK STUDY

RANCHO PALOS VERDES
HOUSING ELEMENT SITES INVENTORY ANALYSIS

DRAFT LAST UPDATED: 8/22/2023

The following analyzes the physical development feasibility of the 30 Housing Element Inventory Sites identified in Table 35 of the latest Housing Element Update dated August 5, 2022, and makes recommendations for potential revisions to the assumptions made in the Housing Element.

Notes:

1. As identified in this analysis, potential building height maximums are approximations based on available contour data from the City of Rancho Palos Verdes and elevation spot-checking within Google Earth. Potential building height maximums represent the potential vertical clearance between the average elevation of the parcel and the average elevation of adjacent residential properties located uphill, to be able to preserve a "view" from the residential properties to a nearby "scene" as defined by RPVMC 17.02.040. Further analysis is required to determined adequate view preservation per code.

2. Hypothetical site layouts were conducted for select sites with notable site challenges to analyze their feasibility, test potential maximum densities based on market-feasible building typologies, and inform recommended revisions to the assumptions made in the Housing Element.

HOUSING ELEMENT SITE #1

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
1	7589-014-001	2.05	No	60%	RM-8	Mixed Use	35	43	27774 Hawthorne Blvd.	50%	45	46	3	MUOD-45	Podium



GOOGLE EARTH VIEW



PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: approx. 75-80 ft. (i.e., 6 stories)[1].

HYPOTHETICAL SITE LAYOUT[2]:



HOUSING ELEMENT SITE #2

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
2	7578-031-031	0.97	No	100%	CL	Mixed Use	12	11	28041 Hawthorne Blvd.	100%	12	11	0	MUOD-12	Townhouse as Live/Work

GOOGLE EARTH VIEW

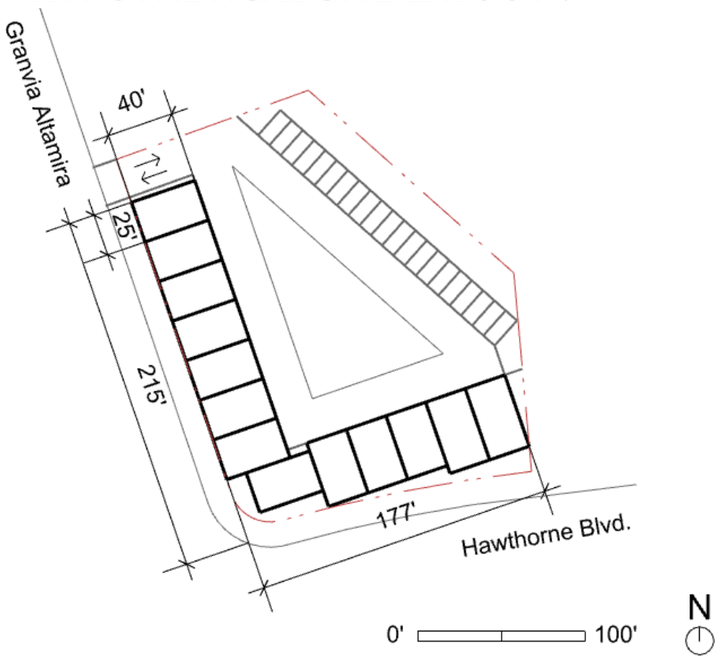


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 30-35 ft. (i.e., 2-3 stories)[1].

HYPOTHETICAL SITE LAYOUT[2]:



HOUSING ELEMENT SITE #3

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
3	7588-015-008	4.52	No	17%	CL	Mixed Use	12	9	30019 Hawthorne Blvd.	25%	35	39	30	MUOD-35	Podium

GOOGLE EARTH VIEW

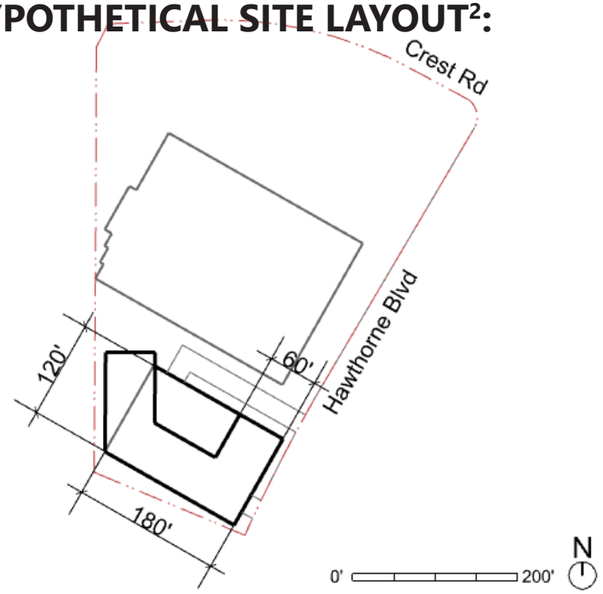


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 40 ft. (i.e., 3 stories)[1].
- Ralph's unlikely to redevelop in near-term. Assume only southern parking is redeveloped into housing while maintaing Ralph's operational.

