MEMORANDUM

RANCHO PALOS VERDES

TO: TRAFFIC SAFETY COMMISSION

FROM: DIRECTOR OF PUBLIC WORKS

BY: JACK RYDELL, P.E., T.E., PTOE
CONSULTANT TRAFFIC ENGINEER

DATE: DECEMBER 10, 2007

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) SECTION 5.3 – TRAFFIC AND CIRCULATION MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

RECOMMENDATIONS

1. **Conduct a public hearing for the sole purpose of obtaining public comments on Section 5.3 (Traffic and Circulation) of the Marymount College Facilities Expansion project Draft Environmental Impact Report (DEIR).**

BACKGROUND & DISCUSSION

Marymount College has submitted an application to the Planning Department to renovate, expand and construct education facilities related to the college. As a result, the City has prepared and completed the Draft Environmental Impact Report (DEIR) as required by the California Environmental Quality Act (CEQA). The DEIR, prepared by RBF, the City's Environmental Consultant, was released to the public on October 24, 2007 for a comment period that will extend until January 4, 2008.

The purpose of this traffic commission meeting is to provide the public an opportunity to comment on the Traffic and Circulation section of the DEIR. Comments received will be forwarded to the Planning Department and RBF to be included in the "Response to Comments" section of the Final EIR.

On, November 27, 2007, the Planning Commission held a similar public hearing regarding the DEIR. The staff report from that meeting is included as Attachment A for your reference.

TRAFFIC AND CIRCULATION DISCUSSION

Section 5.3 of the DEIR discusses the purpose of the Traffic Impact Analysis (TIA) in terms of evaluating the development of the proposed Project from a traffic and circulation standpoint. The evaluation considers impacts on local intersections, regional transportation facilities and parking facilities. Mitigation measures are recommended, if necessary, to avoid or reduce Project impacts on traffic and circulation.

Study Intersections

The traffic study evaluates 11 study intersections. The study intersections are as follows:

Int. No.	Study Intersection	Intersection Control	City of Rancho Palos Verdes	City of Los Angeles	Caltrans
1	Palos Verdes Drive East/Miraleste Drive	1-way Stop-Controlled	X		
2	Palos Verdes Drive East/Crest Drive-College Entrance	Signalized	X		
3	Palos Verdes Drive East/Palos Verdes Drive South	1-way Stop-Controlled	X		
4	Miraleste Drive/Via Colinita	2-way Stop-Controlled	X		
5	Miraleste Drive/1st Street	1-way Stop-Controlled	X		
6	Western Avenue (SR-213)/Toscanini Drive	Signalized	X		X
7	Western Avenue (SR-213)/Trudie Drive-Capitol Drive	Signalized	X	X	X
8	Western Avenue (SR-213)/Crestwood Street	Signalized	X	X	X
9	Western Avenue (SR-213)/1st Street	Signalized		X	X
10	Western Avenue (SR-213)/9th Street	Signalized		X	X
11	Western Avenue (SR-213)/25th Street	Signalized		X	X

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Analysis Scenarios

In order to evaluate project impacts, four analysis scenarios were considered and used as evaluation milestones to measure project impacts. Those study scenarios are as follows:

- Existing Conditions (Year 2005);
- Existing Plus Project Conditions (Year 2005 assuming project buildout);
- Forecast Year 2012 Without Project Conditions; and
- Forecast Year 2012 With Project Conditions.

Level of Service Methodology

The Traffic and Circulation section utilized the City of RPV's traffic impact methodologies which are consistent with Los Angeles County Traffic Analysis guidelines. LA County Traffic analysis guidelines were employed for intersections #1 through #6 since these intersections are solely within RPV's jurisdiction. Intersections #7 and #8 are evaluated utilizing both LA County and LADOT standards since they are intersections that are shared by both jurisdictions. Intersections #9 through #11 are evaluated based on LADOT guidelines since they are completely in the City of Los Angeles. Lastly, intersections #6 though #11 are also evaluated with Caltrans guidelines since they are along Western Avenue which is a Caltrans maintained facility. Details regarding the specific methodology are contained in section 5.3.1 of the DEIR.

In order to determine intersection levels of service, the Intersection Capacity Utilization (ICU) methodology was used for signalized intersections. Unsignalized intersections were evaluated using the Highway Capacity Manual (HCM) methodology.

Study Periods

The TIA evaluates project related impacts for weekday peak periods of both the adjacent roadway (PVDE) and of the college as well as weekend peak periods. Capturing the peak hours for various time periods allows the TIA to fully assess true impacts during the appropriate time period and whether those impacts are clearly attributed by the project. The following table summarizes the analysis periods.

Int #	Study Intersection	Weekday AM Peak Hour (7 AM to 10 AM)	Weekday Mid-day Peak Hour (11 AM to 1 PM)	Weekday Afternoon Peak Hour (2 PM to 4 PM)	Weekday PM Peak Hour (4 PM to 6 PM)	Saturday Mid-day Peak Hour (11 AM to 1 PM)
1	Palos Verdes Drive East/Miraleste Drive	X	X	X	X	X
2	Palos Verdes Drive East/Crest Dr-College Entrance	X	X	X	X	X
3	Palos Verdes Drive East/Palos Verdes Drive South	X	X	X	X	X
4	Miraleste Drive/Via Colinita	X	X	X	X	X
5	Miraleste Drive/1st Street	X			X	
6	Western Avenue (SR-213)/Toscanini Drive	X			X	
7	Western Avenue (SR-213)/Trudie Drive-Capitol Drive	X			X	
8	Western Avenue (SR-213)/Crestwood Street	X			X	
9	Western Avenue (SR-213)/1st Street	X			X	
10	Western Avenue (SR-213)/9th Street	X			X	
11	Western Avenue (SR-213)/25th Street	X			X	

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Student Enrollment

The current CUP for the Marymount College governs student enrollment, which allows 750 fulltime students, 20 part-time students, and a marginal difference of 3% which equates to 793 students. It is recognized that total weekday student enrollment is based on an annual average for the fall and spring semesters and that any given semester could exceed 793 students. This fluctuation in enrollment is difficult to analyze. So for the purpose of the TIA, student enrollment was capped at the maximum of 793 students during the weekday and 83 students for the weekend.

Although for existing conditions (fall 2005), the college reported a student enrollment to be 658 students during the weekday and 80 students during the weekend. Because these enrollment numbers are lower than the maximum enrollment numbers, a utilization factor was applied to project trips generated by the college and added to the existing counts to account for full utilization of the campus. When project impacts are being determined and compared to Existing Conditions, student enrollment is consistent across all scenarios.

Parking

Parking analysis was analyzed based on two scenarios: strict interpretation of the City's Parking code and observed parking patterns based on actual counts. When a strict

interpretation of the City's code is applied, the proposed project is under-parked or deficient by between 378 to 503 parking spaces. When observed parking patterns are applied to the proposed project, the on-site parking requirements are deficient by 192 parking spaces. In either case, with the proposed project, there are not enough parking spaces to accommodate the proposed use.

Trip Generation

For the Marymount College Expansion project, the proposed improvements include modernization and expansion of existing buildings, the construction of new academic, athletic and student housing buildings, and the relocation and reconfiguration of recreational facilities, the athletic field and parking facilities. In order to classify the improvements into a trip generation category, the land use components were classified into two categories; Junior College/Community College and Apartment.
All of the improvements that are ancillary uses to the college are analyzed as part of the Junior/Community College Land use category. The on-campus student housing is analyzed as an apartment land use category.

Marymount College currently has two off-site housing facilities: Pacific View in San Pedro and Palos Verdes North in Harbor City. As part of the project, the Pacific View facility will be closed and replaced by the on-campus housing.

With both uses, Junior/Community College and Apartment, there will be trips that are considered internal trips to the project that are assumed not to affect the roadway system. For example, if a student is on campus and travels from the library to the cafeteria or from their apartment to the athletic facility. This internal trip capture and reduction methodology is used to reduce the theoretical trips associated with each land use to account for internal trips that occur between the two land uses and never leave the site. The TIA clearly explains the use of the internal trip reduction percentage.

The TIA was prepared by RBF Consultants with guidance from City Staff. The methodologies employed as well as assumptions and conclusions were arrived at collectively.

Key Findings

- Construction related traffic could cause significant adverse impacts to the local traffic system.

  Recommended mitigation measures to address the above construction traffic impacts include:
  - Submittal of a Construction Management Plan that will control hauling schedules and prohibit staging of equipment and parking of construction related vehicles on City streets (TR-1).

- The project will result in significant impacts to Level of Service for **existing plus project conditions** at the following intersections:

- PVDE and Miraleste Drive during weekday a.m. peak (7:00 a.m. – 9:00 a.m.), mid-day (11:00 a.m. – 1:00 p.m.), afternoon (2:00 p.m. – 4:00 p.m.) and p.m. (4:00 p.m. – 6:00 p.m.) peak hours;
- PVDE and Miraleste Drive during the Saturday mid-day peak hour;
- Western Avenue and Trudie Drive during the weekday a.m. peak hour.

Recommended mitigation measures to address the above Level of Service impacts include:

- Install a traffic signal at the intersection of PVDE and Miraleste Drive (TR-2);
- Re-stripe Trudie Drive at Western Avenue to provide one left-turn lane, and one thru/right-turn lane (TR-3);
- Limit the total full-time and part-time student enrollment to a maximum of 793 weekday students and 83 weekend students (TR-4).

- The project will result in significant impacts to Level of Service for **2012 with project conditions** at the following intersections:

  - PVDE and Miraleste Drive during weekday a.m., mid-day, afternoon and p.m. peak hours;
  - PVDE and Miraleste Drive during the Saturday mid-day peak hour;
  - PVDE and PVDS during the weekday afternoon and p.m. peak hours;
  - PVDE and PVDS during the Saturday mid-day peak hour;
  - Western Avenue and Trudie Drive during the a.m. and p.m. peak hours.

  Recommended mitigation measures to address the above Level of Service impacts include:

  - TR-2 and TR-3 identified above;
  - Modify the intersection of PVDE and PVDS to construct a raised median refuge area for southbound left-turning vehicles to cross westbound traffic and wait for an adequate gap to enter the eastbound traffic flow (TR-9);
  - Provide an acceleration lane along PVDS for the southbound left-turning vehicles identified above to accelerate onto PVDS (TR-9).

  Since the proportionate share contribution for TR-9 would not fully implement the measure, the significant impact <u>would not be reduced</u> to a level considered less than significant.

- The project could result in inadequate parking capacity as follows:
  - A deficiency of 198 parking spaces is forecast to occur during the weekday peak hour.

  Recommended mitigation measures to address the above parking deficiency include:

  - Development and implementation of a parking management program that prohibits dormitory guest parking on weekdays during the peak parking demand periods between 10:00 a.m. and 3:00 p.m. (TR-5);
  - Development and implementation of parking management strategies to reduce demand such as carpool only parking spaces, parking pricing

methodologies, remote parking, increase shuttle services, financial incentives and restrictions on resident parking at the campus dormitory and Palos Verdes Drive North facility (TR-6);

- Annual submittal of the parking management program, including documentation of parking demand reductions, for City review and modification as necessary (TR-7).
- Limit the total full-time and part-time student enrollment to a maximum of 793 weekday students and 83 weekend students (TR-8).

The DEIR concludes that impacts resulting from project-generated traffic on intersections currently experiencing, or projected to experience, traffic congestion could be considered to be mitigated to a less than significant level with the incorporation of specific mitigation measures. In terms of cumulative impacts for the forecast year 2012, the implementation of mitigation would reduce impacts to a less than significant level, however, since the applicant will only be responsible for its fair share contribution, full implementation of the mitigation measure will not occur, thus resulting in a significant and unavoidable impact. The analysis discussion can be found on pages 5.3-1 through 5.3-93 in the DEIR.

Recommended for Approval,

Jack Rydell
Consulting Traffic Engineer

Respectfully Submitted,

Ara Mihranian
Principal Planner

Attachment A – Staff Report of November 27, 2007 to the Planning Commission

Attachment B – Section 5.3 of the DEIR

CITY OF RANCHO PALOS VERDES

PLANNING, BUILDING, & CODE ENFORCEMENT

TO: HONORABLE CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: DIRECTOR OF PLANNING, BUILDING, AND CODE ENFORCEMENT

DATE: NOVEMBER 27, 2007

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Prepared By: Ara Michael Mihranian, AICP, Principal Planner

RECOMMENDATION

Conduct a public hearing for the sole purpose of obtaining public comments on the Marymount College Facilities Expansion project Draft Environmental Impact Report (DEIR).

BACKGROUND

On June 12, 2003, Marymount College submitted Zoning Case No. ZON2003-00317 (CUP No. 9 - Revision "E," a Grading Permit, and a Variance Permit) to the Planning Department to consider modernizing the existing College campus (collectively, the "Project"). The proposed Project involves the renovation and expansion of existing buildings, the construction of new academic and student housing buildings, and the relocation and reconfiguration of recreational facilities, athletic fields, and parking facilities. The current Project was submitted to replace an original application submitted to the City in 2000 (CUP No. 9 Revision 'D'). The applicant withdrew the original application in order to revise the project design to address information ascertained from new geotechnical studies, as well as concerns raised by Staff during the preliminary review phase of the project in 2003.

On August 21, 2005, the planning application for the Marymount College Facilities Expansion Project (CUP No. 9 Revision 'E' et. al) was deemed complete for processing. Pursuant to the California Environmental Quality Act (CEQA), the City (Lead Agency) has one year from the date the application was deemed complete to prepare and certify the project's EIR. During the preparation of the DEIR, the processing clock was stopped on March 1, 2006 and reinstated by the City on May 31, 2007, marking the new action date as November 21, 2007. According to Section 15108 of the CEQA Guidelines, a one time 90-day time extension may be granted with agreement between the City and the applicant. On November 21, 2007, the College agreed to a one time 90-day time extension that extends the deadline date February 19, 2008 (see attachment). Although the CEQA Guidelines do not provide remedies if action on the project EIR is not taken within the one year period, staff recommends that once the CEQA clock has lapsed, the 180-day period

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in which to act on the Project should begin. According to the State Permit Streamlining Act, a decision on a project requiring the preparation of an EIR must be made within 180 days of certification of the EIR. Here, if the 180-day action deadline period starts on February 19, 2008, the action deadline would be August 15, 2008, unless otherwise extended as allowed under the Permit Streamlining Act.

The City and its environmental consultant (RBF Consultants) began the CEQA review process by evaluating the Project's potential impacts based on an environmental checklist. As a result, an Initial Study was prepared in accordance with CEQA. The City distributed the Initial Study (IS) to the public, accompanied by a Notice of Preparation (NOP) for preparation of the EIR on November 17, 2005. The public comment period on the Initial Study was extended from 30-days to 57-days because of the holiday break, and thus concluded on January 13, 2006. During the public comment period, two public scoping meetings to receive comments on the NOP/IS were held. The first scoping meeting was held on December 13, 2005 before the City holiday break, and the second scoping meeting was held after the City holiday break on January 10, 2006. The Traffic Safety Commission was invited to join the Planning Commission to hear public comments on both dates. The purpose of the NOP was to indicate formally that the City was preparing a DEIR for the Project and, as Lead Agency, to solicit input regarding the scope and content of the DEIR. The NOP was distributed to all Responsible Agencies, as well as other agencies and members of the public who may have an interest in the Project. Comments received on the Initial Study were transmitted to the City's EIR consultant (RBF) for inclusion in the analysis of the DEIR document and can be found in the Appendices Section of the document.

On October 24, 2007, the DEIR for the Project was released to the public marking the beginning of the comment period that is to conclude on Friday, January 4, 2008. During the public comment period, written comments on the DEIR are to be submitted to the City. Furthermore, the public will have an opportunity to provide the City with verbal comments on the DEIR at the November 27th Planning Commission meeting. The Traffic Safety Commission will be conducting a similar public hearing on December 10, 2007 to receive verbal comments on the Traffic and Circulation Section of the DEIR. Both written and verbal comments received during the public comment period will be address in the "Response to Comments" section of the Final EIR.

PROJECT LOCATION

Marymount College is located at 30800 Palos Verdes Drive East within the southeastern portion of the City, at the intersection of Palos Verdes Drive East and Crest Road. The College is situated on an approximately 24.57-acre site that overlooks the southern tip of the Palos Verdes Peninsula and the Pacific Ocean. The Project site is designated as an Institutional (I) zoning district and generally consists of an improved/developed area located at the northern portion of the property and vacant areas located along the property's south-facing slope and westerly area. The northern portion of the property

consists of buildings, parking lots, paved areas, tennis/basketball courts, a soccer field, and ornamental landscaping. The south-facing slope and westerly area is unimproved and is seasonally cleared of vegetation. The subject site is bordered on the north and west by single-family residential neighborhoods. The areas situated south and east of the site contain single-family residential neighborhoods and natural lands.

PROJECT DESCRIPTION

The following is a detailed description of the project intended to explain the major components of the project analyzed in the DEIR. For more information see Section 3 of the DEIR.

The existing College campus consists of 92,268 square feet of floor area. According to the applicant's proposal, the project involves the demolition of approximately 18,022 square feet of existing floor area and the construction of 139,008 square feet of new floor area, including expanding 14,916 square feet of existing buildings. The proposed development would result in a total of 210,254 square feet of campus floor area, representing a net increase of approximately 117,986 square feet of floor area to the 92,268 square feet of existing floor area, as outlined in the table shown below:

Building I.D.	Building	Total Existing Building (SF)	Proposed Building Demolition (SF)	Proposed Building Addition (SF)	Total Building (SF)
Existing Buildings					
A	Classroom/Academics	26,180	0	0	26,180
B	Auditorium/Fine Arts Studio	8,012	0	1,869	9,881
C	Faculty Office	7,346	0	7,455	14,801
D	Student Union/Bookstore/Faculty Dining	18,158	0	3,492	21,650
E	Administration/Admissions	9,450	0	2,100	11,550
F	*Buildings to be Removed*				
	View Room/Hall	1,530	(1,530)	0	0
	Maintenance/Photo Lab	2,696	(2,696)	0	0
	Bookstore/Health Center	2,870	(2,870)	0	0
	Arts	3,648	(3,648)	0	0
	Preschool	2,998	(2,998)	0	0
	Library	4,072	(4,072)	0	0
	Pool Equipment	208	(208)	0	0
G	Church	5,100	0	0	5,100
	Subtotal Existing Buildings	***92,268***	***(18,022)***	***14,916***	***89,162***
Buildings to be Added					
N	Library			26,710	26,710
O	Maintenance			1,975	1,975
P	Athletic Facility			33,243	33,243
Q	Residence Hall No. 1			22,878	22,878

Building I.D.	Building	Total Existing Building (SF)	Proposed Building Demolition (SF)	Proposed Building Addition (SF)	Total Building (SF)
R	Residence Hall No. 2			35,626	35,626
S	Gallery (Connects Proposed Residence Halls)			660	660
	Subtotal New Buildings			***121,092***	***121,092***
	Total			***136,008***	***210,254***
	Total Existing Buildings				***92,268***
	Net Change				***117,986***
Source: Rasmussen & Associates, *Proposed Master Site Plan*, Revised August 16, 2006.					

Specifically, the Project proposes the modernization and/or expansion of the following existing campus buildings:

Additions to Existing Buildings

- Auditorium/Fine Arts Studio. A 1,869-square foot, one-story art studio addition is proposed on the south side of the existing auditorium building for a total floor area of 9,881 square feet. This structure would be constructed at a maximum height of 17 feet, as measured from the lowest adjacent finished grade elevation (925 feet) to the highest roof ridgeline (942 feet).

- Faculty Office Building. A 7,455-square foot two-story addition is proposed east of the existing 7,346-square foot faculty office building, providing a total floor area of 14,801 square feet. The addition would consist of a classroom, storage and lounge area that would connect the faculty office building to the academic building on the first floor and would create new faculty offices and conference room space on the second floor. The proposed addition would connect with the existing roof of the building. The addition would be constructed at a height of 28 feet, as measured from the lowest adjacent finished grade elevation (912 feet) covered by structure to the top of the highest roof ridgeline elevation (940 feet).

- Student Union (Bookstore/Faculty Dining Addition). The proposed two-story addition to the existing 18,158-square foot Student Union building involves 3,492 square feet of additional floor area for a total area of 21,650 square feet. The proposal consists of a 1,496-square foot bookstore addition on the first floor and a 1,996-square foot faculty dining area on the second floor. The proposed addition would be constructed at a height of approximately 30 feet, as measured from the lowest adjacent finished grade elevation (910 feet) covered by structure to the top of the highest roof ridgeline elevation (940 feet).

- Administration Building. A single-story approximately 2,100-square foot addition would be added to the existing 9,450-square foot administration building, resulting in

a total floor area of 11,550 square feet. The proposed addition includes a remodel of the existing façade, as well as the interior layout of the building. The primary entrance to the building would be on the north side, opening onto a plaza with a fountain. This plaza would provide a connection to the redesigned parking lot. The proposed improvements would be constructed at a maximum height of 25 feet, as measured from the lowest adjacent finished grade elevation (926 feet) to the top of the highest roof ridgeline elevation (951 feet).

New Buildings

The Project proposes the construction of the following new campus buildings:

- Library. A new 26,710-square foot library and lecture hall would replace the existing 4,072-square foot library that is connected to the existing academic building. The proposed addition would include a partial remodel of the façade of the existing academic building. The proposed improvements would be constructed at a height of 44 feet, as measured from the lowest adjacent finished grade elevation (912 feet) to the top of the highest roof ridgeline elevation (956 feet).

- Maintenance Building. A 1,975-square foot maintenance building is proposed north of the proposed athletic facility. This building would be constructed at a height of 20 feet, as measured from the lowest adjacent finished grade elevation (913 feet) to the top of the highest roof ridgeline elevation (933 feet).

- Athletic Facility. An athletic facility is proposed at the western facade of the existing Student Union building. The facility would be two-stories, totaling 33,243 square feet. The building would include a gymnasium, locker rooms, weight room, aerobic room, classroom area, concessions area and outdoor terrace. The proposed addition would be constructed at a height of 45 feet, as measured from the lowest adjacent finished grade elevation (897.75 feet) covered by structure to the top of the highest roof ridgeline elevation (942.75 feet). The addition has been designed to cut into the site, providing a low profile relative to the surrounding grade. The ridgeline of the proposed athletic facility would generally be at the same elevation as the existing Student Union building. The existing pool would be removed and a new pool would be constructed adjacent to the proposed athletic facility.