HYPOTHETICAL SITE LAYOUT[2]:



HOUSING ELEMENT SITE #4

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
4	7573-002-014	39.75	Yes	24%	I & OH	Upzone	35	328	30840 Hawthorne Blvd.	13%	35	180	(148)	ROD-35	Podium or Wrap

GOOGLE EARTH VIEW

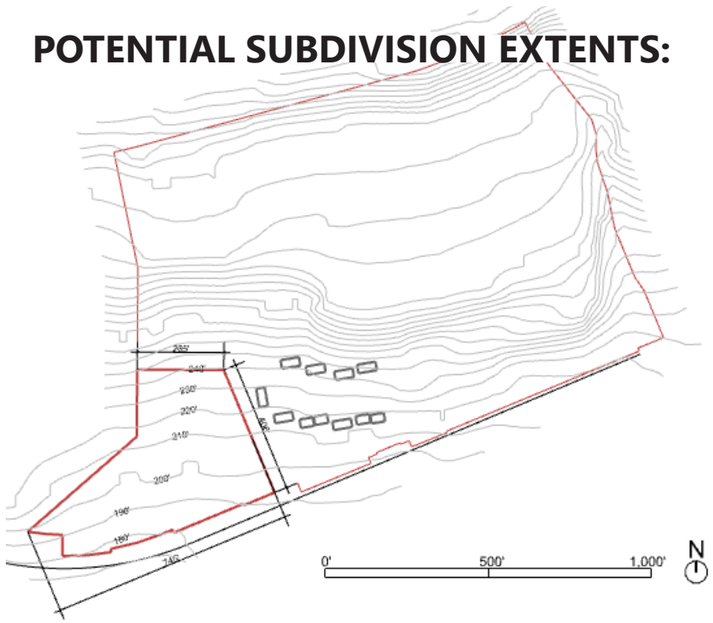


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 240-300 ft. (18-20 stories)[1].
- Assume parcel is subdivided into two. Given constraints of topography, approx. 5 acres may be reserved for the development of housing.

POTENTIAL SUBDIVISION EXTENTS:



HOUSING ELEMENT SITE #5-6

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
5	7573-001-014	3.85	No	80%	CN	Mixed Use	12	36	31098 Hawthorne Blvd.	80%	12	36	0	MUOD-12	Townhouse
6	7573-001-015	2.52	No	80%	CN	Mixed Use	12	24	31100 Hawthorne Blvd.	80%	12	24	0	MUOD-12	Townhouse

GOOGLE EARTH VIEW



PLAN VIEW

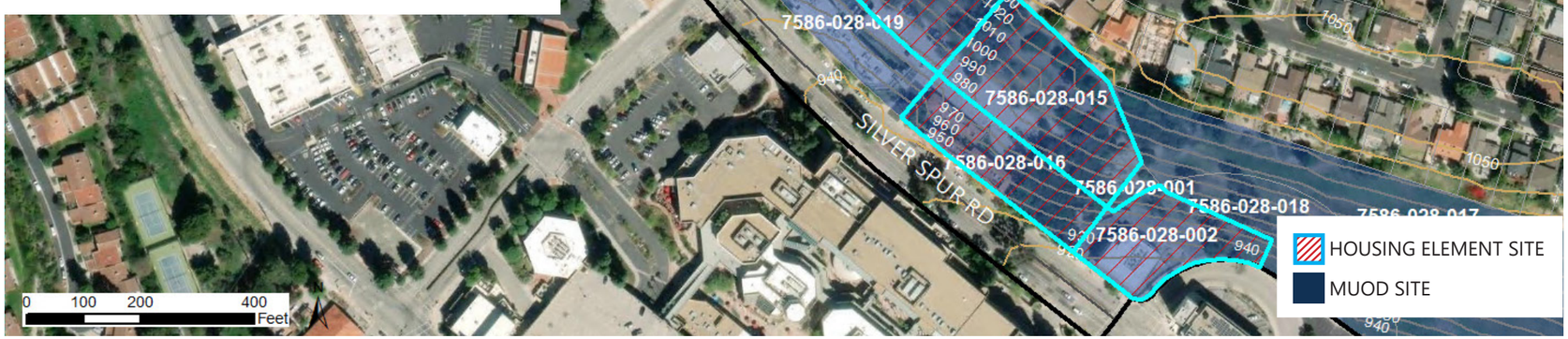
NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height for both sites: appox. 30-40 ft. (i.e., 3 stories)[1].
- Maintain original assumptions as is. However, parcels present an attractive development opportunity given relatively flat topography, ample site area, and rectangular-shaped site. Recommend to increase maximum density assumption to 45 du/ac at 100% of both sites in podium/wrap typology.

HOUSING ELEMENT SITE #7-15

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
7	7586-028-008	0.53	No	73%	CP	Mixed Use	45	17	430 Silver Spur Rd.	100%	45	23	6	MUOD-45	Podium
8	7586-028-010	0.43	No	100%	CP	Mixed Use	45	19	450 Silver Spur Rd.	100%	45	19	0	MUOD-45	Podium
9	7586-028-020	1.52	Yes	32%	CP	Mixed Use	45	21	500 Silver Spur Rd.	30%	45	20	(1)	MUOD-45	Podium
10	7586-028-015	1.44	Yes	15%	CP	Mixed Use	45	9	550 Silver Spur Rd.	15%	45	9	0	MUOD-45	Podium
11	7586-028-016	0.87	No	49%	CP	Mixed Use	45	19	550 Silver Spur Rd.	60%	45	23	4	MUOD-45	Podium
12	7586-028-002	0.83	No	68%	CP	Mixed Use	45	25	27580 Silver Spur Rd.	100%	22	18	(7)	MUOD-22	Townhouse
13	7586-028-007	0.41	Yes	20%	CP	Mixed Use	45	3	Behind 430 Silver Spur Rd	30%	45	5	2	MUOD-45	Podium
14	7586-028-009	0.65	Yes	100%	CP	Mixed Use	45	29	Behind 450 Silver Spur Rd	30%	45	8	(21)	MUOD-45	Podium
15	7586-028-019	0.85	No	N/A	CP	N/A	N/A	N/A	500 Silver Spur Rd.	100%	45	38	38	MUOD-45	Podium



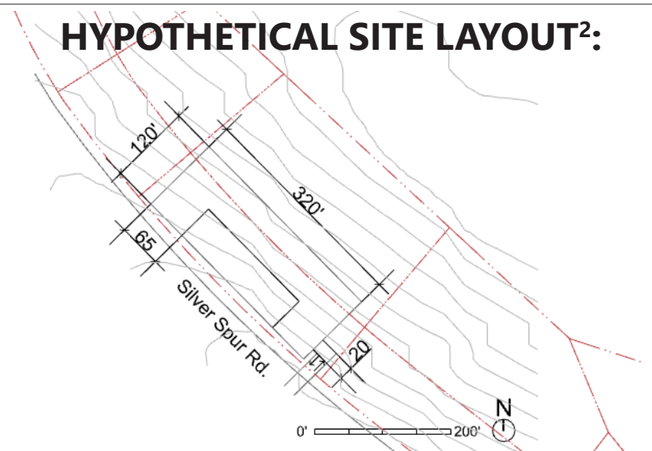


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height across all sites: appox. 50-120 ft. (i.e., 4-9 stories)[1].
- Development on rear parcels is infeasible if done so independently. New development at assumed densities is contingent on lot assembly of both front and rear parcels, in which case only a portion of rear parcels (i.e., 30%) is feasible for development.