- Residence Halls. The proposed Residence Halls consist of two interconnected, two-story buildings totaling 58,504 square feet and a 660-square foot Gallery on the lower level between the Residence Halls. The buildings would include a total of 128 rooms that would house 250 students (including 10 residential advisors) plus five adult supervisors (total of 255 occupants). The College has indicated that some area within the proposed Residence Halls may be used for affordable housing. That issue is discussed more fully in Section 7.4, *Affordable Housing Alternative*. In addition to the individual student rooms, the buildings contain lounge space, laundry

facilities, and activity rooms. The proposed buildings would be constructed at a maximum height of 45 feet, as measured from the lowest adjacent finished grade elevation (886 feet) covered by structure to the top of the highest roof ridgeline elevation (931 feet). The Residence Halls are designed to follow the downsloping profile of the Project site. Emergency vehicle access to the Residence Halls would be provided along the pedestrian walkway that connects to the parking lot on the east side of the campus, as well as non-vehicle access along the southern side of the Residence Halls.

With the creation of on-campus student housing, the College's Housing Master Plan proposes changes to the existing off-site student housing. At the Palos Verdes North Living Facility, a portion of the existing townhomes would be converted to faculty/staff housing. A maximum of 250 students and 40 faculty/staff would be housed at this facility. The Master Plan calls for the sale of the Pacific View Housing Facility. Thus, the College would not be providing student housing at this facility.

- Gallery. A 660-square foot gallery is proposed on the lower level between the Residence Halls; see above.

Site Improvements (Parking and Grading)

In addition to the proposed structures described above, the project involves the relocation of the existing athletic courts and fields from the eastern portion of the campus to the western portion of the campus, closer to Palos Verdes Drive East. Furthermore, the existing parking lot area would be relocated and reconfigured to accommodate 463 parking spaces, which increases the number of existing parking spaces by 120 spaces. In terms of grading, the Project involves approximately 100,000 cubic yards of earthwork, including approximately 60,000 cubic yards of excavation and 40,000 cubic yards of embankment. In consideration of the loss and shrinkage factors, the Grading Plan proposes a balanced cut and fill on the Project site. No import/export of material would be required, excluding select fill (building material, gravel, sand and rock). The proposed maximum depth of cut is 25 feet and the maximum height of fill is 18 feet.

Student Enrollment/Faculty and Staff

On April 17, 1990, the City Council, on appeal, adopted Resolution No. 90-20 that approved Revision "C" of CUP No. 9 for Marymount College. With Revision "C" to CUP No. 9, enrollment of students at Marymount College was limited to an average of 750 full-time students (12 units or more) for the Fall and Spring semesters, and a maximum of 20 part-time students (11-units or less) each semester with a margin for difference of 3.0 percent. No change to the College's existing student enrollment is proposed under the current development application.

The College currently employs 215 full- and part-time faculty and staff. Construction of the proposed Residence Halls would result in the transfer of five (5) residential life staff members from off-campus housing to on-campus housing and the relocation of ten (10) part-time student residential advisors to the campus. The College also anticipates adding four (4) full-time and two (2) part-time security positions upon project approval (one full-time position and one part-time position are proposed for the non-residential improvements). The College also anticipates the need for one full-time maintenance position and one-full time custodial position for each 30,000 to 40,000 square feet of additional facilities (a total of six new employees for the proposed Project). In sum, the proposed Project would add approximately 27 new full- and part-time employees to the campus.

Project Phasing

In October 2006, the College revised its application with a request to construct the project in three phases over a period of eight years in order to incorporate some flexibility in the start dates for various components of the Project. As such, the phases could overlap (i.e., some could commence early) or could be constructed in separate stages. Section 17.60.070 of the RPVMC provides the discretion to establish a reasonable period within which the Applicant must commence the permitted uses. As such, the College's request is discretionary and subject to review and approval by the City's decision makers. The following is a detailed summary that assumes the maximum period of build-out as requested by the Applicant.

PHASE I (YEAR 1 [ANTICIPATED 2008])

Phase I would involve three months of construction within a one-year time frame (leaving approximately nine months with no construction activity). Larger grading equipment would be on-site and primary demolition would occur during this phase. Additionally, most of the demolition debris would be removed from the site during this phase. All major rough grading needed for the reconfiguration of the parking lots and the establishment of building pads for the new improvements would be completed within the first three months of the start of construction. According to the College, the construction staging area for Phase I would be the area of the future athletic field and tennis courts. Phase I would reconfigure all of the parking lots and add 120 parking spaces. The College estimates that there would be approximately 30 construction workers onsite to demolish the existing buildings, demolish and reconfigure the parking lots, and perform the major rough grading. The construction workers' vehicles would be parked onsite during this phase. If construction occurs during the summer when school is not in session, all of the demolition and parking lot reconfiguration would occur at one time. For the few faculty/staff that may remain during the summer (no more than 20) a temporary lot on the west side would be provided of the appropriate size, once site demolition is completed. Parking lots would then be finished east to west. By the start of school, the full 463 spaces would be available. If construction on Phase I begins while school is in session, construction would begin on the east parking

lot. This would create 127 new parking spaces. Approximately 10 to 15 parking spaces in the parking circle at the east end of the campus would not be useable during construction of the parking lot, because of limited access. Once the new east parking area is made available, the demolition and reconfiguration of the west and south parking lots would begin. If at any time the total number of parking spaces falls below the existing 343 spaces during this phase of construction, the remaining spaces would be provided at the current PV North Housing Facility, using existing shuttle service to the campus.

PHASE II (YEARS 2 TO 4 [ANTICIPATED 2009 TO 2012])

Phase II involves 19 months of construction within a three-year timeframe (leaving approximately 17 months with no construction activity). Construction would focus on the pad areas where new construction would be occurring. Buildings would be enclosed by approximately month 11, and the remaining time would involve interior finish work. According to the College, the construction staging area for Phase II would be the area of the future athletic field and tennis courts and would involve approximately ten construction workers at the beginning stage of Phase II, increasing to approximately 100 construction workers. During the peak period of Phase II, temporary parking and staging would also occur at the existing location of the athletic field at the east end of the campus. Further, approximately 20 parking spaces at the east parking lot would be used to accommodate the construction of new buildings on the east side of the campus. If the parking and staging areas were insufficient, remaining construction workers would be instructed to park at the PV North Housing Facility and ride the shuttle to the campus. If construction occurs during the summer when school is not in session, or breaks in the academic calendar, then existing on-site parking would be used.

PHASE III (YEARS 5 TO 8 [ANTICIPATED 2013 TO 2015])

Phase III involves 14 months of construction within a two-year timeframe (leaving approximately 10 months with no construction activity). Similar to Phase II, construction during Phase III would focus on those areas where new buildings would be constructed (i.e., Residence Halls, Fine Arts addition and Administrative Building addition). Buildings would be enclosed by approximately month 11, and the remaining time would involve interior finish work. The staging area for Phase III would be on a small portion of the west parking lot. The number of spaces needed during this phase would reduce parking availability for other campus functions by approximately 17 spaces.

According to the College, Phase III construction would start with approximately ten construction workers increasing to approximately 100 workers during the peak periods of construction. Construction parking and staging would occur on the existing athletic field at the east end of the campus. During the peak period of Phase III, additional construction parking and staging would occur between the academic building and Residence Halls, which would be under construction in this Phase. If the parking and staging areas were insufficient, remaining construction workers would be instructed to park at the PV North

Housing Facility and take the shuttle to the campus. If construction occurs during the summer when school is not in session, or breaks in the academic calendar, then existing on-site parking would be used.
Total construction time within the eight-year timeframe would be approximately three years (36 months).

DISCUSSION

The following discussion summarizes the environmental impacts analyzed in the DEIR that was prepared in part on environmental concerns raised during the NOP comment period. The DEIR contains a summary of the environmental concerns raised during the scoping period and where they are addressed in the document (Page 1-4 of the DEIR). Copies of the NOP, distribution list, and letters received in response to the NOP are included in Appendices Section of the DEIR. For detailed information, refer to the DEIR that was provided to the Planning Commission under a separate cover in October.

DEIR Analysis and Conclusions

Through the scoping process and preparation of the Initial Study, nine environmental factors were considered potentially significant and are analyzed in detail in Section 5 of the DEIR. The impacts and mitigation measures related to these environmental factors are summarized in Section 2 of the DEIR (a copy of the summary table is attached for easy reference). The conclusions of the impact analyses for these factors are summarized as follows:

- Land Use and Relevant Planning

  Section 5.1 of the DEIR identifies impacts to land use and planning policies based on the City's General Plan and Development Code. The DEIR concludes that even with the implementation of mitigation measures, as recommended throughout the document, the project impacts on Policy 11 of the General Plan's Urban Environment Element Residential Activity (control the alteration of the natural terrain) and the City's Development Code pertaining to construction of a structure on an extreme slope (35% slope or greater) would remain significant and unavoidable.

- Aesthetics/Light Glare

  The purpose of Section 5.2 of the DEIR is to describe the existing aesthetic environment on-site and in the Project site vicinity, and to analyze potential Project related impacts (short-term and long-term) to the aesthetic character of the site and its surroundings. Consideration of public scenic vistas and views, impacts to scenic resources and the introduction of new sources of light and glare are also analyzed in this Section. The DEIR identifies short-term impacts to the visual character of the

site resulting from the project construction that could be mitigated to a less than significant level. However, in regards to long-term impacts, the DEIR identifies significant and unavoidable impacts to the visual character of the south facing slope caused by the introduction of the Athletic Facility and Residence Halls. In regards to light and glare, mitigation measures are being considered that would reduce impacts to a less than significant (the analysis discussion can be found on pages 5.2-1 through 5.2-53 in the DEIR).

- Traffic and Circulation

  Section 5.3 of the DEIR discusses the purpose of the Traffic Impact Analysis (TIA) in terms of evaluating the development of the proposed Project from a traffic and circulation standpoint. The evaluation considers impacts on local intersections, regional transportation facilities and parking facilities. Mitigation measures are recommended, if necessary, to avoid or reduce Project impacts on traffic and circulation. The following analysis scenarios are evaluated in this Section:

  - Existing Conditions;
  - Existing Plus Project Conditions;
  - Forecast Year 2012 Without Project Conditions; and
  - Forecast Year 2012 With Project Conditions.

  The DEIR concludes that impacts resulting from project-generated traffic on intersections currently experiencing, or projected to experience, traffic congestion could be considered to be mitigated to a less than significant level with the incorporation of specific mitigation measures. In terms of cumulative impacts for the forecast year 2012, the implementation of mitigation would reduce impacts to a less than significant level, however, since the applicant will only be responsible for its fair share contribution, full implementation of the mitigation measure will not occur thus resulting in a significant and unavoidable impact (the analysis discussion can be found on pages 5.3-1 through 5.3-93 in the DEIR).

- Air Quality

  This Section (5.4) of the DEIR focuses on potential short-term air quality impacts associated with Project construction activity, and long-term local and regional air quality impacts associated with Project operation. In terms of short-term and long-term impacts, the DEIR states that the project will result in impacts that can be reduced to a less than significant level with the implementation of the recommended mitigation measures (the analysis discussion can be found on pages 5.4-1 through 5.4-38 in the DEIR).

- Noise

  The purpose of this Section is to analyze Project-related noise source impacts on-site and to surrounding land uses. This Section evaluates short-term construction related impacts, as well as future buildout conditions. Information in this Section was obtained from the *City of Rancho Palos Verdes General Plan* and the *City of Rancho Palos Verdes Municipal Code*. For the purposes of mobile source noise modeling and contour distribution, traffic information contained in the *Project Traffic Impact Analysis* was utilized (refer to Section 5.3, *Traffic and Circulation*). The analysis describes existing noise conditions within the project area and estimates future noise levels based on noise modeling. Based on the analysis conducted, the DEIR concludes that noise related impacts, on a long-term basis could be reduced to a level of insignificance with the implementation of the recommended mitigation measures. However, short-term impacts resulting from the phased project construction would remain significant and unavoidable even with the implementation of mitigation measures (the analysis discussion can be found on pages 5.5-1 through 5.5-42 in the DEIR).

- Geology and Soils

  This Section describes the geologic, soil and seismic setting of the Project area, identifies potential impacts associated with the proposed Project and recommends mitigation measures to avoid or lessen impacts. Information in this Section is based on the reports, maps and studies prepared by the applicant and RBF, such as

  - Compiling and reviewing relevant reports and maps that address geotechnical and geologic conditions for the Project and the surrounding area;
  - Performing a site reconnaissance of the slopes bordering the College, including the South Shores landslide;
  - Performing a site reconnaissance of the distant San Ramon Canyon landslide; and,
  - Evaluating geological and geotechnical data obtained from the exploratory drilling, laboratory soil testing and slope stability analyses performed by ASE Soils Engineering, Inc. (Applicant's Geologist), including a series of geotechnical report review comments from the City's geotechnical reviewer, Zeiser Kling Consultants, Inc.

  The DEIR evaluates geologic and soil conditions in terms of slope stability, erosion, soil contamination, faulting and seismicity, liquefaction, and bedrock subsidence. Based on the DEIR, with the implementation of recommended mitigation measures, the impacts identified could be reduced to a less than significant level (the analysis discussion can be found on pages 5.6-1 through 5.6-23 in the DEIR).

- Hydrology and Water Quality

  This Section of the DEIR evaluates potential impacts on hydrology, water quality and water supply as it relates to existing conditions and changes resulting from the project. The DEIR also evaluates the conditions relating to hydrology and water quality on a short-term and long-term basis. Mitigation measures are recommended that are intended to reduce the impacts to a less than significant level. Such mitigation measures deal with construction related impacts and measures to minimize sediment discharge (the analysis discussion can be found on pages 5.7-1 through 5.7-31 in the DEIR).

- Public Services and Utilities

  Section 5.8 of the DEIR is based on reference information from public service and utility agencies and other reference sources, including fire and police protection. The utilities/service systems include water, wastewater, solid waste, electric, natural gas, telephone and cable. This Section provides existing conditions and background information necessary to determine potential impacts of the proposed Project. Criteria by which an impact may be considered potentially significant is provided, along with a discussion of the potential impacts. Mitigation measures are recommended to avoid or reduce potential impacts to less than significant levels (the analysis discussion can be found on pages 5.8-1 through 5.8-23 in the DEIR).

- Biological Resources

  Section 5.9 of the DEIR identifies existing biological resources on-site and within the vicinity of the project, analyzes potential project-related impacts to these resources (including sensitive species) and recommends mitigation measures to avoid or lessen the significance of impacts. This Section describes the biological character of the site in terms of vegetation, flora, wildlife and wildlife habitats, and analyzes the biological significance of the site in view of federal, state and local laws and policies. Information in this Section is based on the update of Biological Constraints Survey, found in the Appendices, for the Marymount College Project Site (BonTerra Consulting, January 16, 2006). The report was prepared in accordance with accepted scientific and technical standards that are consistent with the requirements of the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) (the analysis discussion can be found on pages 5.9-1 through 18 in the DEIR).

<u>DEIR Comment Period</u>

The DEIR is currently being circulated for public review and comment for 72 days, which exceeds the 45-day review period required by CEQA. The DEIR became available on

Wednesday, October 24, 2007 and the comment period will conclude on Friday, January 4, 2008. A Notice of Availability of the DEIR (attached) has been transmitted to the State Clearinghouse, Responsible Agencies, property owners within a 500-foot radius, local interested parties, and listserve subscribers. Hard copies of the DEIR are available to review and/or purchase at City Hall. In addition, copies are available for viewing at Hesse Park and the local libraries. Furthermore, the document is available on the City's website to view and/or download.

The comment period will conclude on Friday, January 4, 2008. Until then, all interested agencies and parties have the opportunity to provide written comments on the content of the DEIR. In addition, the public has an opportunity this evening to provide comments on the DEIR in a public forum. All written comments received by the City will be given equal consideration as any oral comments received this evening.

All written comments and oral testimony related to environmental issues that are received during the comment period will be provided to the City's environmental consultant for response in the Final EIR. The Final EIR will contain formal responses to the comments regarding environmental issues received during the DEIR comment period, including any changes to the EIR text as a result of the comments. As noted in the time schedule in the next section of this Staff Report, Staff anticipates that the Final EIR will be completed by Spring 2008, after which time, it will be presented to the Planning Commission for certification.

ADDITIONAL INFORMATION

Requests for Additional Time to Speak at the November 27th Meeting

It should be noted that the applicant, as well as a neighborhood organization, referred to as Concerned Citizens Coalition / Marymount Expansion (CCC/ME), are each requesting that they be provided additional time to give their respective comments on the DEIR (see attachment). The College is requesting a total of 30 minutes and the CCC/ME is requesting 10 minutes followed by 10 speakers with 3 minutes each (per the Commission rules). Pursuant to the adopted Planning Commission Rules, it will be up to the Chair of the Planning Commission on how the requests will be accommodated.

Public Comments on the DEIR Received to Date

To date, the City has received thirteen (13) written comments from the public. These comments are attached to this report. In the event additional comments are received before the deadline for the November 27th meeting, those comments will be provided to the Commission that evening as late correspondence

Planning Commissioners within a 500-foot Radius

Commissioner Karp will not participate in the hearing because he lives within a 500-foot radius of the Campus. Furthermore, Commissioner Ruttenberg indicated that he intends to recuse himself from the hearing.

Estimated Processing Steps and Timeline

At the conclusion of the DEIR comment period, all verbal and written comments will be reviewed, assessed and responded to in the Final EIR. Provided below is a summary of the processing steps that will follow this evening's meeting. This timeline is an estimate and may be subject to changes based on the number of comments received and the scope of the issues raised.

- Completion of the Final EIR (March 2008)

  It should be noted that although the EIR consultants estimate that it will take approximately six weeks to complete the Final EIR, given the amount of anticipated public comments and the delays caused by the holiday season, Staff estimates that the Final EIR will not be available until March 2008.

- Planning Commission review of the Final EIR (April 2008).

- Planning Commission review of the Planning Applications begins (May 2008)

Silhouette

During the public scoping meetings, as well as the Pre-Screening Workshop between the City Council and the College in January 2006, members of the public requested that the College construct a silhouette for the major components of the project to provide the City's decision makers, City Staff and the public a "real life" depiction of the mass and scale of the Project. As a result, the College voluntarily agreed to construct a project silhouette for the proposed Athletic Facility, Library, and Residence Halls. Since that time, the City Council has adopted an ordinance that requires non-residential projects to construct a silhouette. In order to minimize disruption to the daily operation of the College and minimize potential safety concerns, the College requested that they work with City Staff to identify the critical points (building corners and highest roof ridgeline) for the silhouette. Furthermore, the College requested that the silhouette be erected during the winter break.

As such, the College is planning on erecting a silhouette for the proposed Athletic Facility, Library and Residence Halls next month (December 2007). The silhouette will be made available for viewing purposes between December 17, 2007 and January 25, 2008. In order to maximize the viewing opportunity of the silhouette for the City's decision makers, City Staff and the public, Staff is considering asking the City Council to schedule a joint

meeting between the City Council and the Planning Commission that will serve as a site visit at the College. Further information regarding this matter will be transmitted to the Commission at a later date.

Attachments:

- Project Plans
- Table 2-1 from DEIR
- Time Extension Letter
- Requests for Additional Time to Speak
  - College's Requests
  - CCC/ME's Requests
- Notice of Availability
- Public Comments
- DEIR (under separate cover to Planning Commission)

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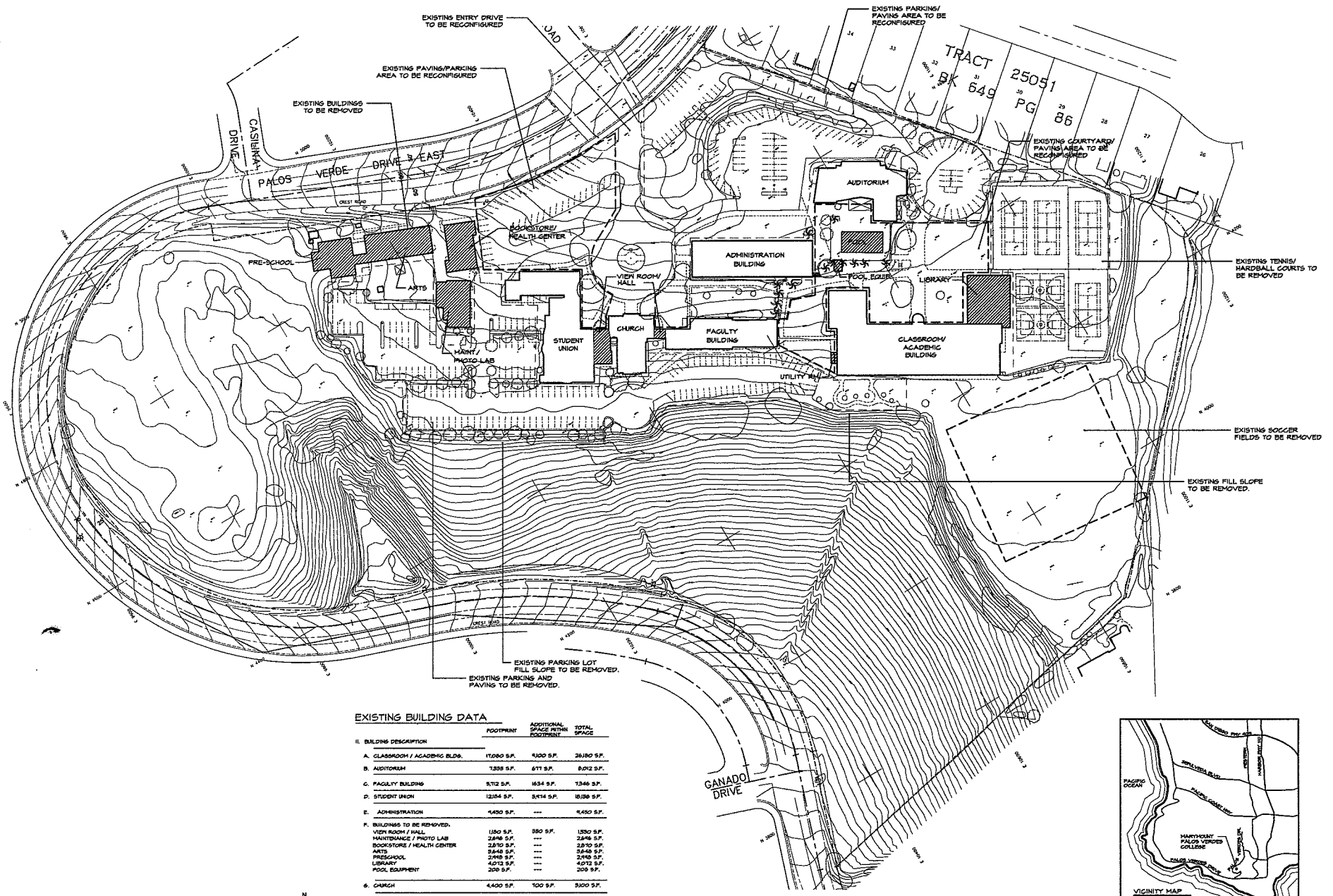


EXISTING BUILDING DATA

II. BUILDING DESCRIPTION	FOOTPRINT	ADDITIONAL SPACE WITHIN FOOTPRINT	TOTAL SPACE
A. CLASSROOM / ACADEMIC BLDG.	17,080 S.F.	9,100 S.F.	26,180 S.F.
B. AUDITORIUM	7,338 S.F.	674 S.F.	8,012 S.F.
C. FACULTY BUILDING	5,712 S.F.	1634 S.F.	7,346 S.F.
D. STUDENT UNION	12,164 S.F.	5,974 S.F.	18,138 S.F.
E. ADMINISTRATION	9,450 S.F.	---	9,450 S.F.
F. BUILDINGS TO BE REMOVED.			
VIEW ROOM / HALL	1,150 S.F.	380 S.F.	1,530 S.F.
MAINTENANCE / PHOTO LAB	2,846 S.F.	---	2,846 S.F.
BOOKSTORE / HEALTH CENTER	2,870 S.F.	---	2,870 S.F.
ARTS	3,648 S.F.	---	3,648 S.F.
PRESCHOOL	2,948 S.F.	---	2,948 S.F.
LIBRARY	4,072 S.F.	---	4,072 S.F.
POOL EQUIPMENT	208 S.F.	---	208 S.F.
G. CHURCH	4,400 S.F.	700 S.F.	5,100 S.F.
SUB TOTAL	73,883 S.F.	18,495 S.F.	92,378 S.F.
BUILDINGS TO BE REMOVED	17,613 S.F.	550 S.F.	18,022 S.F.
TOTAL EXISTING TO REMAIN	60,441 S.F.	18,083 S.F.	74,246 S.F.