HYPOTHETICAL SITE LAYOUT[2]:



HOUSING ELEMENT SITE #16

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
16	7573-006-024	1.56	Yes	69%	RS-4	RM-12	12	12	Southeast of Clipper Rd & Palos Verdes Dr. S	50%	22	17	5	RM-22	Townhouse

GOOGLE EARTH VIEW

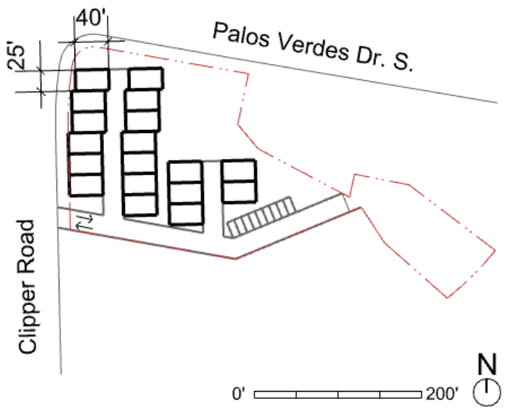


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 30-40 ft. (i.e., 3 stories)[1].
- Significant ditch/creek along northern edge of parcel poses development constraint.

HYPOTHETICAL SITE LAYOUT[2]:



HOUSING ELEMENT SITE #17

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
17	7578-002-011	6.89	Yes	31%	RS-A-5	Upzone	12	25	Between Montemalaga Dr & Lightfoot P.	15%	22	22	(3)	RM-22	Townhouse

GOOGLE EARTH VIEW

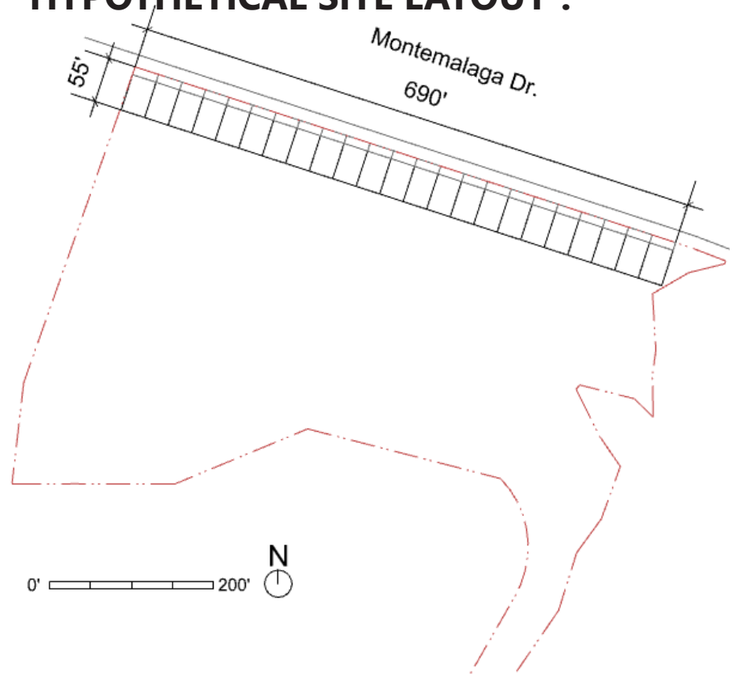


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 140 ft. (i.e., 10 stories)[1].
- Significant hillside poses development constraint which renders majority of site un-developable.

HYPOTHETICAL SITE LAYOUT[2]:

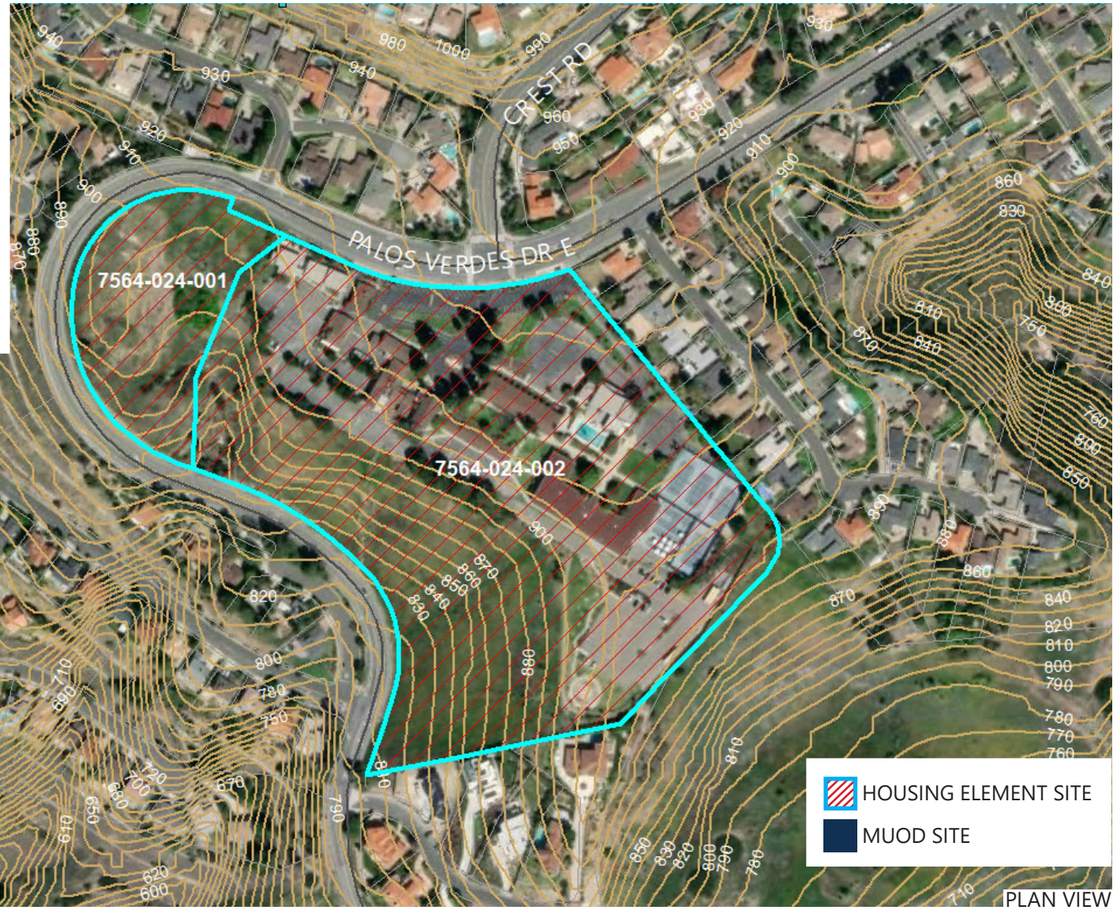


HOUSING ELEMENT SITE #18-19

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
18	7564-024-001	3.71	Yes	90%	I	RM-6	6	12	West of Marymount site (vacant land)	90%	6	12	0	ROD-6	N/A
19	7564-024-002	20.87	No	60%	I	Mixed-density	6	8	30800 Palos Verdes Drive East	40%	6	8	0	ROD-6	N/A



GOOGLE EARTH VIEW

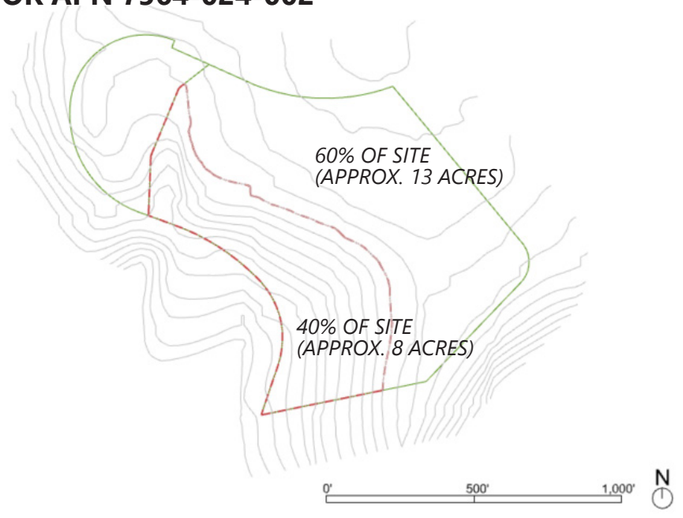


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 30-ft. (i.e., 3 stories)[1].
- Assume APN 7564-024-002 is subdivided into two, where 60% of northern portion of site is maintained as is, and 40% of southern portion of site is redeveloped.

POTENTIAL SUBDIVISION EXTENTS
FOR APN 7564-024-002



HOUSING ELEMENT SITE #20-22

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
20	7444-001-004	0.92	No	100%	CG	Mixed Use	15	13	28300 S. Western Ave.	40%	45	16	3	MUOD-45	Podium or Wrap
21	7444-001-005	0.93	No	100%	CG	Mixed Use	15	14	28326 S. Western Ave.	100%	45	42	28	MUOD-45	Podium or Wrap
22	7444-001-003	4.09	No	100%	CG	Mixed Use	15	61	28500 S. Western Ave.	100%	45	184	123	MUOD-45	Podium or Wrap

GOOGLE EARTH VIEW



PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height across all sites: 10-20 ft. (i.e., 1-2 stories)[1].
- Site #20 to maintain existing commercial structure while balance of site is redeveloped.
- Parcels present an attractive development opportunity given adjacency to amenities (e.g., park, commercial, transit along Western Ave.), relatively flat topography, ample site area, and rectangular-shaped site.

HOUSING ELEMENT SITE #23

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
23	7550-009-024	2.35	No	100%	CG	Mixed Use	30	70	28619 S. Western Ave.	100%	35	82	12	MUOD-35	Podium

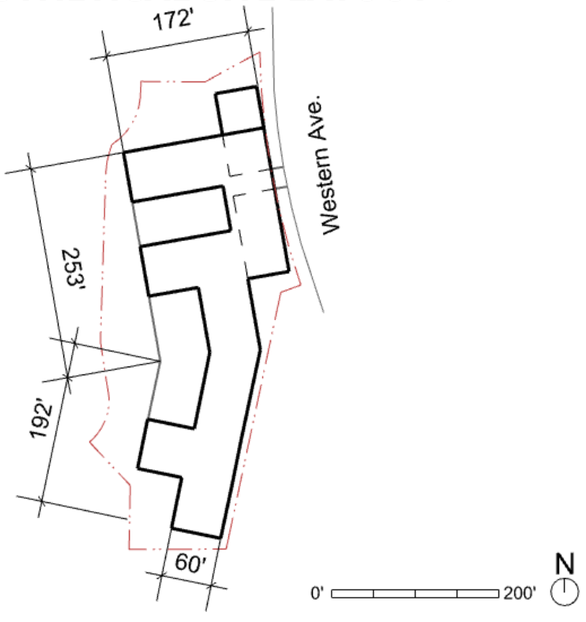




NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 25-30 ft. (i.e., 2-3 stories)[1].
- Contiguous front parcels (APN: 7550-009-173 and APN: 7550-009-172) pose development constraint if site is developed independently.