EXISTING SITE/DEMOLITION PLAN

SCALE: 1" = 50'

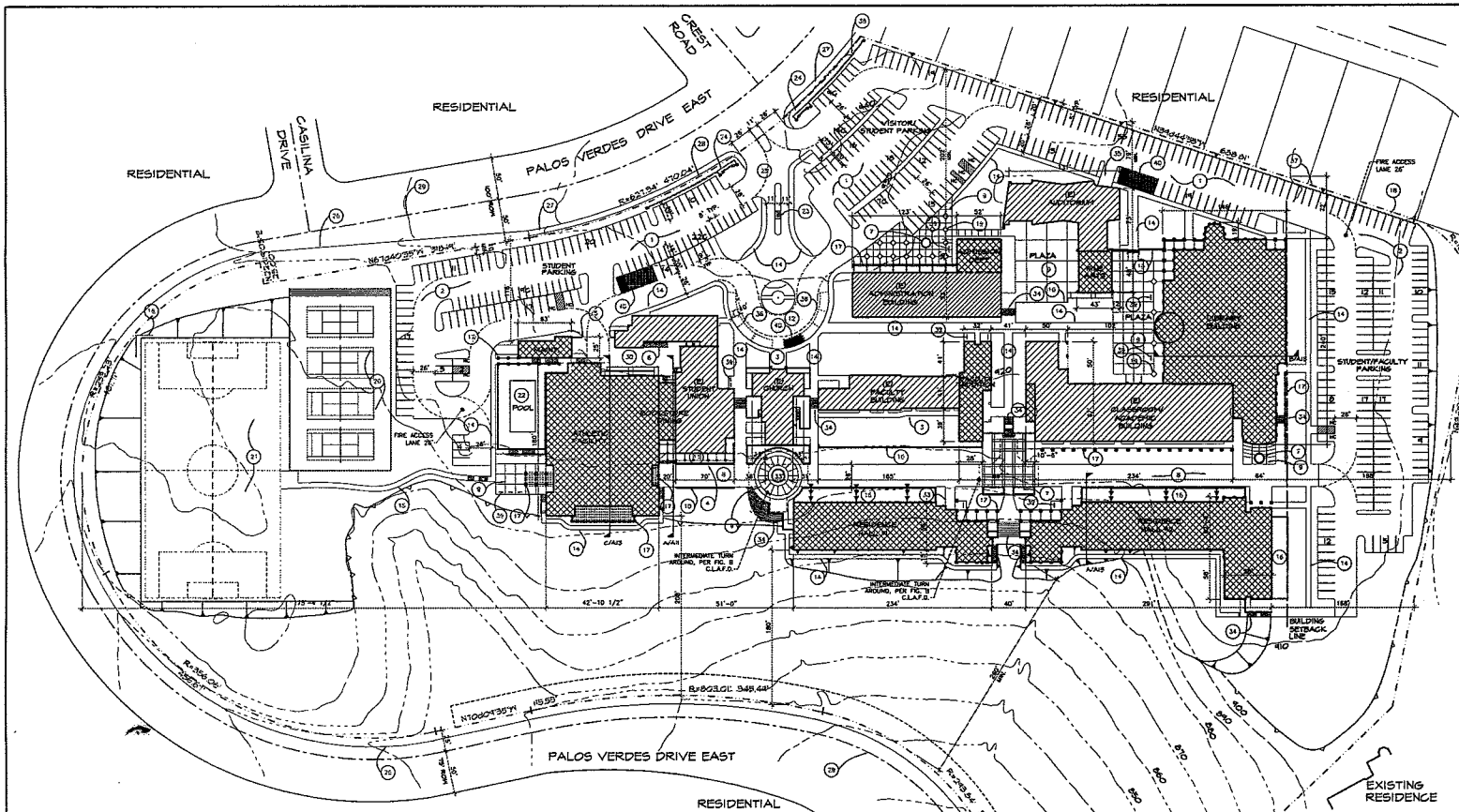
MARYMOUNT COLLEGE

RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A1



NOTE LEGEND

ALL EXTERIOR LIGHTING SHALL CONFORM TO THE PERFORMANCE STANDARDS OF SECTION 17.56.040 (ENVIRONMENTAL PROTECTION). ALL EXTERIOR LIGHTING SHALL BE SHIELDED AND SCREENED FROM ABUTTING PROPERTIES AND ORIENTED TOWARDS THE GROUND TO PREVENT A "HALO" IN THE NIGHT SKY.

1. RECONFIGURED PARKING AREA; NEW LANDSCAPE AND AC PAVING
2. NEW PARKING AREA; AC PAVING.
3. EXISTING CONCRETE WALK.
4. NEW RAISED PLANTER.
5. NEW 6' HIGH, STONE FACED SCREEN WALL WITH ROLLING GATE.
6. NEW TRASH ENCLOSURES; WITH SOLID ROOF COVERING.
7. NEW FOUNTAIN.
8. NEW 20' WIDE, COLORED CONCRETE MAIN WALK / FIRE ACCESS.
9. NEW COLORED CONCRETE PLAZA WITH DECORATIVE SCORING PATTERN.
10. NEW LOW STONE-FACED RETAINING WALL.
11. NEW STUDENT UNION PLAZA AND TRELLIS STRUCTURE; COLORED CONCRETE WITH DECORATIVE SCORING PATTERN.
12. EXISTING VEHICLE DROP-OFF.
13. NEW RESIDENCE HALL PATIO; COLORED CONCRETE W/DECORATIVE SCORING PATTERN.
14. NEW CONCRETE WALK.
15. 5' WIDE I.D.S. PATHWAY.
16. LANDSCAPED TERRACED LIGHT WELL.
17. NEW TRELLIS STRUCTURE.
18. RETAINING WALL, SEE CIVIL DRAWINGS.
19. TREE WELL.
20. NEW TENNIS COURTS (LOWER LEVEL)
21. NEW SOCCER FIELD.
22. NEW POOL AND POOL DECK (LOWER LEVEL)
23. NEW INFORMATION BOOTH, RE: DETAIL THIS SHT.
24. NEW ENTRY WALLS/SIGN, RE: DETAIL THIS SHT.
25. RECONFIGURED MAIN ENTRY DRIVE.
26. EXISTING EDGE OF PAVEMENT.
27. EXISTING CONCRETE SIDEWALK AND CURB.
28. PROPERTY LINE.
29. CENTER LINE OF EXISTING RIGHT OF WAY.
30. RECONFIGURED SERVICE YARD, AND LOADING ZONE; AC PAVING.
31. NOT USED.
32. NOT USED.
33. NEW COLORED CONCRETE.
34. NEW COLORED CONCRETE STEPS.
35. EXISTING AUDITORIUM LOADING ZONE.
36. LOADING ZONE - SPACE @ 10'X20'
37. EXISTING MASONRY WALL ALONG PROPERTY LINE; 5' HIGH MIN.
38. 36" HIGH MASONRY SCREEN WALL
39. BICYCLE RACK.
40. SHADED AREA TO BE EMPLOYEE PARKING SPACES. 2 SPACES TO BE SIGNED/STRIPED CARPOOL/VANPOOL SPACES.

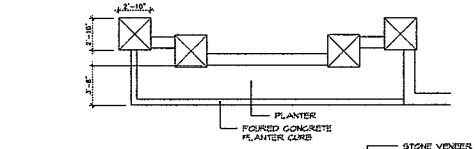
SITE DATA

I. SITE AREA: 24.31 ACRES

II. BUILDING DESCRIPTION	FOOTPRINT	ADDITIONAL SPACE WITHIN FOOTPRINT	TOTAL SPACE
A. CLASSROOM / ACADEMIC BUILDING:			
LIBRARY BUILDING ADDITION	26,110 S.F.		26,110 S.F.
B. AUDITORIUM:			
FINE ARTS STUDIO ADDITION	1,264 S.F.		1,264 S.F.
C. FACULTY BUILDING:			
FACULTY BUILDING ADDITION	4,059 S.F.	3,417 S.F.	7,476 S.F.
D. STUDENT UNION:			
BOOKSTORE / FACULTY DINING ADD.	1,492 S.F.	1,996 S.F.	3,492 S.F.
ATHLETIC FACILITY ADDITION	31,151 S.F.	11,442 S.F.	39,243 S.F.
E. ADMINISTRATION:			
ADMINISTRATION ADDITION	2,100 S.F.		2,100 S.F.
F. BUILDINGS TO BE ADDED:			
MAINTENANCE BUILDING	1,360 S.F.	615 S.F.	1,975 S.F.
RESIDENCE HALL NO. 1	12,406 S.F.	10,472 S.F.	22,878 S.F.
RESIDENCE HALL NO. 2	11,193 S.F.	16,443 S.F.	27,636 S.F.
GALLERY	660 S.F.		660 S.F.
TOTAL BUILDING S.F. TO BE ADDED	41,523 S.F.	44,485 S.F.	136,008 S.F.

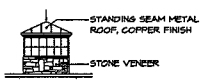
III. PARKING

A. EXISTING:	343 SPACES
B. PROVIDED:	383 FULL SIZE SPACES
C. HANDICAP:	9 SPACES
	71 COMPACT SPACES (18.5%)
	463 SPACES

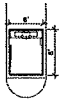


ENTRY SIGN
SCALE:1/4" = 1'-0"

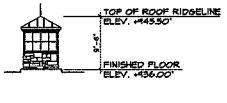
WEST ELEVATION
SCALE 1/8" : 1'-0"



EAST ELEVATION
SCALE 1/8" : 1'-0"



ENTRY/SECURITY HOUSE
SCALE 1/8" : 1'-0"



NORTH/SOUTH ELEVATIONS
SCALE 1/8" : 1'-0"

PROPOSED MASTER SITE PLAN
SCALE:1" = 50'

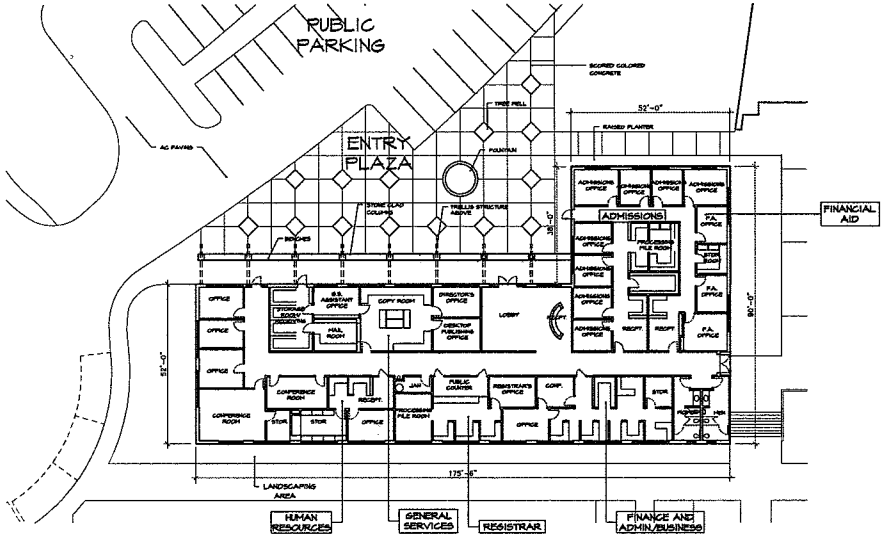
EXISTING BUILDINGS
PROPOSED BUILDINGS

MARYMOUNT COLLEGE
RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006
REV. JULY 10, 2006
REV. AUGUST 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A2



SQUARE FOOTAGE	
REMODEL:	9,450 S.F.
ADMISSIONS OFFICE ADDITION:	2,100 S.F.
TOTAL	11,550 S.F.

FLOOR PLAN

SCALE : 1/16"=1'-0"

N

ADMINISTRATION BUILDING

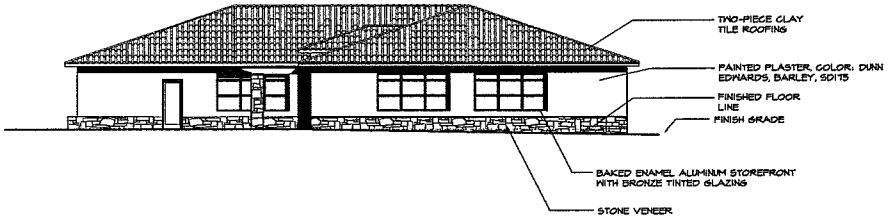
MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

RASMUSSEN & ASSOCIATES

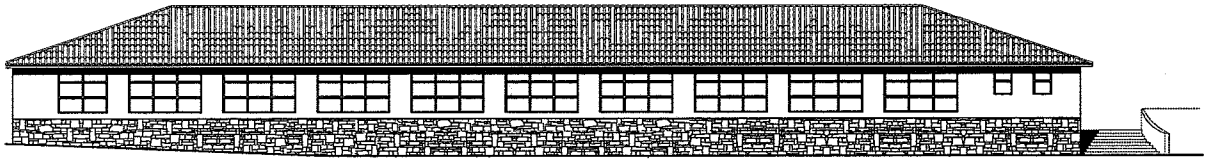
Architecture
Planning
Interiors

A3



WEST ELEVATION

EAST ELEVATION



SOUTH ELEVATION

NORTH ELEVATION

PROPOSED EXTERIOR ELEVATIONS

SCALE : 1/8"=1'-0"

ADMINISTRATION BUILDING

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

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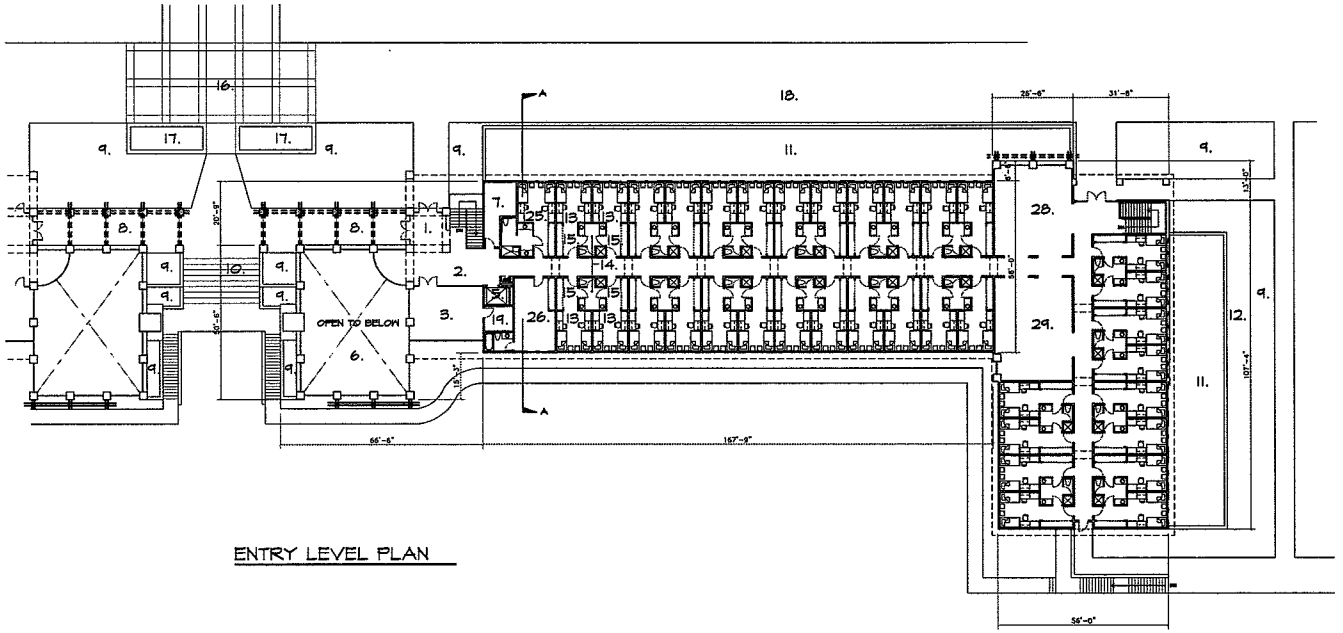
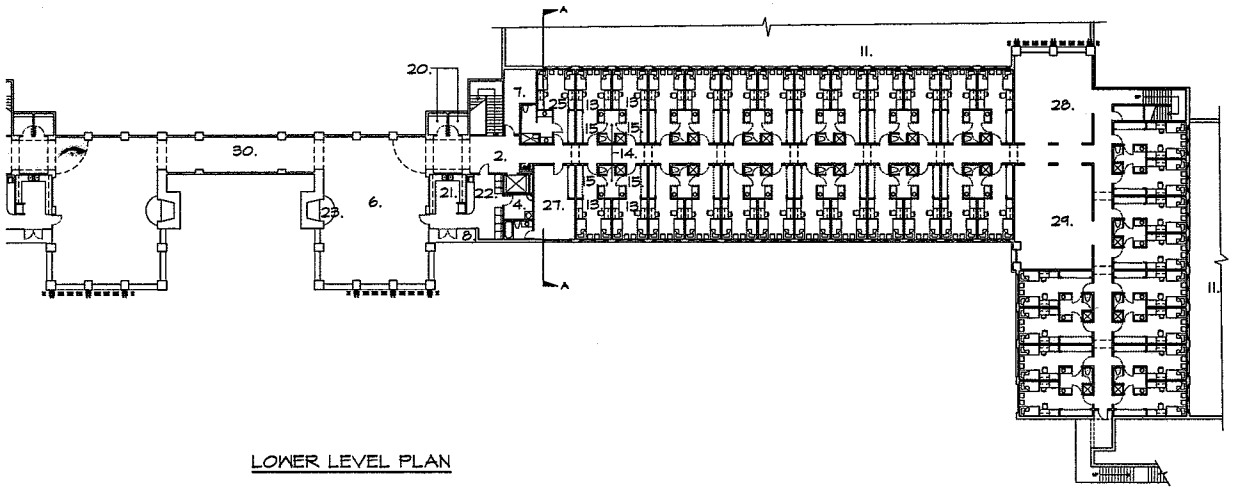


ENTRY LEVEL PLAN



LOWER LEVEL PLAN

SQUARE FOOTAGE

RESIDENCE HALL NO. 1	(52 ROOMS = 101 STUDENTS, 1 ADULT)	
ENTRY LEVEL:		10,472 S.F.
LOWER:		12,406 S.F.
TOTAL		22,878 S.F.
RESIDENCE HALL NO. 2	(76 ROOMS = 144 STUDENTS, 1 ADULT)	
ENTRY LEVEL:		16,493 S.F.
LOWER:		14,133 S.F.
TOTAL		30,626 S.F.
GALLERY:		
TOTAL		660 S.F.

LEGEND

1. ENTRY HALL
2. MAIN HALL
3. STUDY ROOM
4. MECHANICAL/JANITOR ROOM
5. ELEVATOR
6. LOUNGE
7. STORAGE
8. LOGGIA
9. LANDSCAPED AREA
10. OVERLOOK
11. LANDSCAPED TERRACE
12. STONE WALL
13. STUDENT ROOM (DOUBLE OCCUPANCY)
14. BATHROOM
15. CLOSET
16. PLAZA
17. FOUNTAIN
18. MAIN WALK
19. ELECTRICAL/ELEVATOR ROOM
20. TELEPHONE ROOM
21. PANTRY
22. LAUNDRY ROOM
23. FIREPLACE
24. PATIO
25. STUDENT ROOM - HANDICAPPED (DOUBLE OCCUPANCY)
26. RESIDENT ASSISTANT - STUDENT (SINGLE OCCUPANCY)
27. RESIDENT DIRECTOR - ADULT (SINGLE OCCUPANCY)
28. ACTIVITY ROOM
29. PRAYER/MEDITION ROOM
30. GALLERY

FLOOR PLANS

SCALE: 1/16" = 1'-0"

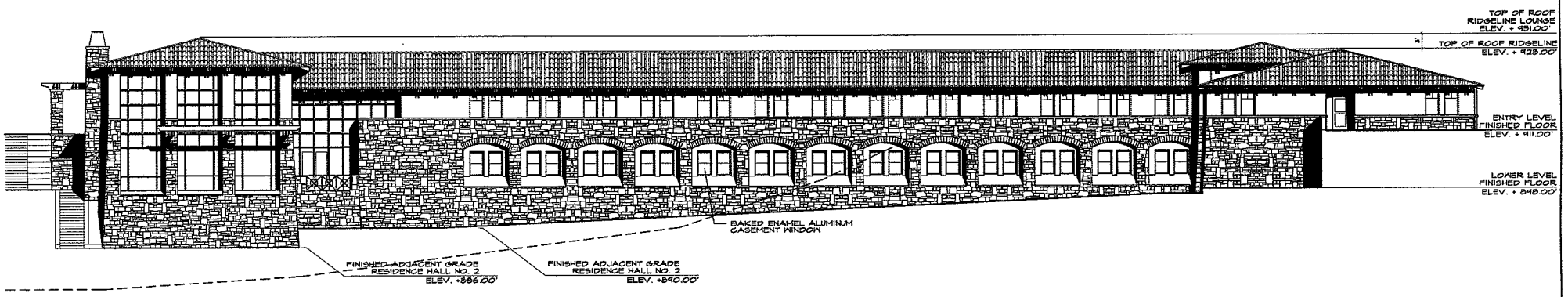
TYPICAL RESIDENCE HALL

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A5



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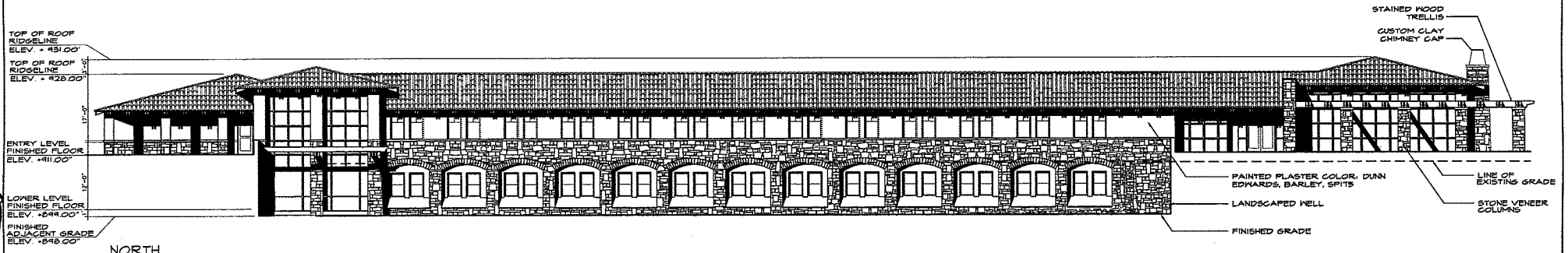

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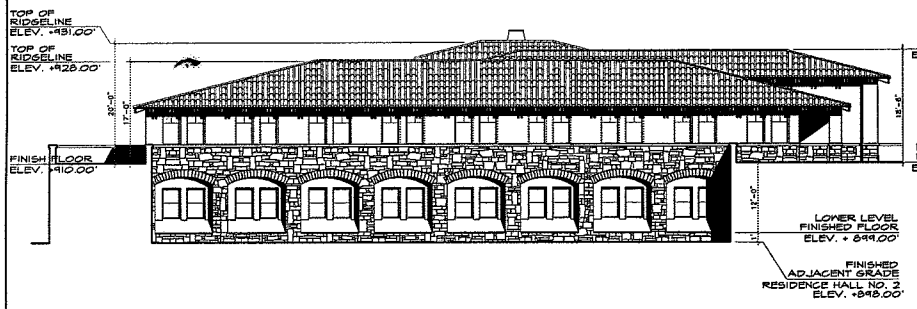

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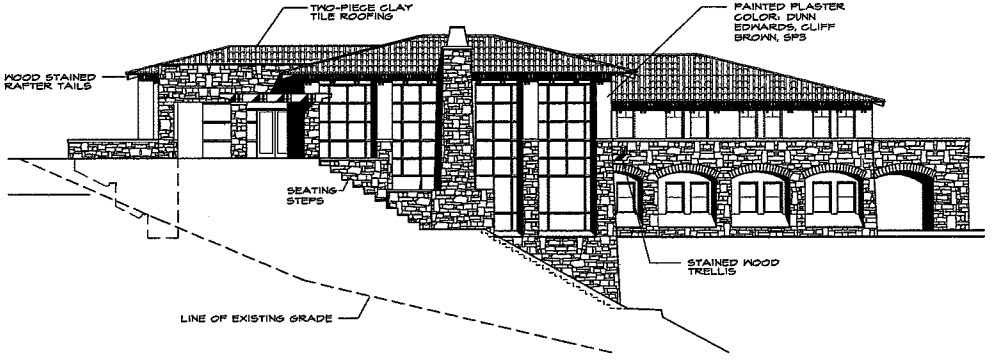


EAST

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

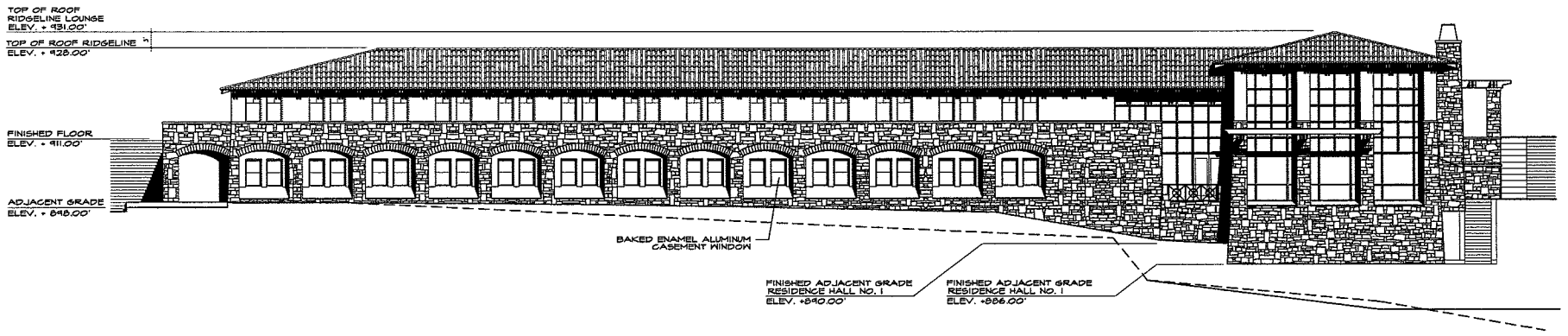
RESIDENCE HALL - NO. 2

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A6.1



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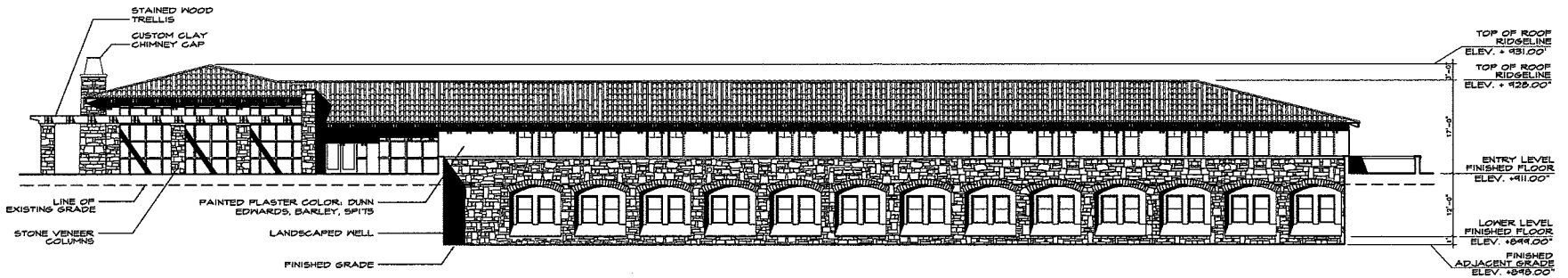

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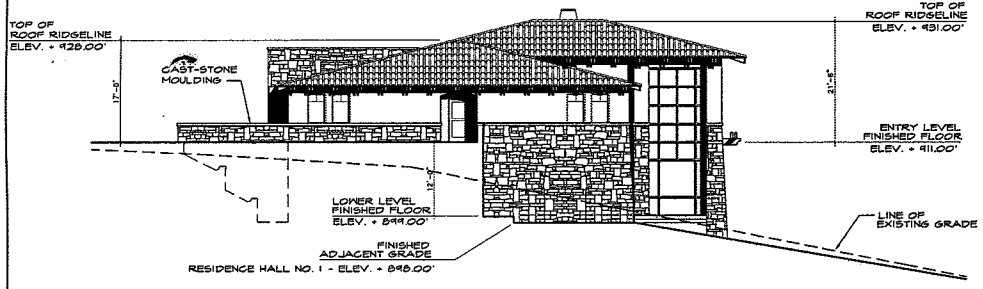

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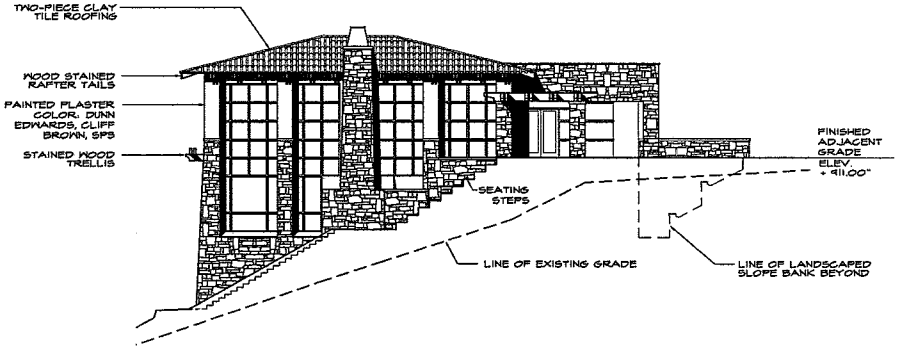


EAST

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

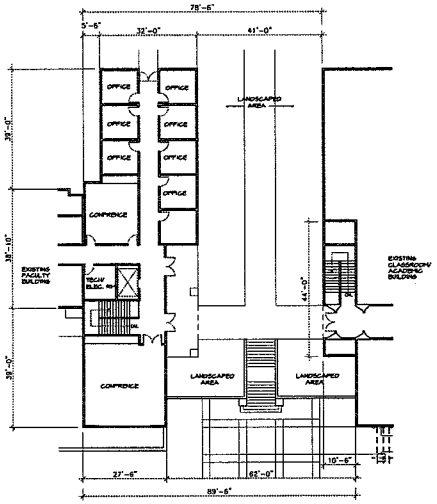
RESIDENCE HALL - NO. 1

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A6.2

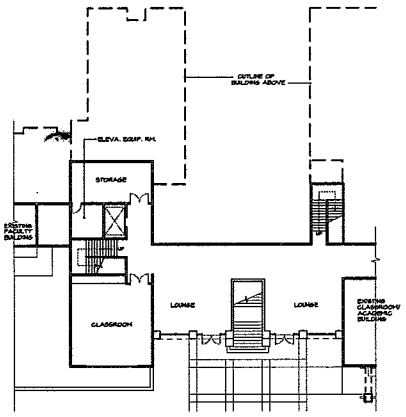


FIRST FLOOR - FACULTY ADDITION

SCALE 1/16" : 1'-0"

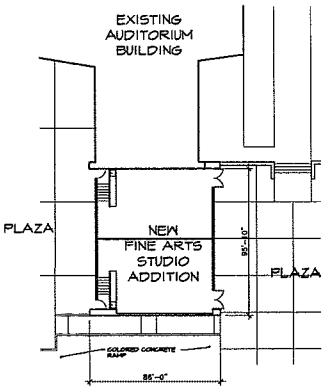
NEW SQUARE FOOTAGE

FIRST FLOOR	4,058 S.F.
LOWER FLOOR	3,417 S.F.
TOTAL	7,455 S.F.



LOWER FLOOR - FACULTY ADDITION

SCALE 1/16" : 1'-0"

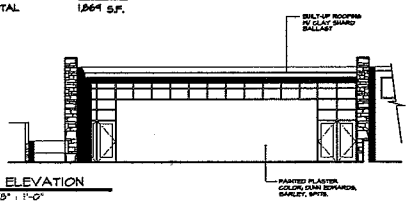


FIRST FLOOR - FINE ARTS STUDIO ADDITION

SCALE 1/16" : 1'-0"

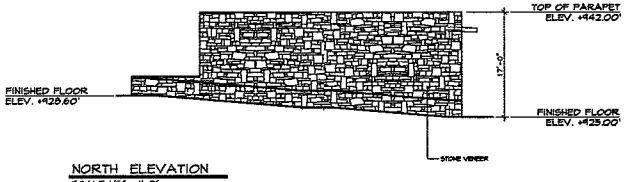
NEW SQUARE FOOTAGE

FIRST FLOOR	1,869 S.F.
TOTAL	1,869 S.F.



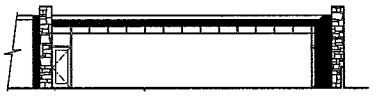
EAST ELEVATION

SCALE 1/8" : 1'-0"



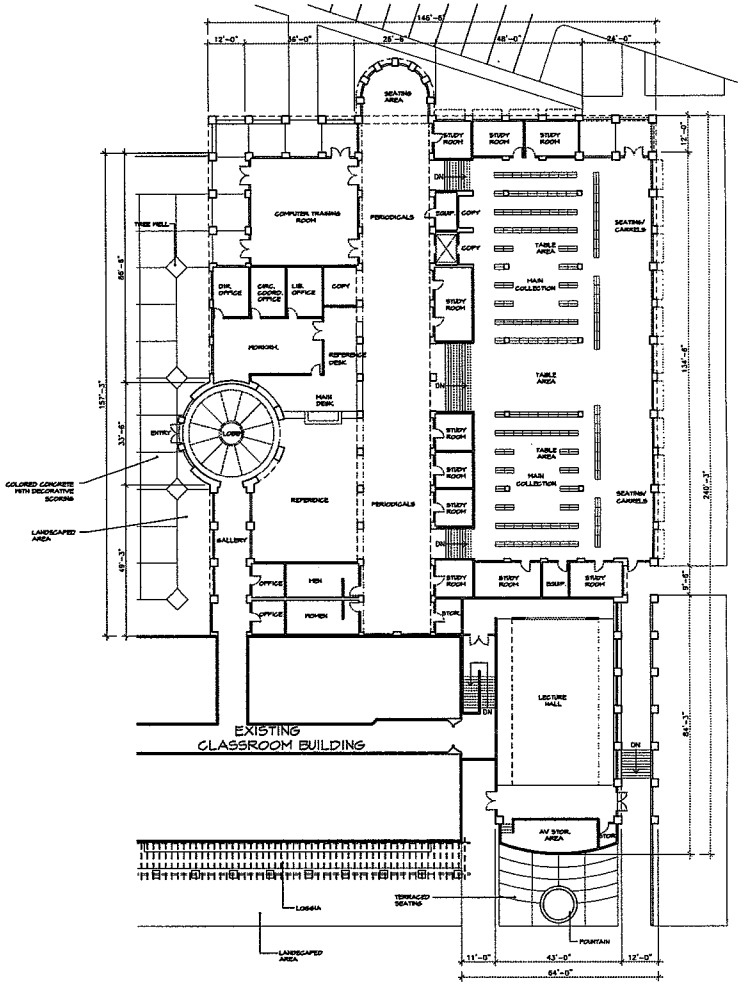
NORTH ELEVATION

SCALE 1/8" : 1'-0"



WEST ELEVATION

SCALE 1/8" : 1'-0"



NEW SQUARE FOOTAGE

FIRST FLOOR	26,710 S.F.
TOTAL	26,710 S.F.

FIRST FLOOR - LIBRARY

SCALE 1/16" : 1'-0"

N

SCALE: 1" = 16'-0"

PROPOSED FLOOR PLAN - LIBRARY BUILDING, FINE ARTS STUDIO, FACULTY ADDITION

MAY 16, 2006

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

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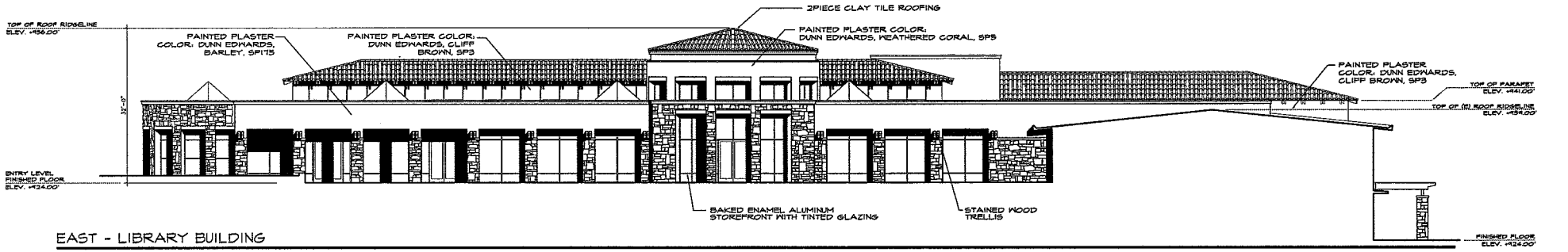
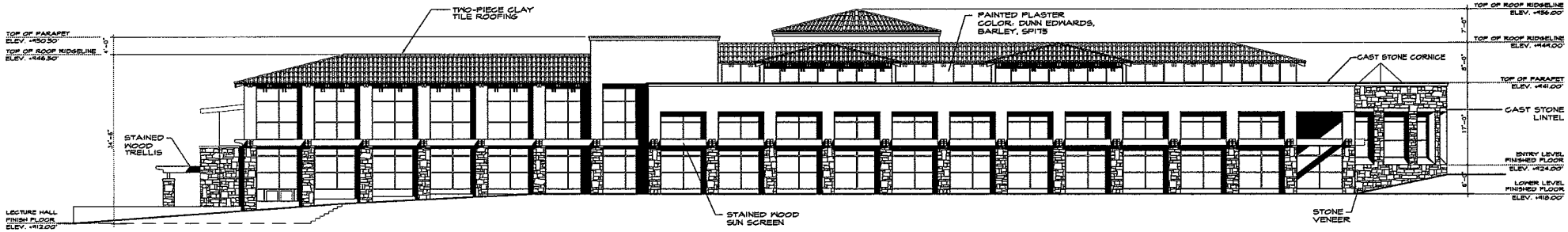
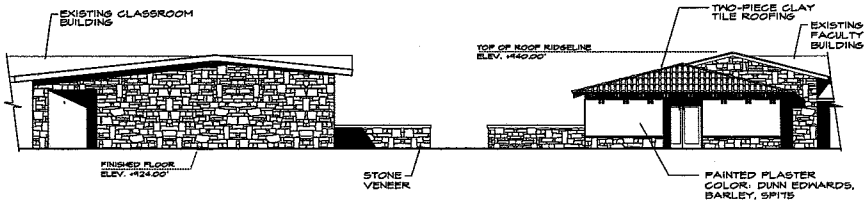


EAST - LIBRARY BUILDING



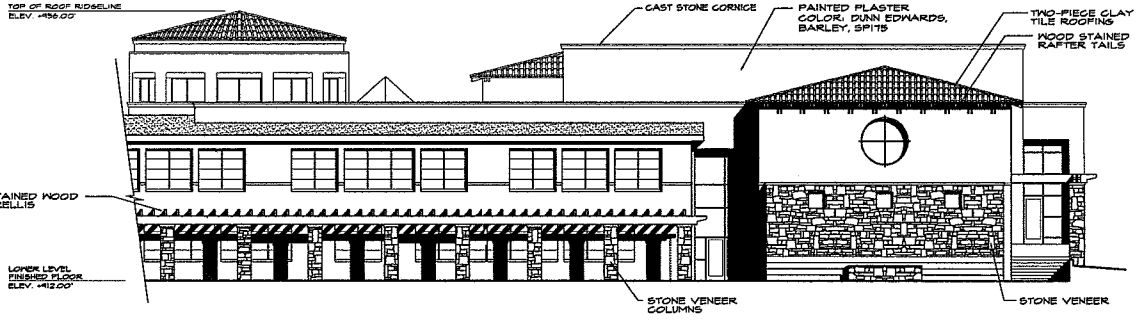
WEST- LIBRARY BUILDING

NORTH - LIBRARY BUILDING



NORTH - ACADEMIC BUILDING

SOUTH - ACADEMIC BUILDING



SOUTH - LIBRARY BUILDING

(24)

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

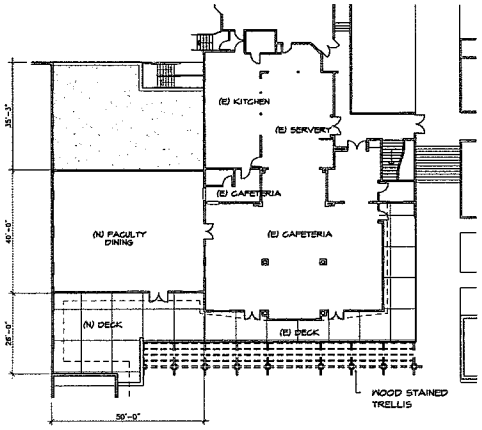
LIBRARY AND ACADEMIC BUILDINGS

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16 2004

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A8

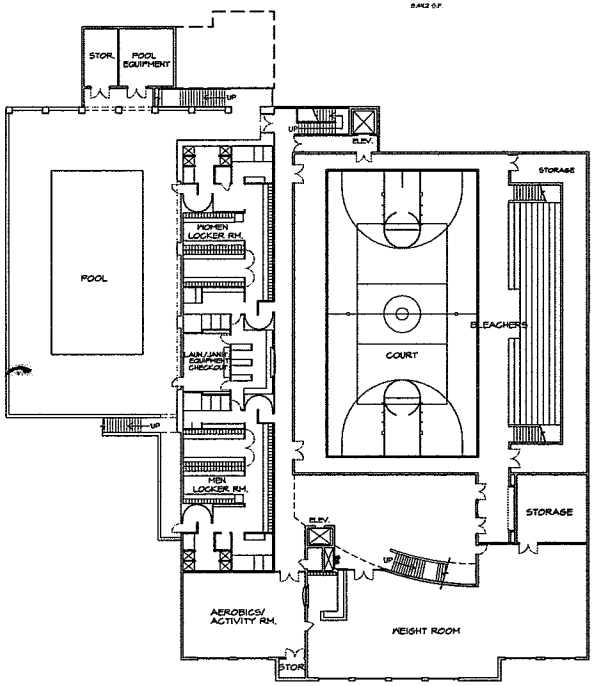


UPPER LEVEL STUDENT UNION

SCALE 1/16" = 1'-0"

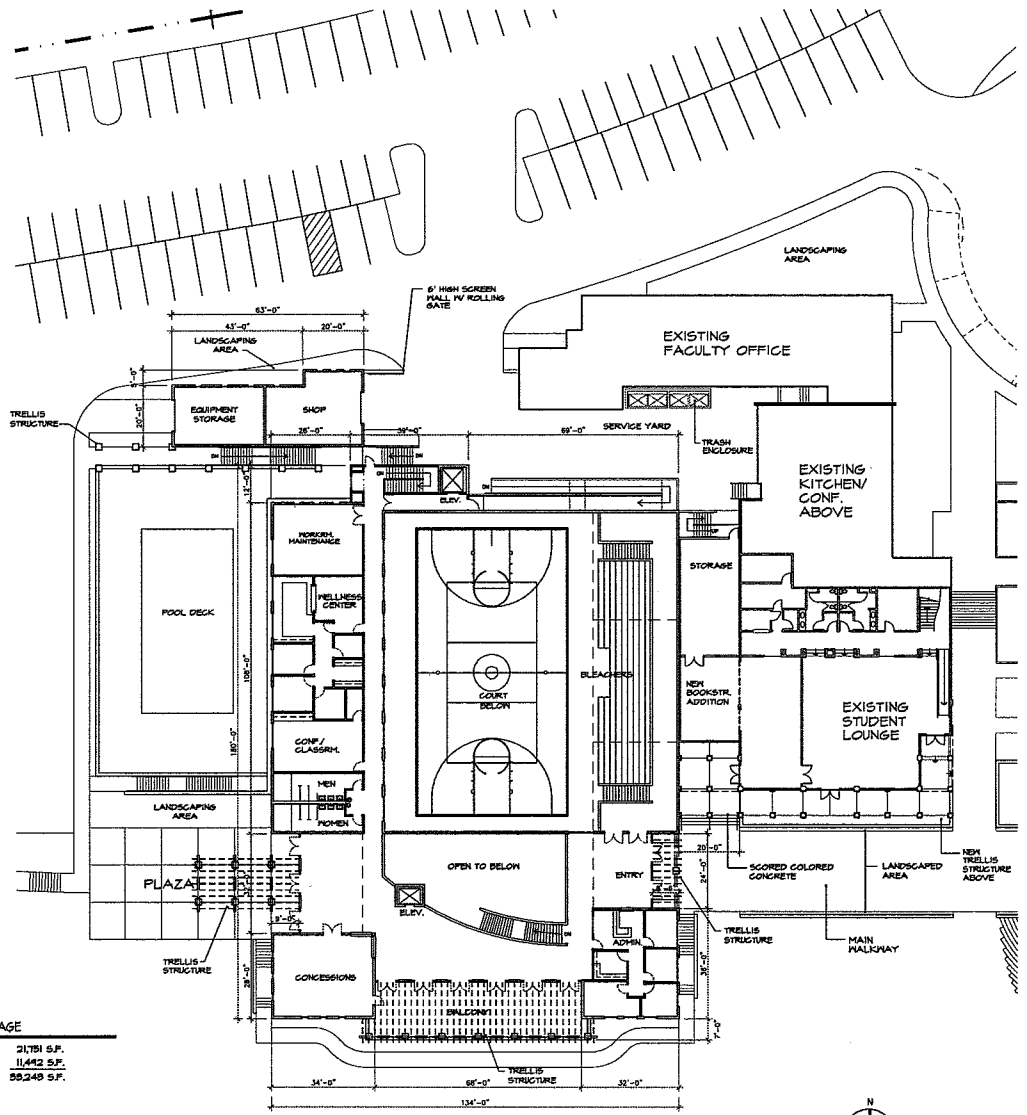
SQUARE FOOTAGE

BOOKSTORE 1,446 S.F.
FACULTY DINING 1,996 S.F.
3,442 S.F.