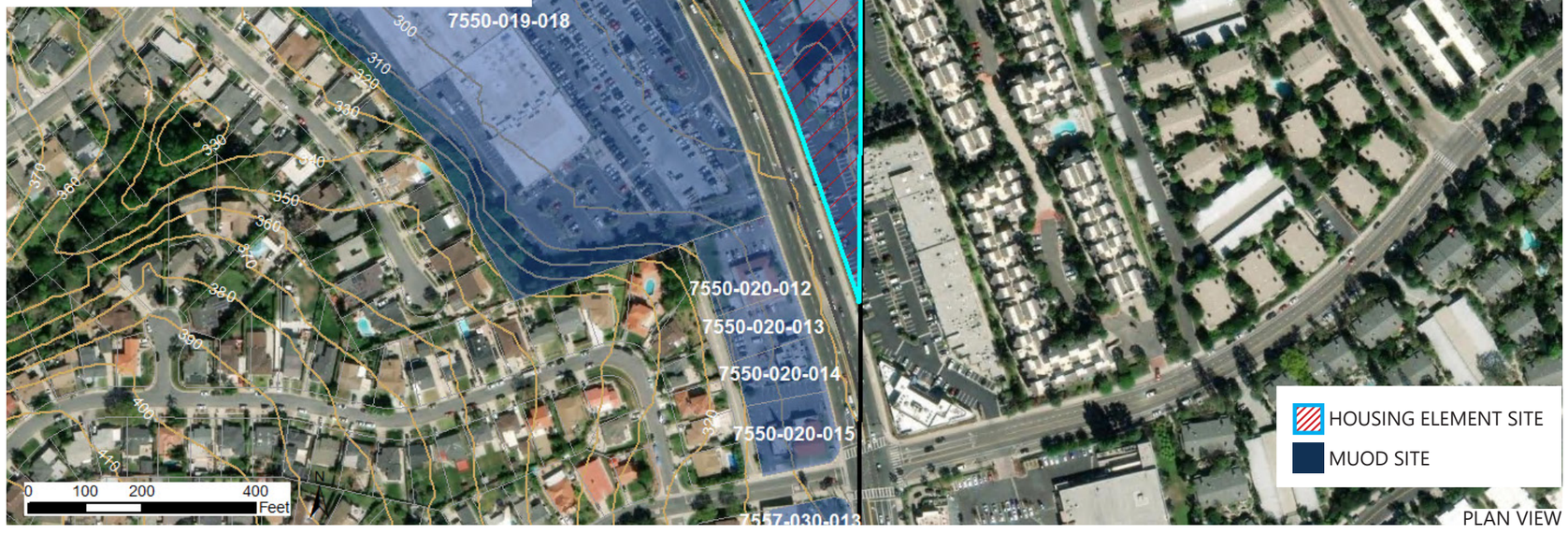
HYPOTHETICAL SITE LAYOUT[2]:



HOUSING ELEMENT SITE #24

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
24	7445-005-010	1.90	No	82%	CG	Mixed Use	35	54	29000 S. Western Ave.	50%	45	42	(12)	MUOD-45	Podium


GOOGLE EARTH VIEW

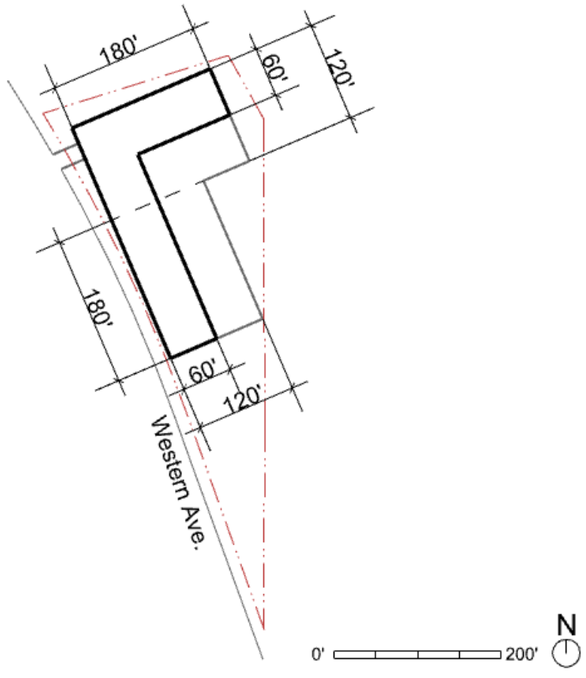


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 55-60 ft. (i.e., 5 stories)[1].
- Triangular parcel shape poses development constraint and renders a significant portion of site un-developable.

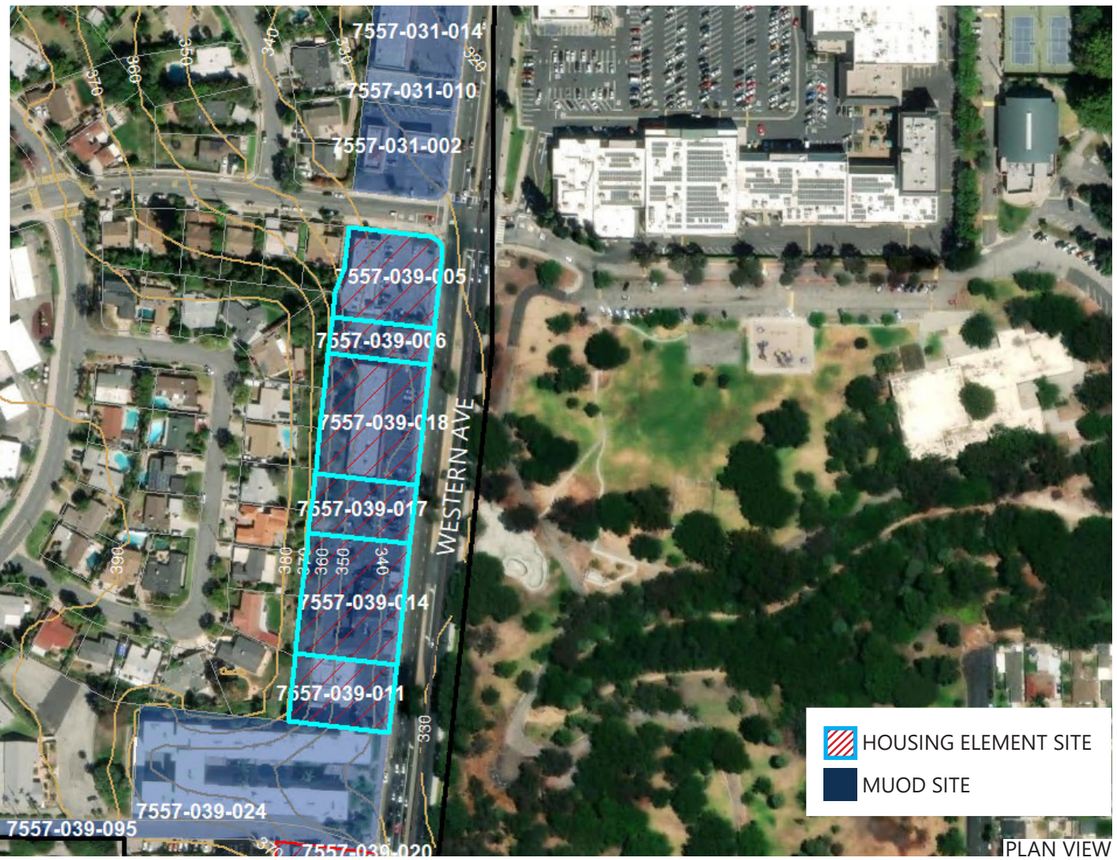
HYPOTHETICAL SITE LAYOUT[2]:



HOUSING ELEMENT SITE #25-30

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
25	7557-039-005	0.55	No	92%	CG	Mixed Use	35	17	29505 S. Western Ave.	100%	35	19	2	MUOD-35	Podium
26	7557-039-006	0.23	No	80%	CG	Mixed Use	35	6	29519 S. Western Ave.	70%	12	1	(5)	MUOD-12	Townhouse
27	7557-039-018	0.77	No	67%	CG	Mixed Use	45	23	29529 S. Western Ave.	70%	45	24	1	MUOD-45	Podium
28	7557-039-014	0.77	No	72%	CG	Mixed Use	45	24	29601 S. Western Ave.	70%	45	24	0	MUOD-45	Podium
29	7557-039-017	0.37	Yes	100%	CG	Mixed Use	45	16	North of 29601 S. Western Ave.(same property owner as 29601)	70%	45	11	(5)	MUOD-45	Podium
30	7557-039-011	0.43	No	77%	CG	Mixed Use	45	15	29619 S. Western Ave.	70%	35	10	(5)	MUOD-35	Townhouse





NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height across all sites: appox. 55-65-ft. (i.e., 4-5 stories)[1].
- Steep hillside along western edge of parcels and typical shallow parcel depth pose development constraints.
- Given narrow width of parcel, development on Site 25 significantly challenging.
- Sites 27 and 28 are owned by same entity and should be developed as one to achieve assumed density.

HOUSING ELEMENT SITE #31

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
31	7557-039-020	0.60	No	100%	CG	Mixed Use	45	27	29701 S. Western Ave.	100%	22	13	(14)	MUOD-22	Podium

GOOGLE EARTH VIEW

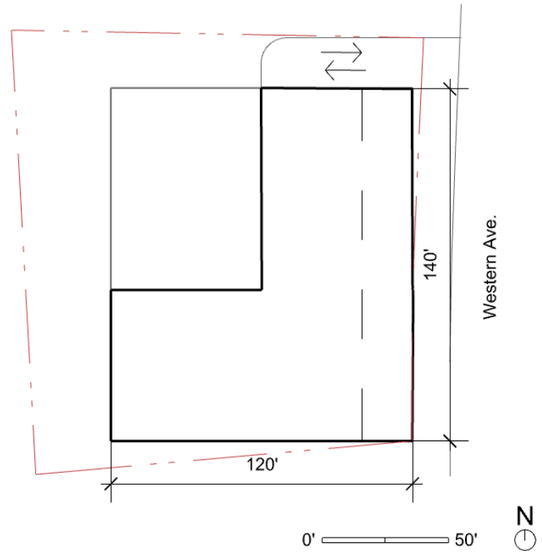


PLAN VIEW

NOTES:

- For all Housing Element and MUOD parcels, remove view preservation and 16 ft. CUP requirements (i.e., discretionary review process) for new development.
- Potential developable maximum building height: appox. 25-30 ft. (i.e., 2 stories)[1].
- Shallow parcel depth and narrow parcel width pose development constraints.