LOWER LEVEL

SCALE 1/16" = 1'-0"



ENTRY FLOOR

SCALE 1/16" = 1'-0"

SQUARE FOOTAGE

ENTRY LEVEL	21,751 S.F.
UPPER LEVEL	11,442 S.F.
TOTAL	33,243 S.F.

N

SCALE: 1" = 16'-0"

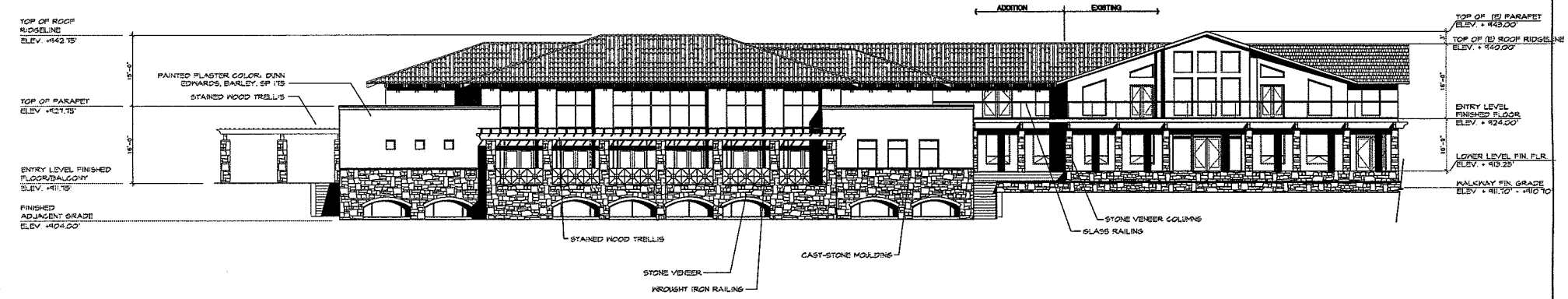
PROPOSED PLANS - ATHLETIC BUILDING

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

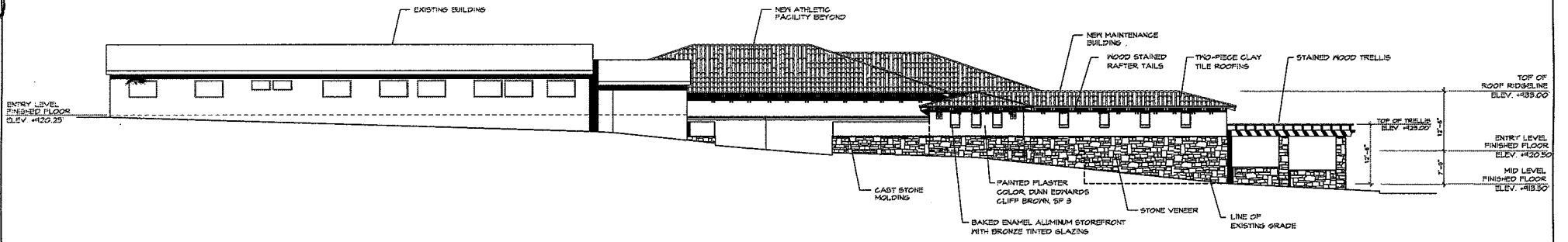
MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A9



SOUTH ELEVATION



NORTH ELEVATION

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

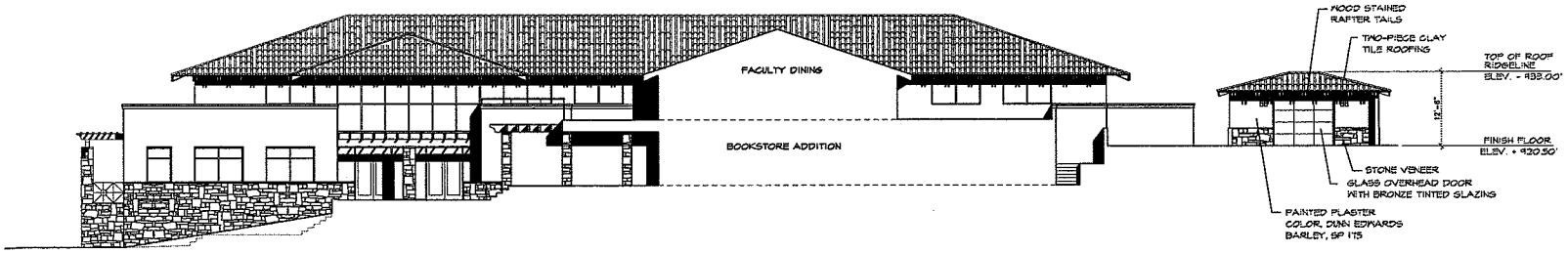
ATHLETIC FACILITY

MARYMOUNT COLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

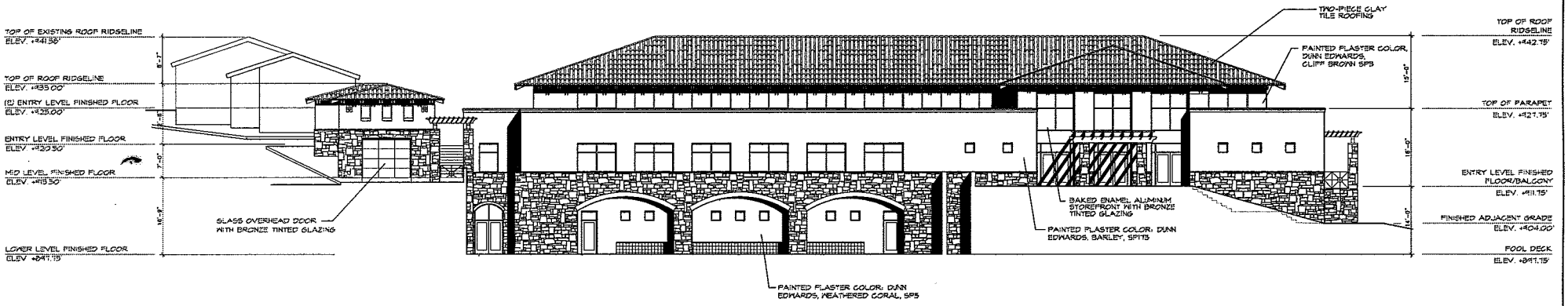
RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A10



EAST ELEVATION / BOOKSTORE / FACULTY DINING SECTION - A

(27)



WEST ELEVATION

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

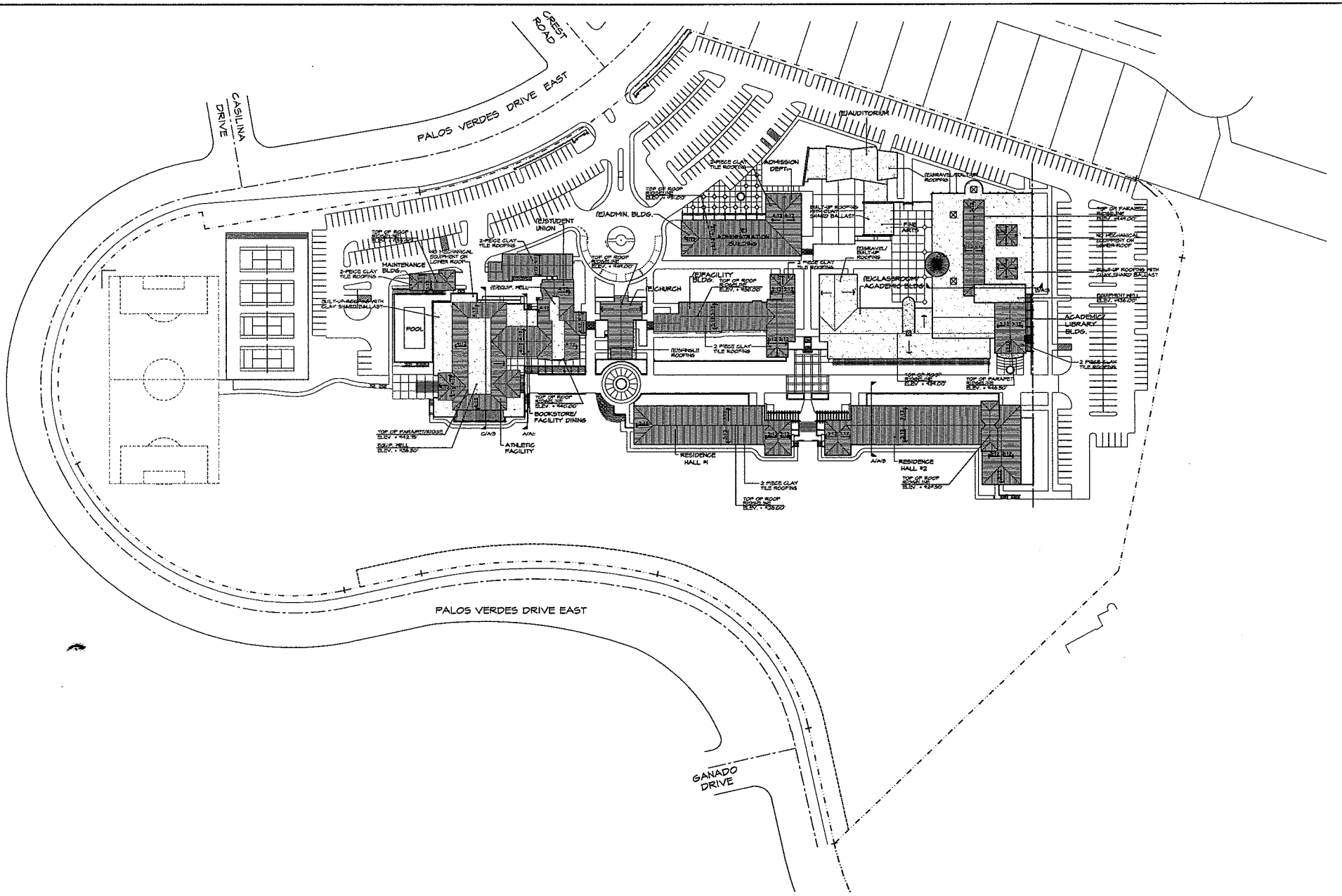
ATHLETIC FACILITY

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A11



PROPOSED MASTER ROOF PLAN

SCALE:1" = 50'

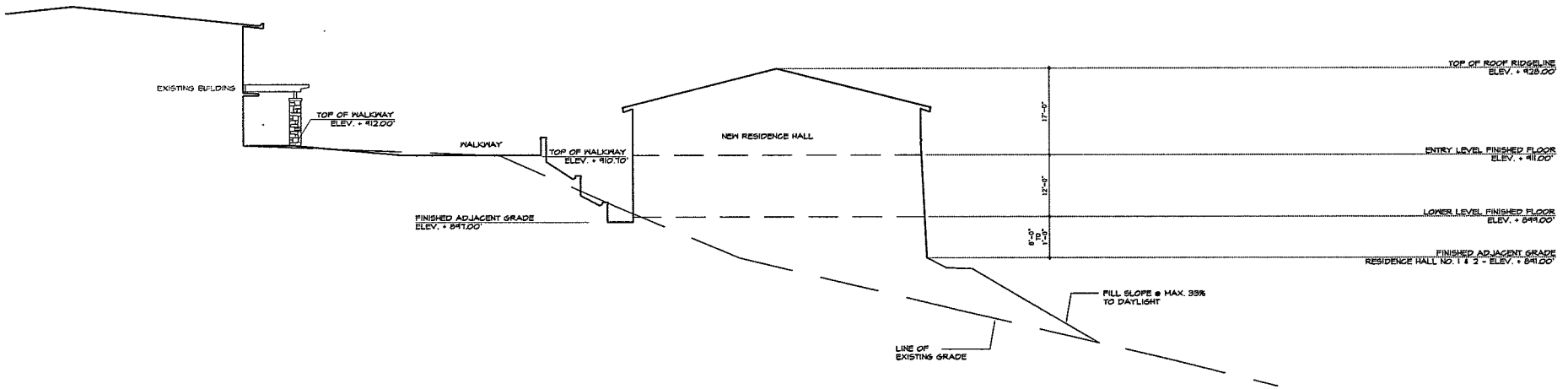
MARYMOUNT COLLEGE

RANCHO PALOS VERDES, CALIFORNIA

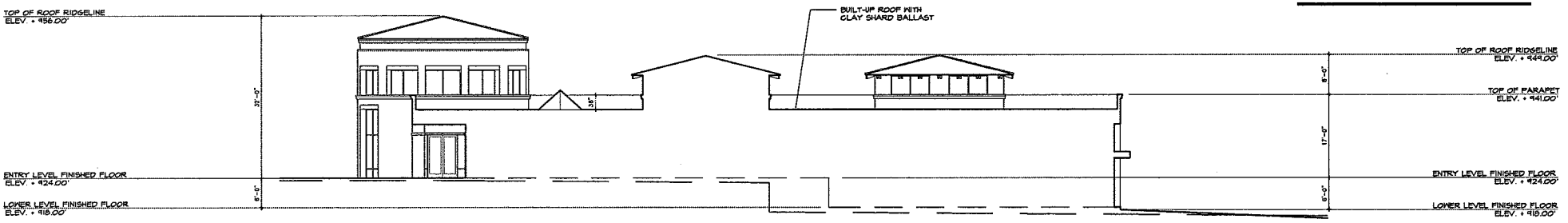
MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

A12

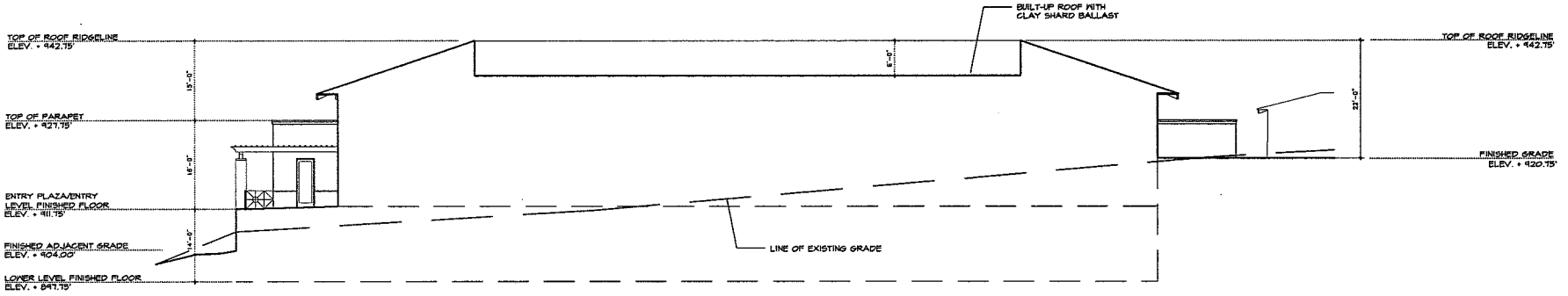


RESIDENCE HALL - A



24

LIBRARY BUILDING - B



ATHLETIC BUILDING - C

PARTIAL SITE SECTION

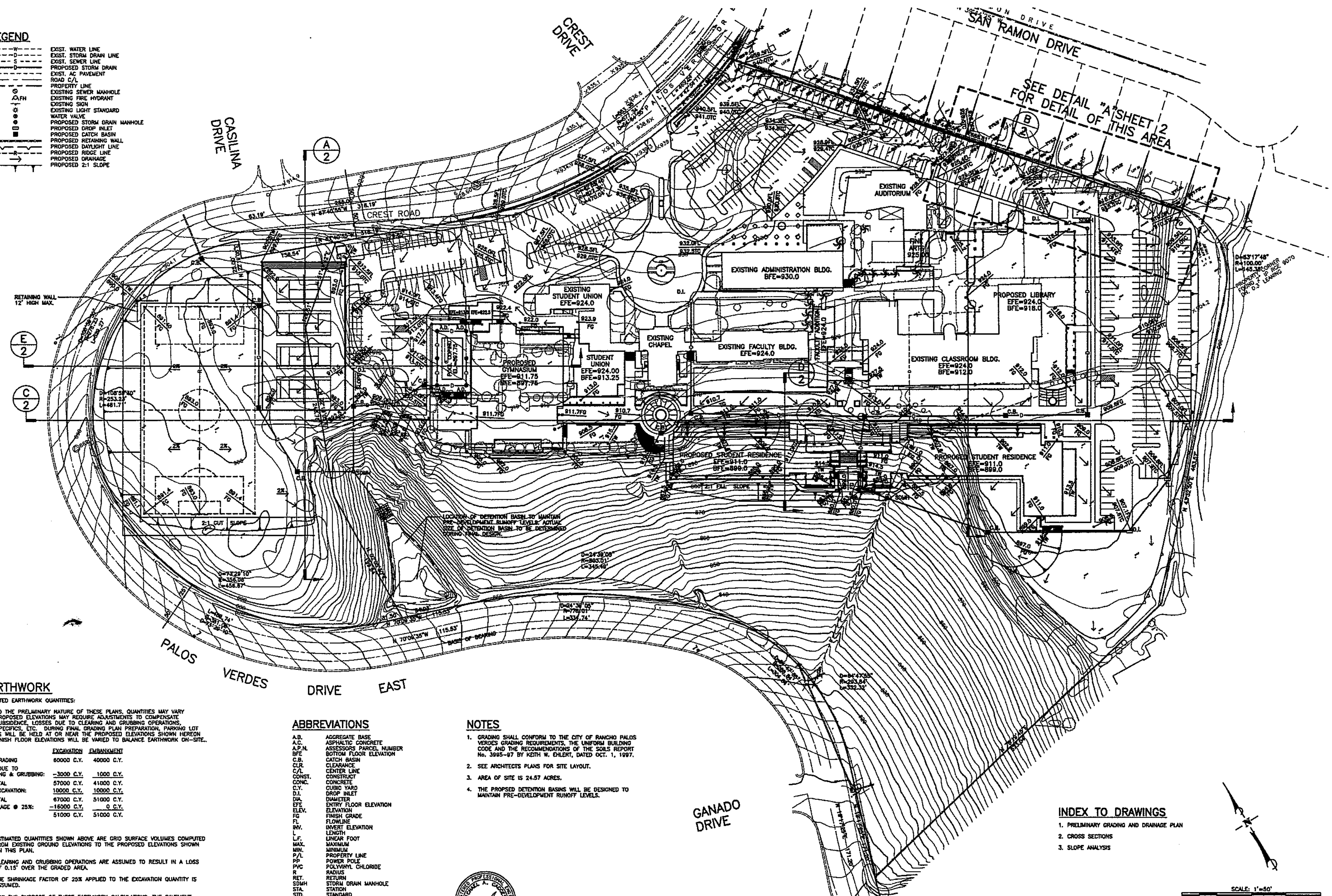
SCALE: 1/8" = 1'-0"

MARYMOUNT COLLEGE

MARYMOUNT COLLEGE, RANCHO PALOS VERDES, CALIFORNIA

MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors



LEGEND

----W----	EXIST. WATER LINE
----D----	EXIST. STORM DRAIN LINE
----S----	EXIST. SEWER LINE
——D——	PROPOSED STORM DRAIN
- - - - -	EXIST. AC PAVEMENT
—— - ——	ROAD C/L
—— - - ——	PROPERTY LINE
	EXISTING SEWER MANHOLE
FH	EXISTING FIRE HYDRANT
	EXISTING SIGN
	EXISTING LIGHT STANDARD
	WATER VALVE
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED DROP INLET
	PROPOSED CATCH BASIN
	PROPOSED RETAINING WALL
	PROPOSED DAYLIGHT LINE
----R----	PROPOSED RIDGE LINE
→	PROPOSED DRAINAGE
	PROPOSED 2:1 SLOPE

EARTHWORK

ESTIMATED EARTHWORK QUANTITIES:

DUE TO THE PRELIMINARY NATURE OF THESE PLANS, QUANTITIES MAY VARY AND PROPOSED ELEVATIONS MAY REQUIRE ADJUSTMENTS TO COMPENSATE FOR SUBSIDENCE, LOSSES DUE TO CLEARING AND GRUBBING OPERATIONS, SITE SPECIFICS, ETC. DURING FINAL GRADING PLAN PREPARATION, PARKING LOT GRADES WILL BE HELD AT OR NEAR THE PROPOSED ELEVATIONS SHOWN HEREON AND FINISH FLOOR ELEVATIONS WILL BE VARIED TO BALANCE EARTHWORK ON-SITE.