HYPOTHETICAL SITE LAYOUT[2]:



ALL HOUSING ELEMENT SITES

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
1	7589-014-001	2.05	No	60%	RM-8	Mixed Use	35	43	27774 Hawthorne Blvd.	50%	45	46	3	MUOD-45	Podium
2	7578-031-031	0.97	No	100%	CL	Mixed Use	12	11	28041 Hawthorne Blvd.	100%	12	11	0	MUOD-12	Townhouse as Live/Work
3	7588-015-008	4.52	No	17%	CL	Mixed Use	12	9	30019 Hawthorne Blvd.	25%	35	39	30	MUOD-35	Podium
4	7573-002-014	39.75	Yes	24%	I & OH	Upzone	35	328	30840 Hawthorne Blvd.	13%	35	180	(148)	ROD-35	Podium or Wrap
5	7573-001-014	3.85	No	80%	CN	Mixed Use	12	36	31098 Hawthorne Blvd.	80%	12	36	0	MUOD-12	Townhouse
6	7573-001-015	2.52	No	80%	CN	Mixed Use	12	24	31100 Hawthorne Blvd.	80%	12	24	0	MUOD-12	Townhouse
7	7586-028-008	0.53	No	73%	CP	Mixed Use	45	17	430 Silver Spur Rd.	100%	45	23	6	MUOD-45	Podium
8	7586-028-010	0.43	No	100%	CP	Mixed Use	45	19	450 Silver Spur Rd.	100%	45	19	0	MUOD-45	Podium
9	7586-028-020	1.52	Yes	32%	CP	Mixed Use	45	21	500 Silver Spur Rd.	30%	45	20	(1)	MUOD-45	Podium
10	7586-028-015	1.44	Yes	15%	CP	Mixed Use	45	9	550 Silver Spur Rd.	15%	45	9	0	MUOD-45	Podium
11	7586-028-016	0.87	No	49%	CP	Mixed Use	45	19	550 Silver Spur Rd.	60%	45	23	4	MUOD-45	Podium
12	7586-028-002	0.83	No	68%	CP	Mixed Use	45	25	27580 Silver Spur Rd.	100%	22	18	(7)	MUOD-22	Townhouse
13	7586-028-007	0.41	Yes	20%	CP	Mixed Use	45	3	Behind 430 Silver Spur Rd	30%	45	5	2	MUOD-45	Podium
14	7586-028-009	0.65	Yes	100%	CP	Mixed Use	45	29	Behind 450 Silver Spur Rd	30%	45	8	(21)	MUOD-45	Podium
15	7586-028-019	0.85	No	N/A	CP	N/A	N/A	N/A	500 Silver Spur Rd.	100%	45	38	38	MUOD-45	Podium
16	7573-006-024	1.56	Yes	69%	RS-4	RM-12	12	12	Southeast of Clipper Rd & Palos Verdes Dr. S	50%	22	17	5	RM-22	Townhouse
17	7578-002-011	6.89	Yes	31%	RS-A-5	Upzone	12	25	Between Montemalaga Dr & Lightfoot P.	15%	22	22	(3)	RM-22	Townhouse
18	7564-024-001	3.71	Yes	90%	I	RM-6	6	12	West of Marymount site (vacant land)	90%	6	12	0	ROD-6	N/A
19	7564-024-002	20.87	No	60%	I	Mixed-density	6	8	30800 Palos Verdes Drive East	40%	6	8	0	ROD-6	N/A
20	7444-001-004	0.92	No	100%	CG	Mixed Use	15	13	28300 S. Western Ave.	40%	45	16	3	MUOD-45	Podium or Wrap
21	7444-001-005	0.93	No	100%	CG	Mixed Use	15	14	28326 S. Western Ave.	100%	45	42	28	MUOD-45	Podium or Wrap
22	7444-001-003	4.09	No	100%	CG	Mixed Use	15	61	28500 S. Western Ave.	100%	45	184	123	MUOD-45	Podium or Wrap
23	7550-009-024	2.35	No	100%	CG	Mixed Use	30	70	28619 S. Western Ave.	100%	35	82	12	MUOD-35	Podium

CONTINUED ON NEXT PAGE

ALL HOUSING ELEMENT SITES

Portion of Table 35. Housing Sites Inventory (Source: Housing Element Draft August 5, 2022)										REVISIONS					
Site #	APN	Parcel Size Ac.	Vacant?	% of Site Developable	Current Zoning	Potential Rezone to What Zone	Maximum Res. Density (du/ac)	Max. Units	Physical Address	% of Site Developable as Tested	Maximum Res. Density (du/ac) as Tested	Max. Units as Tested	Delta Units (Tested minus Assumed)	Recommended Rezoning	Building Typology as Tested
24	7445-005-010	1.90	No	82%	CG	Mixed Use	35	54	29000 S. Western Ave.	50%	45	42	(12)	MUOD-45	Podium
25	7557-039-005	0.55	No	92%	CG	Mixed Use	35	17	29505 S. Western Ave.	100%	35	19	2	MUOD-35	Podium
26	7557-039-006	0.23	No	80%	CG	Mixed Use	35	6	29519 S. Western Ave.	70%	12	1	(5)	MUOD-12	Townhouse
27	7557-039-018	0.77	No	67%	CG	Mixed Use	45	23	29529 S. Western Ave.	70%	45	24	1	MUOD-45	Podium
28	7557-039-014	0.77	No	72%	CG	Mixed Use	45	24	29601 S. Western Ave.	70%	45	24	0	MUOD-45	Podium
29	7557-039-017	0.37	Yes	100%	CG	Mixed Use	45	16	North of 29601 S. Western Ave.(same property owner as 29601)	70%	45	11	(5)	MUOD-45	Podium
30	7557-039-011	0.43	No	77%	CG	Mixed Use	45	15	29619 S. Western Ave.	70%	35	10	(5)	MUOD-35	Townhouse
31	7557-039-020	0.60	No	100%	CG	Mixed Use	45	27	29701 S. Western Ave.	100%	22	13	(14)	MUOD-22	Podium
							Total	990			Total	1,026	36		

APPENDIX G: HOUSING ELEMENT SITE SELECTION CRITERIA

Site #	APN	Parcel Size Ac.	Comment	Meets HCD Size Req't. for Lower-Income?	Vacant Lot?	Infrastructure Available ?	HCD/TCAC Opportunity Area?	Supports Bldg. Height of 30-40+ Feet?	Outside of Local Hazard Zones?	Vacant/Old/Underutilized Buildings?	In High Quality Transit Area/On or Near Transit Line?	Near Shopping/Parks/Open Space/Schools?	Identified by Piasky Study?	Property Owner Interest?	Potential RHNA Suitability			Physical Address
															Low Income	Moderate Income	Above Moderate Income	
1	7589-014-001	2.05	Existing Service Station	Yes	No	Yes	X	X				X		X	0	37	0	27774 Hawthorne Blvd.
2	7578-031-031	0.97	Existing Commercial Building	Yes	No	Yes	X	X	X			X			0	0	9	28041 Hawthorne Blvd.
3	7588-015-008	4.52	Existing Retail / Market	Yes	No	Yes	X	X	X			X			31	0	0	30019 Hawthorne Blvd.
4	7573-002-014	39.75	Existing Institutional Lot (Salvation Army)	No (a)	Yes	Yes	X	X		X		X			144	0	0	30840 Hawthorne Blvd.
5	7573-001-014	3.85	Existing Commercial Building	Yes	No	Yes	X	X	X			X			0	0	29	31098 Hawthorne Blvd.
6	7573-001-015	2.52	Existing Commercial Building	Yes	No	Yes	X	X	X			X			0	0	19	31100 Hawthorne Blvd.
7	7586-028-008	0.53	Existing Professional/Office Building & Parking	Yes	No	Yes	X	X	X			X	X		18	0	0	430 Silver Spur Rd.
8	7586-028-010	0.43	Existing Professional / Office Building & Parking	Yes	No	Yes	X	X				X	X		0	15	0	450 Silver Spur Rd.
9	7586-028-020	1.52	Adjacent to Existing Professional/Office Building & Parking	Yes	No	Yes	X	X		X		X	X		16	0	0	500 Silver Spur Rd.
10	7586-028-015	1.44	Adjacent to Existing Professional / Office Building & Parking	Yes	Yes	Yes	X	X		X		X	X		0	7	0	550 Silver Spur Rd.
11	7586-028-016	0.87	Existing Professional/Office Building & Parking	Yes	No	Yes	X	X				X			18	0	0	550 Silver Spur Rd.
12	7586-028-002	0.83	Existing Professional / Office Building & Parking	Yes	No	Yes	X	X				X			0	0	14	27580 Silver Spur Rd.
13	7586-028-007	0.41	Adjacent to Existing Professional / Office Building & Parking	No	Yes	Yes	X	X		X		X	X		0	0	4	Behind 430 Silver Spur Rd
14	7586-028-009	0.65	Adjacent to Existing Bank Building & Parking	Yes	Yes	Yes	X	X		X		X	X		0	6	0	Behind 450 Silver Spur Rd
15	7586-028-019	0.85	Existing Professional / Office Building	Yes	No	Yes	X	X				X	X		30	0	0	500 Silver Spur Rd.
16	7573-006-024	1.56	Vacant Residential Lot	Yes	Yes	Yes	X	X		X		X		X	0	0	14	Southeast of Clipper Rd & Palos Verdes Dr. S
17	7578-002-011	6.89	Vacant Residential and Open Space Lot	Yes	Yes	Yes	X	X		X		X			0	0	18	Between Montemalaga Dr & Lightfoot P.
18	7564-024-001	3.71	Vacant Insitutional Zoned Lot Adajacent to Marymount University - property sold to UCLA	Yes	Yes	Yes	X	X		X		X		X	0	0	10	West of Marymount site (vacant land)
19	7564-024-002	20.87	Closed Marymount University site - property sold to UCLA	No (a)	No	yes	X	X				X		X	0	0	6	30800 Palos Verdes Drive East
20	7444-001-004	0.92	Existing Commercial Building	Yes	No	Yes	X	(b)	X			X			13	0	0	28300 S. Western Ave.
21	7444-001-005	0.93	Existing Commercial Buildings	Yes	No	Yes	X	(b)				X			0	34	0	28326 S. Western Ave.
22	7444-001-003	4.09	Existing Commercial Buildings	Yes	No	Yes	X	(b)	X			X			147	0	0	28500 S. Western Ave.
23	7550-009-024	2.35	Existing Commercial Buildings	Yes	No	Yes	X	(b)	X		X	X	X	X	66	0	0	28619 S. Western Ave.
24	7445-005-010	1.90	Existing Commercial Buildings	Yes	No	Yes	X	X	X		X	X	X		0	34	0	29000 S. Western Ave.
25	7557-039-005	0.55	Existing Commercial Building	Yes	No	Yes	X	X			X	X	X		0	15	0	29505 S. Western Ave.
26	7557-039-006	0.23	Existing Professional / Office Building & Parking	No	No	Yes	X	X			X	X	X		0	0	1	29519 S. Western Ave.
27	7557-039-018	0.77	Existing Professional / Office Building & Parking	Yes	No	Yes	X	X			X	X	X		19	0	0	29529 S. Western Ave.
28	7557-039-014	0.77	Existing Commercial Building	Yes	No	Yes	X	X			X	X	X	X	19	0	0	29601 S. Western Ave.
29	7557-039-017	0.37	Existing Parking Lot for Commercial Uses	No	Yes	Yes	X	X		X	X	X	X		0	0	9	North of 29601 S. Western
30	7557-039-011	0.43	Existing Commercial Building	No	No	Yes	X	X			X	X	X		0	0	8	29619 S. Western Ave.
31	7557-039-020	0.60	Existing Commerical Building	No	No	Yes	X	(b)	X		X	X			0	0	10	29701 S. Western Ave.

Notes:

(a) Housing Element includes program support to facilitate subdivision of sites larger than 10 acres for housing development.

(b) Although certain sites would not support higher building heights under current regulations, the Housing Element contains Program 1, which includes a component to eliminate the requirement for a view preservation analysis and a CUP for buildings over 16 feet in height for Housing Element sites in the MUOD, ROD and RM-22 Districts.

Sources: City of Rancho Palos Verdes, Piasky Solutions 2022, Dudek 2023, BAE, 2024.

~~APPENDIX E: DETAILED HOUSING SITES CHARACTERISTICS~~