	EXCAVATION	EMBANKMENT
SITE GRADING	60000 C.Y.	40000 C.Y.
LOSS DUE TO CLEARING & GRUBBING:	-3000 C.Y.	1000 C.Y.
SUBTOTAL	57000 C.Y.	41000 C.Y.
OVEREXCAVATION:	10000 C.Y.	10000 C.Y.
SUBTOTAL	67000 C.Y.	51000 C.Y.
SHRINKAGE @ 25%:	-16000 C.Y.	0 C.Y.
TOTAL	51000 C.Y.	51000 C.Y.

(1) ESTIMATED QUANTITIES SHOWN ABOVE ARE GRID SURFACE VOLUMES COMPUTED FROM EXISTING GROUND ELEVATIONS TO THE PROPOSED ELEVATIONS SHOWN ON THIS PLAN.

(2) CLEARING AND GRUBBING OPERATIONS ARE ASSUMED TO RESULT IN A LOSS OF 0.15' OVER THE GRADED AREA.

(3) THE SHRINKAGE FACTOR OF 25% APPLIED TO THE EXCAVATION QUANTITY IS ASSUMED.

(4) FOR THE PURPOSE OF THESE EARTHWORK CALCULATIONS, THE PAVEMENT STRUCTURAL SECTION AND BUILDING FOUNDATIONS ARE ASSUMED TO BE 1.0'.

(5) ESTIMATED QUANTITIES DO NOT INCLUDE EXCAVATION FOR UTILITY & STORM DRAIN TRENCHES.

(6) MAXIMUM DEPTH OF CUT = 25'

(7) MAXIMUM HEIGHT OF FILL = 18'

(8) FOR THE PURPOSE OF THESE EARTHWORK CALCULATIONS, OVEREXCAVATION IS ASSUMED TO BE 3.5' BELOW FINISH GRADE.

ABBREVIATIONS

A.B.	AGGREGATE BASE
A.C.	ASPHALTIC CONCRETE
A.P.N.	ASSESSORS PARCEL NUMBER
BFE	BOTTOM FLOOR ELEVATION
C.B.	CATCH BASIN
CLR.	CLEARANCE
C/L	CENTER LINE
CONST.	CONSTRUCT
CONC.	CONCRETE
C.Y.	CUBIC YARD
D.I.	DROP INLET
DIA.	DIAMETER
EFE	ENTRY FLOOR ELEVATION
ELEV.	ELEVATION
FG	FINISH GRADE
FL	FLOWLINE
INV.	INVERT ELEVATION
L	LENGTH
L.F.	LINEAR FOOT
MAX.	MAXIMUM
MIN.	MINIMUM
P/L	PROPERTY LINE
PP	POWER POLE
PVC	POLYVINYL CHLORIDE
R	RADIUS
RET.	RETURN
SDMH	STORM DRAIN MANHOLE
STA.	STATION
STD.	STANDARD
TB	THRUST BLOCK
TC	TOP OF CURB ELEVATION
TP	TOP OF PAVEMENT ELEVATION
TSW	TOP OF SIDEWALK ELEVATION
TW	TOP OF WALL ELEVATION
W.L.	WATER LINE
W.V.	WATER VALVE

NOTES

1. GRADING SHALL CONFORM TO THE CITY OF RANCHO PALOS VERDES GRADING REQUIREMENTS, THE UNIFORM BUILDING CODE AND THE RECOMMENDATIONS OF THE SOILS REPORT No. 3995-97 BY KEITH W. EHLERT, DATED OCT. 1, 1997.
2. SEE ARCHITECTS PLANS FOR SITE LAYOUT.
3. AREA OF SITE IS 24.57 ACRES.
4. THE PROPSED DETENTION BASINS WILL BE DESIGNED TO MAINTAIN PRE-DEVELOPMENT RUNOFF LEVELS.

REGISTERED PROFESSIONAL ENGINEER MICHAEL A. CACCESE No. 26887 EXPIRES 03-31-08 CIVIL STATE OF CALIFORNIA

DATE SIGNED 3-13-07

INDEX TO DRAWINGS

1. PRELIMINARY GRADING AND DRAINAGE PLAN
2. CROSS SECTIONS
3. SLOPE ANALYSIS

NO.	DATE	REVISION	APPD.

MAC Design Associates
CIVIL ENGINEERING • LAND PLANNING • BRIDGE DESIGN

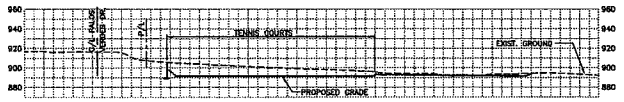
DESIGN MAC CHECKED ____
DRAWN TLA
MICHAEL A. CACCESE DATE: 03-13-07
PROJECT ENGINEER
R.C.E. 26887 (EXP. 3-31-08)

CITY OF RANCHO PALOS VERDE, CALIFORNIA
REVIEWED BY:
____ DATE ____
FOR

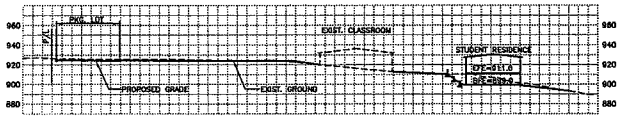
PRELIMINARY GRADING AND DRAINAGE PLAN
MARYMOUNT COLLEGE
RANCHO PALOS VERDES, CALIFORNIA

SHEET 1 OF 3
NO.

00890P.DWG 03/13/07 11:56:21 AM PDT



A/2 SECTION
SCALE: HORIZ. 1" = 50', VERT. 1" = 50'



B/2 SECTION
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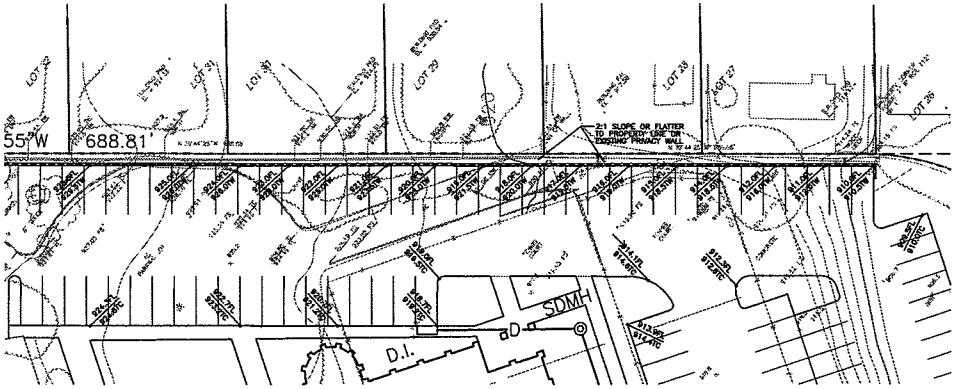
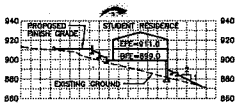


DETAIL "A"
SCALE: 1"=20'

C/2 SECTION
SCALE: HORIZ. 1" = 50', VERT. 1" = 50'



D/2 SECTION
SCALE: HORIZ. 1" = 50', VERT. 1" = 50'

E/2 SECTION
SCALE: HORIZ. 1" = 50', VERT. 1" = 50'

DATE SIGNED _____

NO.	DATE	REVISION	APPD.

MAC Design Associates
CIVIL ENGINEERING • LAND PLANNING • SURVEYING

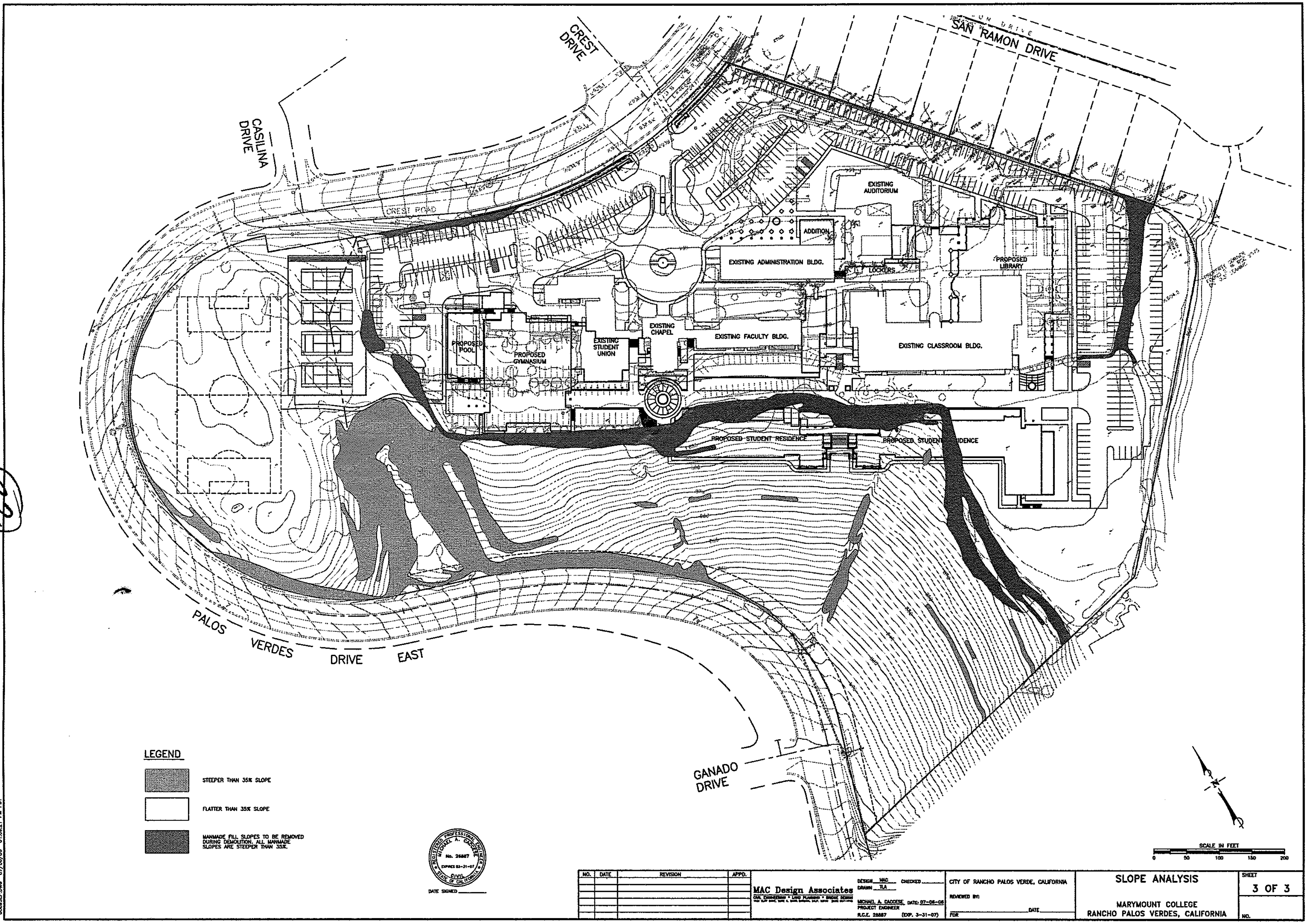
DESIGN MAC CHECKED
DRAWN TLA
MICHAEL A. CACCESE, DATE: 07-06-06
PROJECT ENGINEER
R.C.E. 28887 (EXP. 3-31-07)

CITY OF RANCHO PALOS VERDES, CALIFORNIA
REVIEWED BY:
DATE
FOR

CROSS SECTIONS
MARYMOUNT COLLEGE
RANCHO PALOS VERDES, CALIFORNIA

SHEET 2 OF 3
NO.

D08B0P.DWG 07/06/06 11:53:21 AM PDT


SAN RAMON DRIVE
CREST DRIVE
CASILINA DRIVE
CREST ROAD
PALOS VERDES DRIVE EAST
GANADO DRIVE
EXISTING AUDITORIUM
ADDITION
EXISTING ADMINISTRATION BLDG.
LOCKERS
PROPOSED LIBRARY
EXISTING CLASSROOM BLDG.
EXISTING FACULTY BLDG.
EXISTING CHAPEL
EXISTING STUDENT UNION
PROPOSED GYMNASIUM
PROPOSED POOL
PROPOSED STUDENT RESIDENCE
PROPOSED STUDENT RESIDENCE
LEGEND
STEEPER THAN 35% SLOPE
FLATTER THAN 35% SLOPE
MANMADE FILL SLOPES TO BE REMOVED DURING DEMOLITION. ALL MANMADE SLOPES ARE STEEPER THAN 35%.
N
SCALE IN FEET
0 50 100 150 200
MICHAEL A. CACCESE
No. 26887
EXPIRES 03-31-07
CIVIL
STATE OF CALIFORNIA
DATE SIGNED
NO. DATE REVISION APPD.
MAC Design Associates
DESIGN MAC CHECKED
DRAWN TLA
MICHAEL A. CACCESE DATE: 07-06-06
PROJECT ENGINEER
R.C.E. 26887 (EXP. 3-31-07)
CITY OF RANCHO PALOS VERDE, CALIFORNIA
REVIEWED BY:
DATE
FOR
SLOPE ANALYSIS
MARYMOUNT COLLEGE
RANCHO PALOS VERDES, CALIFORNIA
SHEET
3 OF 3
NO.
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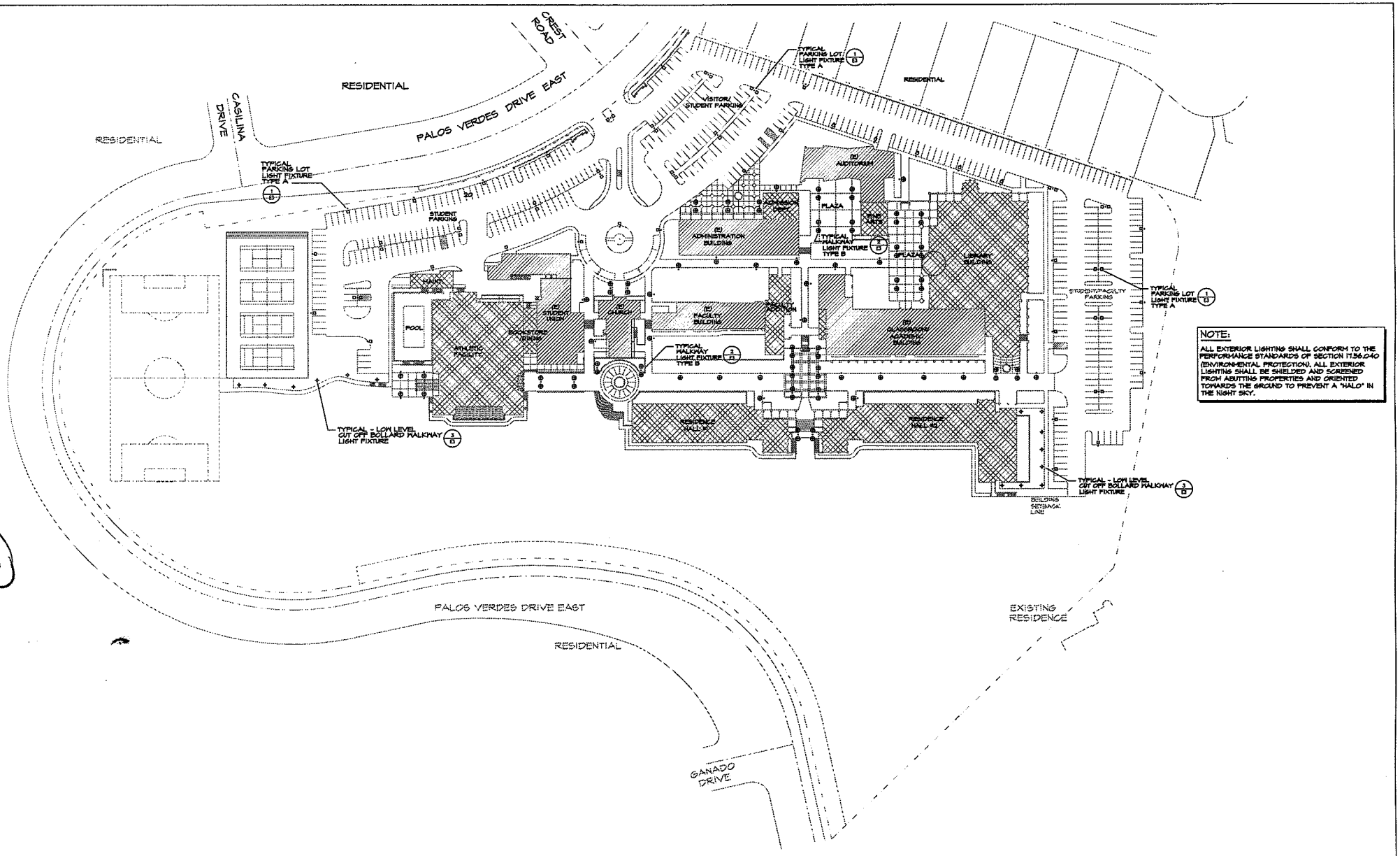
32



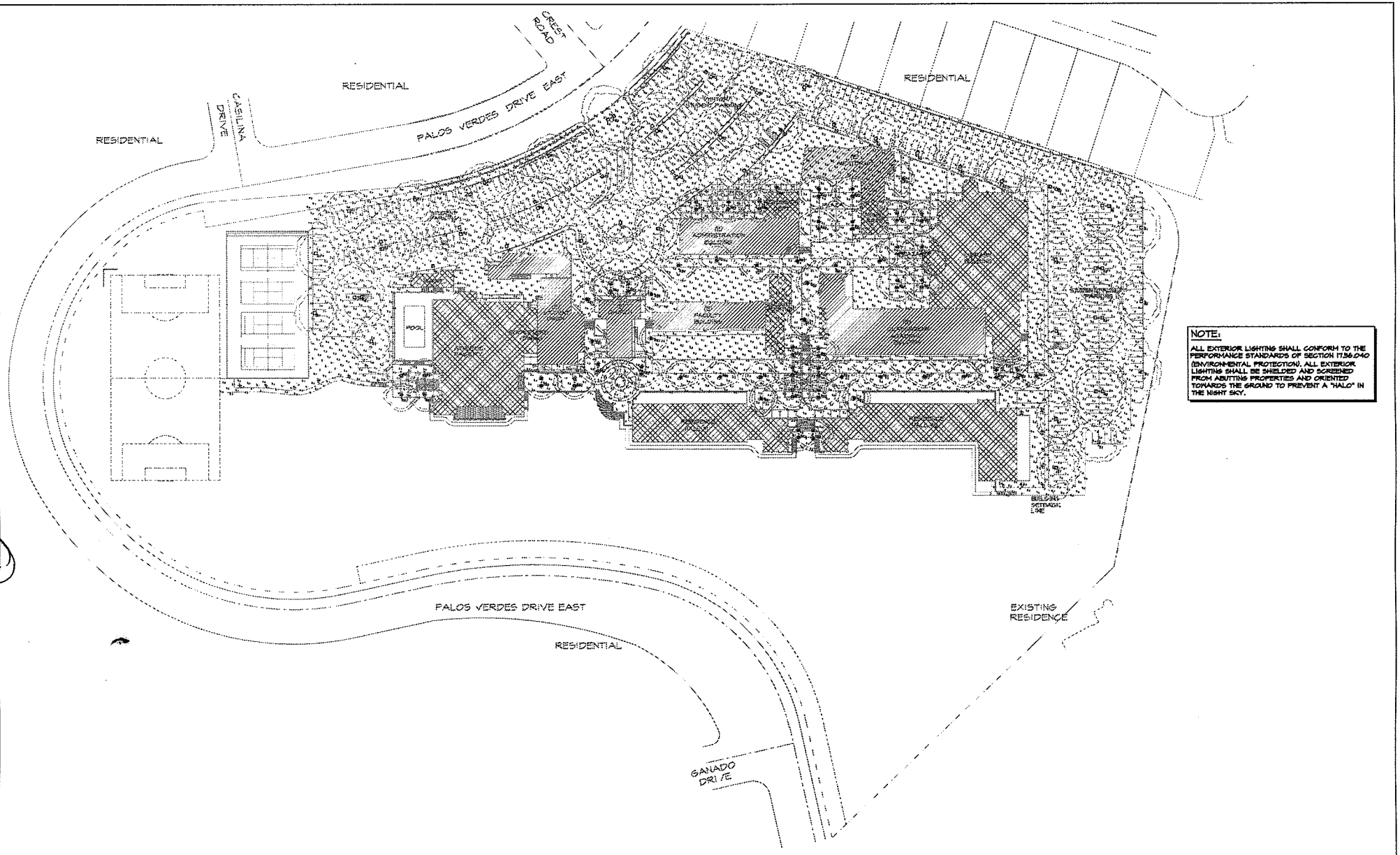
RANCHO PALOS VERDES, CALIFORNIA - PROPOSED SITE LIGHTING PLAN

MARYMOUNT COLLEGE MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

C. Reed & Associates, Inc.
Consulting Electrical Engineers

E1



RANCHO PALOS VERDES, CA - SITE LIGHTING PHOTOMETRIC PLAN

MARYMOUNT COLLEGE MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

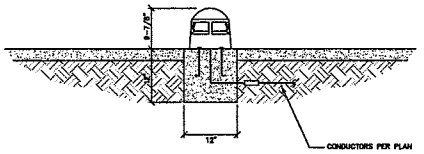
E. Bond & Associates, Inc.

E2

LIGHTING FIXTURE SCHEDULE							
TAG	SYMBOL	WATT	DESCRIPTION	LAMP – TYPE AND QUANTITY	MOUNTING	MANUFACTURER AND MODEL NUMBER	REMARKS
A	⊕□	175	ARM-MOUNTED RECTILINEAR FULL CUT-OFF LIGHTING – DARK SKY	175 WATT METAL HALIDE (1)	14'-0" POLE	LITHONIA #	FIXTURE IS 16'-0" ABOVE FINISH GRADE
B	⊕	100	FULL CUT OFF ARCHITECTURAL WALKWAY LIGHT FIXTURE	100 WATT HPS	16'-0" POLE	BEGA PART # 8881S	FIXTURE IS 10'-0" ABOVE FINISH GRADE
C	✧	39	FULL CUT OFF LOW LEVEL BOLTED	39 WATT CMH	ON GRADE	BEGA PART # 8771MH	

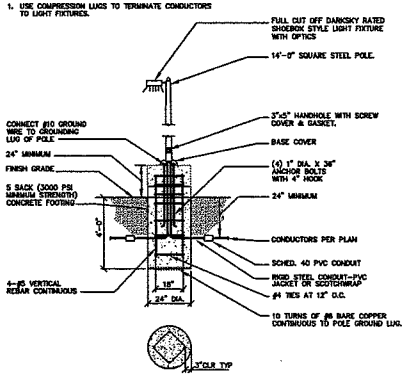
NOTE:

ALL EXTERIOR LIGHTING SHALL CONFORM TO THE PERFORMANCE STANDARDS OF SECTION 17.56.040 (ENVIRONMENTAL PROTECTION). ALL EXTERIOR LIGHTING SHALL BE SHIELDED AND SCREENED FROM ABUTTING PROPERTIES AND ORIENTED TOWARDS THE GROUND TO PREVENT A "HALO" IN THE NIGHT SKY.



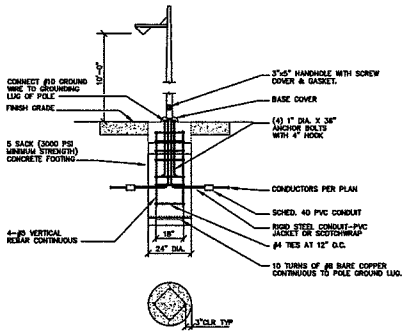
LOW LEVEL BOLLARD - WALKWAY LIGHTING (3)
SCALE: NONE

DETAIL NOTES:
1. USE COMPRESSION LUGS TO TERMINATE CONDUCTORS TO LIGHT FIXTURES.



PARKING LOT LIGHT POLE DETAIL (1)
SCALE: NONE

DETAIL NOTES:
1. USE COMPRESSION LUGS TO TERMINATE CONDUCTORS TO LIGHT FIXTURES.



WALKWAY LOT LIGHT POLE DETAIL (2)
SCALE: NONE

RANCHO PALOS VERDES, CALIFORNIA - LIGHTING DETAILS
MARYMOUNT COLLEGE MAY 16, 2006

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors

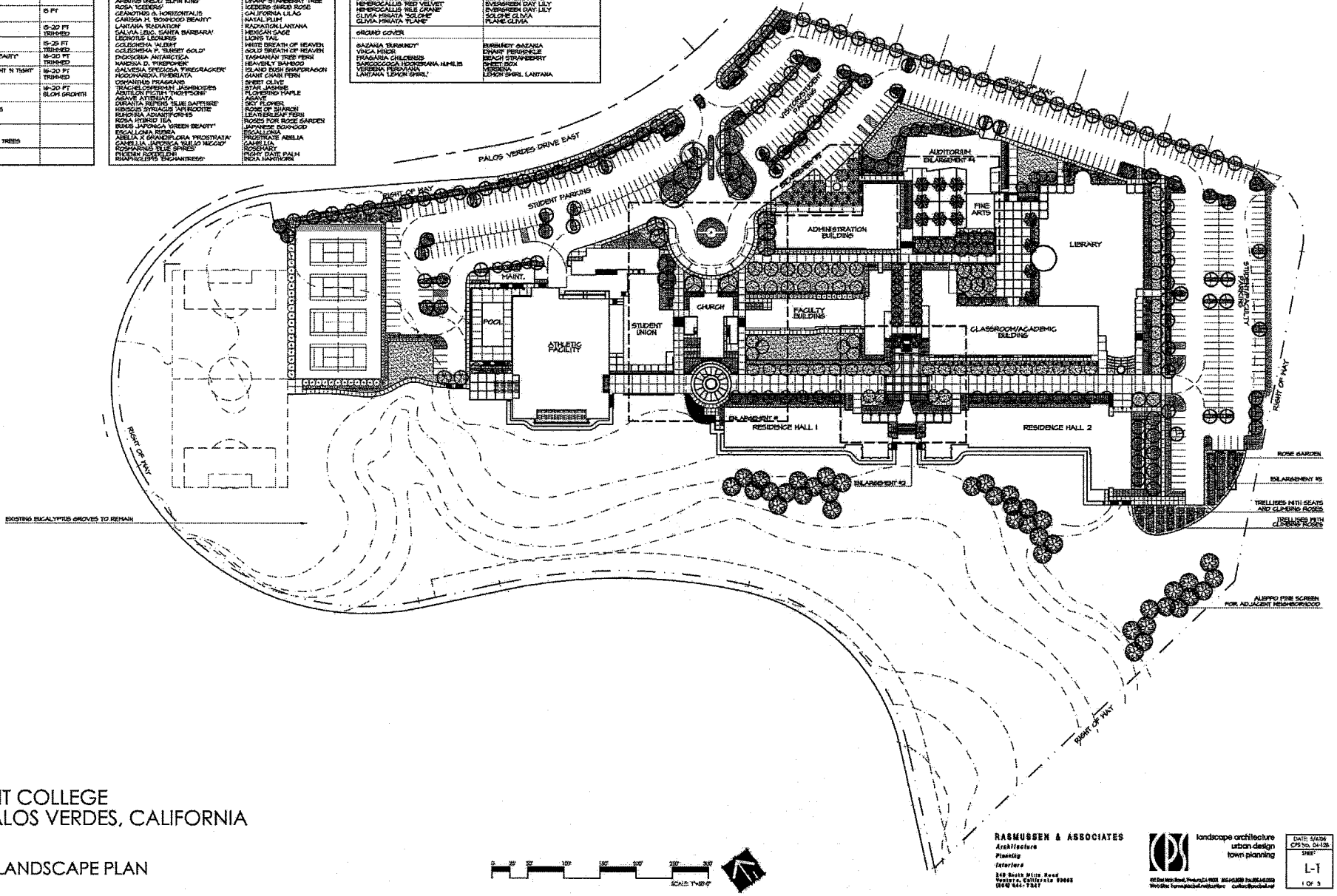
C. Reed & Associates, Inc.

E3

TREE LEGEND		
SYMBOL	PLANT NAME	MATURE HEIGHT
	ALBIZIA JULIBRISSIN SILK TREE	10-25 FT TRIMMED
	LAURUS NOBILIS GREEIAN LAUREL	12-40 FT TRIMMED
	PRUNUS CAMPANULATA TAIWAN FLOWERING CHERRY	15-20 FT TRIMMED
	CASSIA LEPTOPHYLLA GOLD MEDALLION TREE	15-20 FT TRIMMED
	MAGNOLIA STELLATA STAR MAGNOLIA	10 FT
	ARCHONTOPHOENIX CUNNINGHAMIANA KING PALM	
	BRAHEA ELEGANS FRANCESCHI PALM	15 FT
	MELALEUCA NESOPHILA PINK MELALEUCA	15-20 FT TRIMMED
	COCCULUS LAURIFOLIUS SNAIL SEED	15-25 FT TRIMMED
	RHAPHIOLEPIS 'MAJESTIC BEAUTY' INDIA HAWTHORNE	15-20 FT TRIMMED
	PRUNS CAROLINIANA 'BRIGHT N TIGHT' CAROLINA LAUREL CHERRY	15-20 FT TRIMMED
	CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM	15-20 FT SLOW GROWTH
	EXISTING PINUS CANARIENSIS CANARY ISLAND PINE	
	EXISTING PINUS HALEPENSIS ALEPPO PINE SEE PLAN FOR ADDITIONAL TREES	
	EXISTING TREES	

PLANT LEGEND	
SHRUBS	
BOTANICAL NAME	COMMON NAME
LAVANDULA ANGUSTIFOLIA	LAVENDER
ROSMARINUS 'BLUE SPIRES'	BLUE SPIRES ROSEMARY
LAVANDULA STOECHAS 'OTTO QUAST'	SPANISH LAVENDER
MYRTUS COMMUNIS	MYRTLE
PITTOSPORUM VARIEGATUM	VARIEGATED TOBIRA
ROSMARINUS 'MARJINTON CARPET'	PROSTRATE ROSEMARY
PHORMIUM 'YELLOW WAVE'	NEW ZEALAND FLAX
SARCOCOCCA RUSCIFOLIA	NCN
CAMELLIA SASANQUA 'APPLE BLOSSOM'	CAMELLIA
LOROPETALUM CHINENSE 'RAZZLEDERRI'	NCN
ACANTHUS MOLLIS	BEARS BREACH
JUSTICIA BRANDEGEEANA	SHRIMP PLANT
CALLIANDRA HAEMATOCEPHALA	PINK POWDER PUFF
ALYOGYNE HUEGELII	BLUE HIBISCUS
ARBUTUS UNEDO 'ELFIN KING'	DWARF STRAWBERRY TREE
ROSA 'ICEBERG'	ICEBERG SHRUB ROSE
CEANOTHUS G. HORIZONTALIS	CALIFORNIA LILAC
CARISSA H. 'BOXWOOD BEAUTY'	NATAL PLUM
LANTANA 'RADIATION'	RADIATION LANTANA
SALVIA LEUC. 'SANTA BARBARA'	MEXICAN SAGE
LEONOTUS LEONURUS	LIONS TAIL
GYPSOPHILA 'ALBUM'	WHITE BREATH OF HEAVEN
GYPSOPHILA P. 'RAMSEY GOLD'	GOLD BREATH OF HEAVEN
BLECHNUM ANTARCTICA	TASMANIAN TREE FERN
NANDINA D. 'FIREPOWER'	HEAVENLY BAMBOO
SALVESIA SPECIOSA 'FIRECRACKER'	ISLAND BUSH SNAPDRAGON
WOODWARDIA FIMBRIATA	GIANT CHAIN FERN
OSMANTHUS FRAGRANS	SWEET OLIVE
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE
ABUTILON PICTUM 'THOMPSONII'	FLOWERING MAPLE
AGAVE ATTENUATA	AGAVE
DRANTA REPENS 'BLUE SAPPHIRE'	SKY FLOWER
HIBISCUS SYRIACUS 'ARIEODITE'	ROSE OF SHARON
BLECHNSA ANTARTICRIS	LEATHERLEAF FERN
ROSA HYBRID TEA	ROSES FOR ROSE GARDEN
BUXUS JAPONICA 'GREEN BEAUTY'	JAPANESE BOXWOOD
ESCALLONIA RUBRA	ESCALLONIA
ABELIA X GRANDIFLORA 'PROSTRATA'	PROSTRATE ABELIA
CAMELLIA JAPONICA 'SULIO NICCOLI'	CAMELLIA
ROSMARINUS 'BLUE SPIRES'	ROSEMARY
PHOENIX ROEBELENII	PYGMY DATE PALM
RHAPHIOLEPIS 'ENCHANTRESS'	INDIA HAWTHORN

PLANT LEGEND	
VINES	
PASSIFLORA 'LAVENDER LADY'	PASSION FLOWER
JASMINUM POLYANTHUM	PINK JASMINE
DISTICTIS BUCCINATORIEA	BLOOD RED TRUMPET VINE
WISTERIA SINENSIS	CHINESE WISTERIA
THUNBERGIA GRISSORI	ORANGE CLOCK VINE
PERENNIALS	
CORREOPSIS GRANDIFLORA	
ERIGERON KARVINSKIANUS 'SPIN DRIFT'	SPIN DRIFT SANTA BARBARA DAISY
HEUCHERA SANGUINEA	CORAL BELLS
ACHILLEA x TAYGETEA	'TAYGRON'
AGAPANTHUS 'RANGO WHITE'	DWARF AGAPANTHUS
AGAPANTHUS 'PETER PAN'	DWARF AGAPANTHUS
LIRIOPE SPICATA 'SILVER DRAGON'	CREEPING LILY TURF
OENOTHERA SPECIOSA 'WOODSIDE WHITE'	MEXICAN EVENING PRIMROSE
BEGONIA SEMPERFLORENS	BEDDING BEGONIAS
HEMEROCALLIS 'RED VELVET'	EVERGREEN DAY LILY
HEMEROCALLIS 'ISLE CRANE'	EVERGREEN DAY LILY
CLIVIA MINIATA 'SOLOME'	SOLOME CLIVIA
CLIVIA MINIATA 'FLAME'	FLAME CLIVIA
GROUND COVER	
GAZANIA 'BURGUNDY'	BURGUNDY GAZANIA
VINCA MINOR	DWARF PERIWINKLE
FRAGARIA CHILOENSIS	BEACH STRAWBERRY
SARCOCOCCA HOOKERIANA HUMILIS	NCN BOX
VERBENA PERUVIANA	VERBENA
LANTANA 'LEMON SWIRL'	LEMON SWIRL LANTANA



MARYMOUNT COLLEGE
RANCHO PALOS VERDES, CALIFORNIA

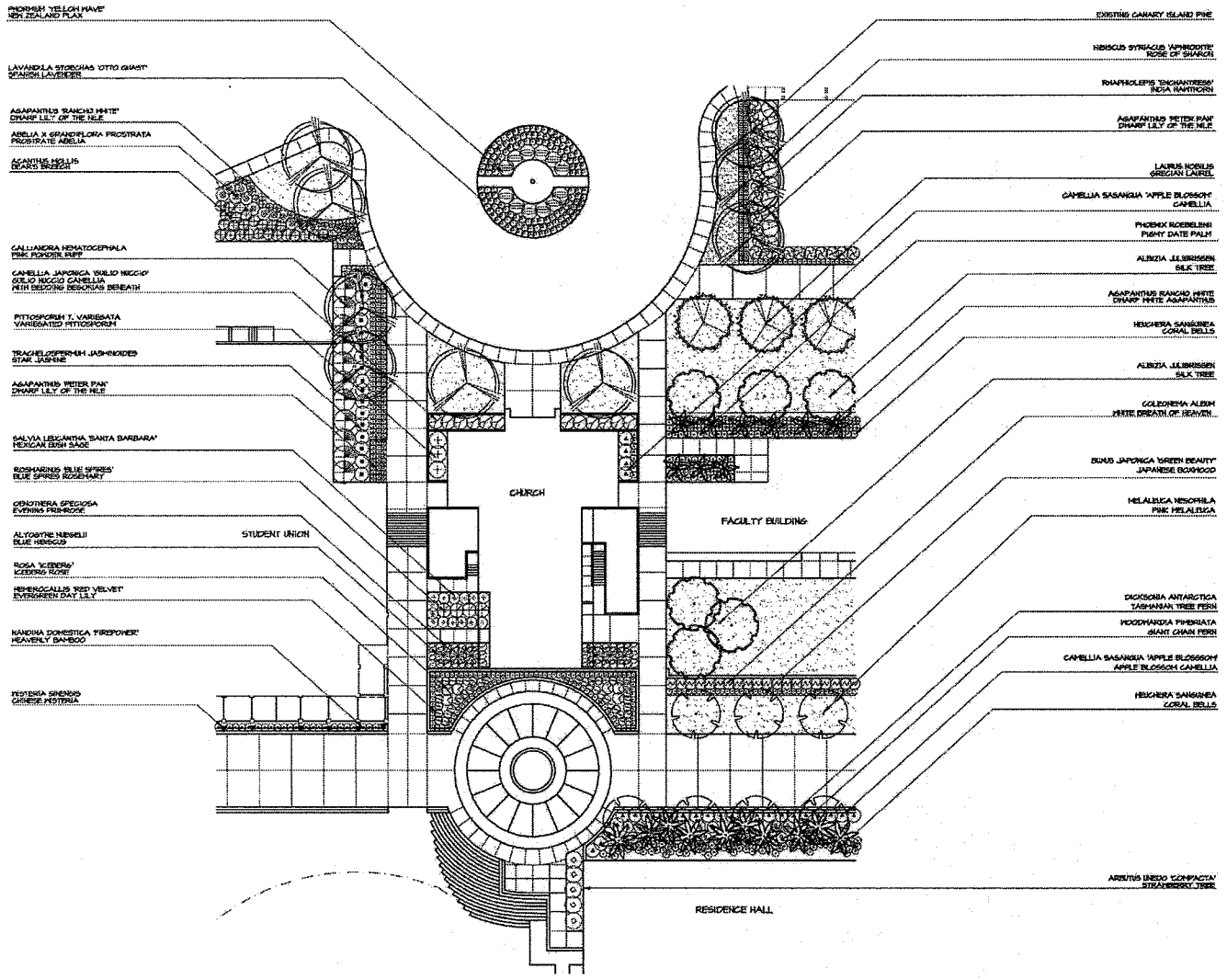
PRELIMINARY LANDSCAPE PLAN

SCALE: 1"=50'-0"

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors
340 South Mills Road
Ventura, California 93003
(805) 644-7247

landscape architecture
urban design
town planning

DATE: 5/4/06
CPS No. 04-128
SHEET
L-1
1 OF 3



ENLARGEMENT #1

MARYMOUNT COLLEGE
RANCHO PALOS VERDES, CALIFORNIA

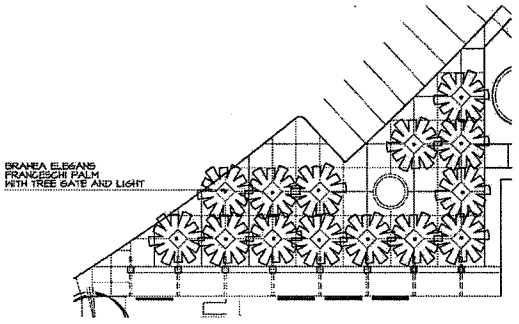
PRELIMINARY LANDSCAPE PLAN

SCALE: 1/16"=1'-0"

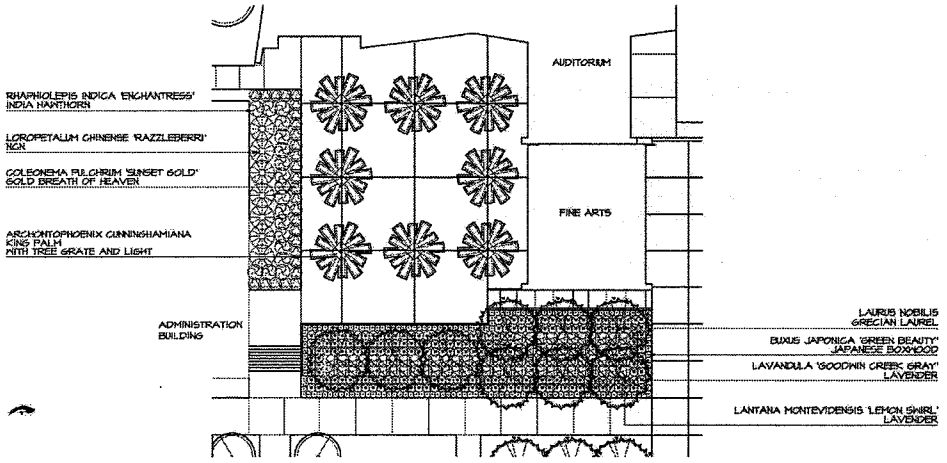
RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors
548 South Mills Road
Ventura, California 93003
(805) 644-7287

landscape architecture
urban design
town planning

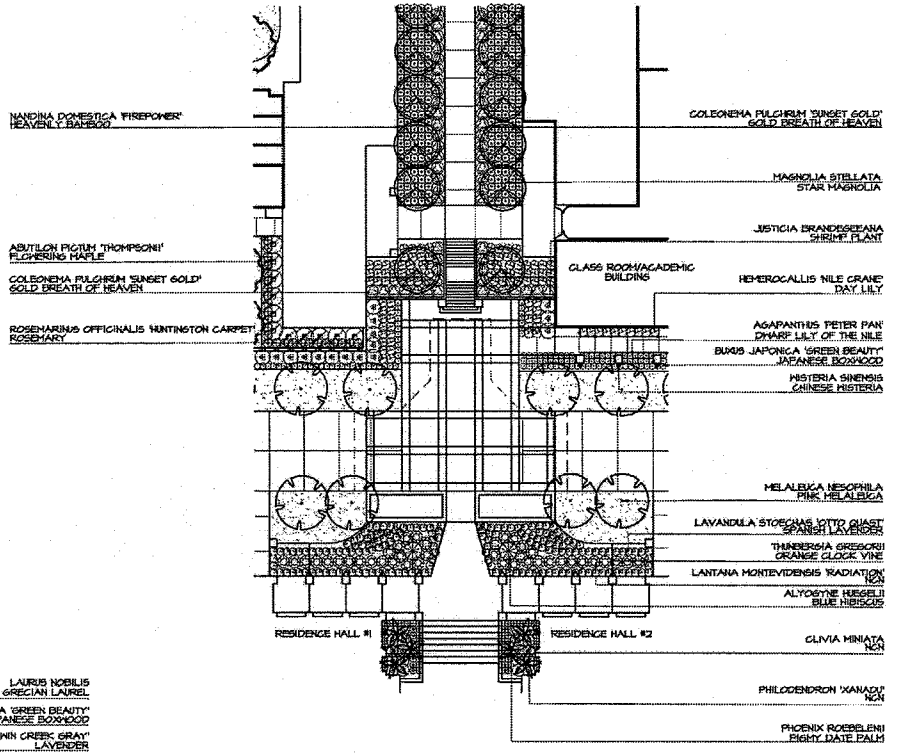
DATE: 5/4/04
CPS No. 04-128
SHEET
L-2
2 OF 3



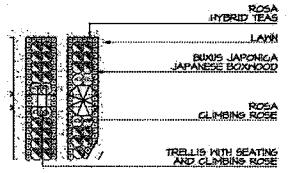
ENLARGEMENT #3



ENLARGEMENT #4



ENLARGEMENT #2



ENLARGEMENT #5 - PARTIAL ROSE GARDEN

MARYMOUNT COLLEGE
RANCHO PALOS VERDES, CALIFORNIA

PRELIMINARY LANDSCAPE PLAN

RASMUSSEN & ASSOCIATES
Architecture
Planning
Interiors
845 South Mira Road
Ventura, California 93001
(805) 641-7843

landscape architecture
urban design
town planning

DATE 2/4/04
CPC No. 04-126
SHEET
L-3
3 OF 3

2.0 EXECUTIVE SUMMARY

The Executive Summary is a synopsis of the data and analysis contained throughout this document. This Section includes a summary of the Project, environmental analysis, and alternatives. Please refer to each of the respective sections of the Draft EIR for the complete analysis of the sections summarized herein.

2.1 PROJECT SUMMARY

Marymount College is located at 30800 Palos Verdes Drive East in the City of Rancho Palos Verdes, California. The proposed Marymount College Facilities Expansion Project involves renovations to the campus consisting of the demolition of some existing buildings, the modernization and expansion of existing buildings, the construction of new buildings, the relocation and reconfiguration of recreational facilities, parking areas (463 off-street parking spaces), and the entry drive, and various site improvements. The proposed Project would occur entirely within the boundaries of the existing campus. No change to the College's existing academic operation or student enrollment limit is proposed under the current development application. The proposed Project would add approximately 27 new full- and part-time employees to the campus.

The Project proposes demolition of 7 of the 13 existing buildings, representing approximately 18,022 square feet of existing floor area. The buildings proposed for demolition are: View Room/Hall; Maintenance/Photo Lab; Bookstore/Health Center; Arts; Preschool; Library; and Pool Equipment. Additionally, the project proposes the construction of 136,008 square feet of new floor area, which would be developed in the form of six new buildings (121,092 square feet) and the expansion of four existing buildings (14,916 square feet). The buildings proposed for expansion are: Auditorium/Fine Arts Studio; Faculty Office; Student Union (Bookstore/Faculty Dining; and Administration/Admissions. The proposed new buildings are: Library; Maintenance Building; Athletic Facility; and two Residence Halls (128 rooms with capacity for 255 [250 students and 5 adult supervisors]). The proposed demolition and construction would result in a total of 210,254 square feet of floor area, representing a net increase of 117,986 square feet over the existing floor area (92,268 square feet).

The Project involves approximately 100,000 cubic yards of earthwork, including approximately 60,000 cubic yards of excavation and 40,000 cubic yards of embankment. Total construction time is phased within the eight-year timeframe would be approximately three years (36 months).

2.2 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following is a summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0 of this EIR. Refer to the appropriate EIR Section for detailed discussions.

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.1	**LAND USE AND RELEVANT PLANNING**		
	City of Rancho Palos Verdes General Plan		
	The proposed project could conflict with the Land Use Plan, Policies, or Regulations of the City of Rancho Palos Verdes General Plan.	No Mitigation Measures are recommended beyond those identified in Section 5.2 through Section 5.9.	Significant and unavoidable conflict with the Rancho Palos Verdes General Plan, Residential Activity Policy 11 of the Urban Environment Element. If the City of Rancho Palos Verdes approves the proposed Project, the City would be required to adopt findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.
	City of Rancho Palos Verdes Development Code		
	The proposed project could conflict with the Land Use Plan, Policies or Regulations of the City of Rancho Palos Verdes Development Code.	No Mitigation Measures are recommended beyond those identified in Sections 5.2 through 5.9 of this EIR.	Significant and unavoidable conflict the City of Rancho Palos Verdes Zoning Code, Section 17.48.060, *Extreme Slope*, regarding construction of the proposed Residence Halls on the south-facing extreme slope. If the City of Rancho Palos Verdes approves the proposed Project, the City would be required to adopt findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.
	Cumulative Impacts		
	The proposed project, combined with other future development, would increase the intensity of land uses in the area.	No mitigation measures are recommended.	Less Than Significant Impact.
5.2	**AESTHETICS/LIGHT AND GLARE**		
	Short-Term Visual Character		
	Grading and construction activities associated with project implementation would temporarily degrade the existing visual character/quality of the project site and the surroundings.	AES-1 Prior to issuance of any Grading or Building Permit, a Construction Management Plan shall be submitted for review and approval	Less Than Significant With Mitigation Incorporated.

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
			by the Director of Planning, Building and Code Enforcement. The Construction Management Plan shall, at a minimum, indicate the equipment staging areas, vehicle staging areas, fencing, haul route, dust control measures, hours of construction and a detailed construction schedule.	
		AES-2	Prior to issuance of any Grading or Building Permit, a Construction Safety Lighting Plan shall be submitted for review and approval by the Director of Planning, Building and Code Enforcement. All construction-related lighting shall include shielding in order to direct lighting down and away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site.	
		AES-3	Upon completion of the Phase I grading activities and prior to any Building Permit issuance, the graded areas shall be hydroseeded and revegetated, to the satisfaction of the Director of Planning, Building and Code Enforcement.	
	Long-Term Visual Character			
	Development of the proposed project could substantially degrade the existing visual character/quality of the site and its surroundings.	AES-4	Prior to issuance of a Building Permit for the easterly parking area or the Residence Halls, a revised Landscape Plan shall be prepared and submitted to the Planning Department for review and approval. The revised Landscape Plan shall incorporate the revisions outlined below, to the satisfaction of the Director of Planning, Building, and Code Enforcement. Additional gold medallion tree plantings shall be incorporated on the site's northeastern boundary, up to the northern corner of the existing deck on Lot 27 to further screen the eastern parking lot from the areas to the north (Lots 26 and 27). ▪ Additional tree plantings shall be incorporated on the south-facing slope (southern portion) to further screen the Athletic	Significant and unavoidable long-term impacts to visual character of the site at the south-facing slope, due to the introduction of the proposed Athletic Facility and Residence Halls. If the City of Rancho Palos Verdes approves the Marymount College Project, the City would be required to adopt findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		Facility and Residence Halls from areas to the south.	
	Visual Aspects		
	Project implementation could have a substantial adverse effect on a visual aspect identified in the General Plan.	No mitigation measures are recommended.	Less Than Significant Impact.
	Light and Glare		
	The project could generate new sources of substantial light and glare that would adversely affect nighttime views in the area.	AES-5 Lighting shall be designed as an integral part of the Project. Lighting levels shall respond to the type, intensity and location of use. Lighting shall be designed and installed such that it is directed downward away from adjoining properties and does not spill out onto adjacent areas, while not reducing the safety and security for pedestrian and vehicular movements.	Less Than Significant With Mitigation Incorporated.
		AES-6 Prior to issuance of any Grading Permit, a Revised Lighting Plan shall be submitted for review and approval by the Director of Planning, Building and Code Enforcement and City Engineer. The Revised Lighting Plan shall include: ▪ Low-level bollards, not to exceed 42-inches in height, in place of the currently proposed pole-mounted lighting along the easterly boundary of the eastern parking lot. ▪ Pole-mounted lighting shall not exceed 10-feet in height, except along the easterly boundary of the eastern parking lot. ▪ The proper use and selection of fixture components (i.e., reflectors, refractors, lenses or louvers); ▪ The proper use and selection of shielding accessories (i.e., the sharp cut-off type); ▪ Lighting fixtures with cut-off shields to prevent light spill and glare into adjacent areas.	

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		AES-7	Sixty (60) days after the installation of lighting for each phase of the Project, the lighting equipment shall be tested and adjusted to ensure that the proper levels of light and glare have been achieved, to the satisfaction of the Director of Planning, Building and Code Enforcement and City Engineer.	
	Cumulative Impacts			
	Development associated with the proposed project and related cumulative projects would result in cumulative aesthetic/light and glare impacts.	Refer to Mitigation Measures AES-1, AES-2, AES-3, AES-4, AES-5, AES-6 and AES-7.		Less Than Significant With Mitigation Incorporated.
5.3	**TRAFFIC AND CIRCULATION**			
	Construction Traffic			
	Construction related traffic could significant adverse impacts to the local traffic system.	TR-1	Prior to issuance of any Demolition or Grading Permit, the Director of Planning, Building and Code Enforcement shall review and approve the Construction Management Plan, which shall specify the following, at a minimum: ▪ Demolition debris hauling and materials delivery shall be scheduled during the least inconvenient time period to the public and avoiding the peak traffic period, as follows: - Weekdays: Hauling and deliveries shall be scheduled between 9:00 AM and 4:00 PM, with consideration given to reduce deliveries during the 11:30 AM to 1:30 PM lunch period. - Saturdays: Hauling and deliveries, if any, shall not occur during the peak hour period of 11:30 AM to 1:30 PM. ▪ There shall be no staging of equipment or accumulation of vehicles on Rancho Palos Verdes City streets. Staging of trucks for the hauling of all demolition debris would occur on the College Campus.	Less Than Significant With Mitigation Incorporated.

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	Existing Plus Project Conditions			
	Project traffic could cause a significant increase in traffic when compared to the traffic capacity of the street system and could exceed an established standard.	TR-2	Prior to issuance of any Certificate of Occupancy, the Applicant shall implement the following improvement and may be eligible for reimbursement from future projects that result in impacts on this intersection: ▪ Palos Verdes Drive East/Miraleste Drive – Signalize the intersection. The intersection traffic signal shall be designed to include a westbound right-turn overlap, which would preclude u-turn movement from southbound to northbound Palos Verdes Drive East; and	Less Than Significant With Mitigation Incorporated.
		TR-3	Prior to issuance of any Certificate of Occupancy, the Applicant shall implement the following improvement and may be eligible for reimbursement from future projects that result in impacts on this intersection: ▪ Western Avenue (SR-213)/Trudie Drive-Capitol Drive – Re-stripe the eastbound Trudie Drive approach from one shared left-turn/through lane and one de-facto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. The Project Applicant shall coordinate with the City of Los Angeles and Caltrans regarding implementation of this mitigation.	
		TR-4	For purposes of this analysis, the traffic impacts and corresponding mitigation measures assume the Marymount College student enrollment at a maximum of 793 weekday students (based on the formula allowing 750 full-time students, 20 part-time students, and a marginal difference of 3.0 percent), and 83 weekend students. Therefore, prior to issuance of any Certificate of Occupancy, student enrollment shall be limited to a maximum of 793 weekday students	

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		and 83 weekend students, including full- and part-time students.	
	County of Los Angeles Congestion Management Program		
	Project traffic could cause an increase in traffic that would exceed a level of service standard established by the County of Los Angeles Congestion Management Program.	No mitigation measures are recommended.	Less Than Significant Impact.
	State Highway		
	Project traffic could cause an increase in traffic that would exceed a Level of Service standard established by Caltrans.	Refer to Mitigation Measure TR-3, which specifies the recommended improvements to Western Avenue (SR-213)/Trudie Drive-Capitol Drive.	Less Than Significant With Mitigation Incorporated.
	Parking Capacity		
	Project implementation could result in inadequate parking capacity.	TR-5 Prior to issuance of any Certificate of Occupancy, the Applicant shall institute, to the satisfaction of the Director of Planning, Building, and Code Enforcement and the Public Works Director, a parking management program, which prohibits dormitory guest parking on weekdays during the peak parking demand periods between 10:00 AM and 3:00 PM.	Less Than Significant With Mitigation Incorporated.
		TR-6 Prior to issuance of any Certificate of Occupancy, the Applicant shall institute, to the satisfaction of the Director of Planning, Building, and Code Enforcement and the Public Works Director, parking management strategies to reduce weekday College-related parking demand by the following values: ▪ 23 percent or greater for student enrollment between 751 and 793; ▪ 19 percent or greater for student enrollment between 701 and 750; ▪ 15 percent or greater for student enrollment between 651 and 700; ▪ 10 percent or greater for student enrollment between 601 and 650; ▪ 5 percent or greater for student enrollment between 551 and 600; and	

EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		▪ 0 percent or greater for student enrollment of 550 or less. Potential parking management strategies may include, but are not limited to, the following: ▪ Provision of "carpool only" parking spaces; ▪ Implementation of parking pricing for campus parking permits; ▪ Utilization of remote parking; ▪ Provision of increased shuttle services; ▪ Offering financial incentives; ▪ Implementation of restrictions on parking allowed by dormitory residents; ▪ Implementation of restrictions on parking allowed by residents of the Palos Verdes North Facility.	
		TR-7 A Parking Management Strategy Program shall be prepared and submitted by the Applicant for review to the Director of Planning, Building, and Code Enforcement, by July 1st of every year. Said Program shall: ▪ Document the prior-year's achieved parking demand reductions. ▪ Identify strategies for use in the upcoming academic school year. ▪ Be modified on an as needed basis, as deemed necessary by the Director of Planning, Building, and Code Enforcement.	
		TR-8 The parking impacts and corresponding mitigation measures assume the Marymount College student enrollment at a maximum of 793 weekday students (based on the formula allowing 750 full-time students, 20 part-time students, and a marginal difference of 3.0 percent) and 83 weekend students. Therefore, prior to issuance of any Certificate of Occupancy, student enrollment shall be limited to a maximum of 793 weekday students and 83 weekend students, including full- and part-time students.	

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	Alternative Transportation			
	Project implementation could conflict with adopted programs supporting alternative transportation (i.e., bus routes).		No mitigation measures are recommended.	Less Than Significant Impact.
	Cumulative (Forecast Year 2012) Conditions			
	Project traffic and other related cumulative projects could cause a significant increase in traffic when compared to the traffic capacity of the street system and could exceed an established standard.	TR-9	Prior to issuance of any Certificate of Occupancy, the Applicant shall make a proportionate share contribution to implement the following, in addition to improvements specified in Mitigation Measures TR-2 and TR-3: ▪ Palos Verdes Drive East/Palos Verdes Drive South – Modify the intersection to provide a two-stage gap acceptance design for southbound left-turning vehicles. A raised median refuge area shall be constructed for vehicles to turn left from Palos Verdes Drive East to cross westbound Palos Verdes Drive South while waiting for a gap in eastbound traffic to complete the turn to eastbound Palos Verdes Drive South. Additionally, the existing raised median shall be narrowed to provide an acceleration lane along Palos Verdes Drive South to accommodate vehicles accelerating to join eastbound Palos Verdes Drive South traffic flow. Modifications to the Palos Verdes Drive East/Palos Verdes Drive South intersection shall be designed taking into account truck turning radius requirements and shall be to the satisfaction of the Public Works Director. Since the Palos Verdes Drive East/Palos Verdes Drive South intersection is impacted by the proposed Project for cumulative with proposed Project conditions, a proportionate share contribution by the Project Applicant is applicable.	No significant impacts are forecast to occur at City of RPV study intersections, assuming full implementation of the recommended mitigation measures for the forecast year 2012 plus Project weekday and the forecast year 2012 plus Project Saturday conditions. However, since proportionate share contribution to Mitigation Measure TR-9 would not fully implement the measure, the significant impacts would not be reduced to a level considered less than significant. Significant and unavoidable traffic impacts would remain at the Palos Verdes Drive East/Palos Verdes Drive South intersection. If the City of Rancho Palos Verdes approves the proposed Project, the City would be required to adopt findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.

EIR SECTION	IMPACTS		MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.4	**AIR QUALITY**			
	Short-Term (Construction) Air Emissions			
	Construction-related dust and vehicle emissions could violate an air quality standard or expose sensitive receptors to substantial pollutant concentrations.	AQ-1	Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the South Coast Air Quality Management District's Rules and Regulations. In addition, South Coast Air Quality Management District Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors: ▪ All active portions of the construction site shall be watered to prevent excessive amounts of dust; ▪ On-site vehicle speed shall be limited to 15 miles per hour (mph); ▪ All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized; ▪ All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day; ▪ If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving, or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than	Less Than Significant With Mitigation Incorporated.

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25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes;

- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site; and
- No more than 5.0 acres per day shall be graded.

AQ-2 Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Maintenance records shall be provided to the City. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.

AQ-3 Prior to issuance of any Grading Permit, the City shall verify that the construction contract standard specifications include a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment for approval by the Director of Public Works. Measures shall include provisions for proper maintenance of equipment engines, measures to avoid equipment idling more than two minutes, and avoidance of unnecessary delay of traffic along off-site access roads by heavy equipment blocking traffic.

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		AQ-4	During construction and in compliance with South Coast Air Quality Management District Rule 1113, ROG emissions from architectural coatings shall be reduced by using pre-coated/natural-colored building materials, water-based or low-ROG coatings and using coating transfer or spray equipment with high transfer efficiency.	
		AQ-5	Prior to issuance of any Grading Permit, the contractor shall include the following measures on the Grading Plan, to the satisfaction of the Director of Public Works and Building Official: ▪ The Applicant shall submit for review and approval by the City a Construction Traffic Management Plan that specifies that construction activities shall be organized so as not to interfere significantly with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways; ▪ The General Contractor shall utilize electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible; and ▪ The General Contractor shall state in the Grading Plans that work crews turn off equipment when not in use.	
	Long-Term (Operational) Air Emissions			
	Project operations related to mobile and area source emissions could violate an air quality standard or expose sensitive receptors to substantial pollutant concentrations.	AQ-6	Prior to issuance of any Building Permit, the Applicant shall demonstrate to the satisfaction of the Building Official that the Project complies with Title 24 of the California Code of Regulations established by the California Energy Commission regarding energy conservations standards.	Less Than Significant With Mitigation Incorporated.
		AQ-7	Prior to issuance of any Grading Permit, the Applicant shall submit for review and approval by the	

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			Director of Public Works and Director of Planning, Building and Code Enforcement, a Transportation Demand Management (TDM) Plan that is applicable to students, faculty and staff. The TDM Plan shall include, but not be limited to, preferential parking for vanpooling/carpooling, subsidy for transit pass or vanpooling/carpooling, flextime work schedule and the location of bicycle racks throughout the College campus.	
	Consistency with Regional Plans			
	The proposed project could conflict with implementation of the 2007 Air Quality Management Plan.		No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts			
	Development associated with the proposed project and cumulative projects could result in significant air quality impacts.		No mitigation measures are required.	Less Than Significant Impact.
5.5	**NOISE**			
	Short-Term Construction Noise			
	Grading and construction within the project area could result in temporary noise and/or vibration levels in excess of the City's established standards.	NOI-1	Prior to issuance of any Grading Permit, the Applicant shall provide, to the satisfaction of the Director of Planning, Building and Code Enforcement, a Noise Mitigation and Monitoring Program. Such plan would ensure that the proposed project shall provide the following: ▪ Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.	Short-term construction-related noise impacts during Phases I, II, and III are anticipated to intermittently expose adjacent receptors to construction noise levels in excess of the 70 dBA speech interference criteria. Adherence to Code requirements and compliance with the specified mitigation measures would reduce the length of time residents are exposed to significant noise levels. However, construction-related noise impacts are concluded to be significant and unavoidable.
			▪ Property owners and occupants located within 0.25-mile of the Project construction site shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed Project. A sign, legible at a distance of 50 feet shall also be	If the City of Rancho Palos Verdes approves the proposed Project, the City would be required to adopt findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.

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posted at the Project construction site. All notices and signs shall be reviewed and approved by the Director of Planning, Building and Code Enforcement, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

- The Applicant shall provide, to the satisfaction of the Director of Planning, Building and Code Enforcement, a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the compliant, as deemed acceptable by the Director of Planning, Building and Code Enforcement. All notices that are sent to residential units within 0.25-mile of the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Disturbance Coordinator.

- Prior to issuance of each Grading or Building Permit, the Applicant shall demonstrate to the satisfaction of the City's Building Official how construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and

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			electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. ▪ During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.	
	Long-Term Mobile Noise			
	Project generated traffic could contribute to existing traffic noise levels, thereby, exceeding the City's established noise standards.		No mitigation measures are required.	Less Than Significant Impact.
	Long-Term Stationary Noise			
	Operations associated with the proposed project could result in the generation of on-site noise associated with stationary sources that would exceed the City's established noise standards.	NOI-2	Prior to issuance of any Certificate of Occupancy, the Applicant shall submit a noise analysis that demonstrates to the satisfaction of the Director of Planning, Building and Code Enforcement and the City Engineer, that site placement of stationary noise sources would not exceed noise standards indicated in the State Land Use Noise Compatibility Guidelines for adjacent residences.	Less Than Significant With Mitigation Incorporated.
		NOI-3	Prior to issuance of any Building Permit, the Applicant shall demonstrate, to the satisfaction of the Director of Planning, Building and Code Enforcement, compliance with the following: ▪ All mechanical equipment shall include specifications on quiet equipment; ▪ All mechanical equipment shall be properly selected and installed, and shall include sound attenuation packages; ▪ To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and ▪ All mechanical equipment shall be screened and enclosed to minimize noise.	

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		NOI-4 Prior to issuance of any Certificate of Occupancy, a subsequent noise analysis shall be prepared, to the satisfaction of the Director of Planning, Building and Code Enforcement and the City Engineer, which demonstrates that all feasible sound attenuation has been incorporated into the northeasterly and easterly parking areas (i.e., landscaping and brushed driving surfaces), such that noise from the parking areas has been minimized to the greatest extent possible.	
		NOI-5 Prior to issuance of any Certificate of Occupancy, the Marymount College Code of Conduct shall be reviewed and approved by the Planning Commission at a duly noticed public hearing. The provisions of the Code of Conduct shall outline measures for minimizing impacts, such as but not limited to noise, to the surrounding neighborhoods. The City or the College could initiate revisions or modifications to the Code of Conduct, which shall be reviewed and approved by the Planning Commission at a duly noticed public hearing. The Code of Conduct shall, at a minimum, include provisions for the Residence Halls, Parking Lots, common area activities and security measures, in order to ensure stationary noise impacts are minimized, and shall specify the following provisions, among others: ▪ "Quiet Hours" throughout the campus are designated between 10:00 PM and 7:00 AM; ▪ Limitations on noise from congregations during quiet hours; and ▪ Residence Hall doors on the south-facing portion shall be maintained in a closed position between sunset and sunrise.	
		NOI-6 Review and approval of revisions to the Code of Conduct shall be limited to provisions related to potential Project impacts.	

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		NOI-7 Use of the athletic field and tennis courts shall be prohibited between sunset and sunrise, seven days per week, unless a Special Use Permit for said use has been issued by the Director of Planning, Building and Code Enforcement, pursuant to Code Chapter 17.62, *Special Use Permits*.	
		NOI-8 The use of amplified sound shall be prohibited at the proposed athletic field, tennis courts and swimming pool unless a Special Use Permit for said use has been issued by the Director of Planning, Building and Code Enforcement, pursuant to Code Chapter 17.62, *Special Use Permits*.	
	Cumulative Impacts		
	Implementation of the proposed project, combined with cumulative projects, could increase the ambient noise levels in the site vicinity.	No mitigation measures are recommended.	Less Than Significant Impact.
5.6	**GEOLOGY AND SOILS**		
	Seismic Hazards		
	Rupture of a Known Earthquake Fault		
	Project implementation could result in the exposure of people/structures to potential substantial adverse effects associated with rupture of a known earthquake fault.	No Mitigation Measures are recommended.	Less Than Significant Impact.
	Strong Seismic Ground Shaking		
	Project implementation could result in the exposure of people/structures to potential substantial adverse effects associated with strong seismic ground shaking.	GEO-1 Prior to issuance of any Grading Permit or Building Permit for each phase of the Project, the Applicant shall comply with each of the recommendations detailed in the Preliminary Grading Plan Review and Geotechnical Response to City of Rancho Palos Verdes (ASE, June 28, 2002, 2005), and other such measure(s) as the City deems necessary to adequately mitigate Project impacts, which may include, but not be limited to, the following during each phase of the Project: ▪ Ingrading mapping and inspections by the Project geotechnical	Less Than Significant With Mitigation Incorporated.

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		engineer/engineering geologist, and/or City Inspector. ▪ Corrosivity and expansivity soil testing upon completion of rough grading. ▪ Final compaction testing upon completion of precise grading.	
	Other Seismically Induced Hazards		
	Project implementation could result in the exposure of people/structures to potential substantial adverse effects associated with liquefaction, ground lurching, lateral spreading, settlement, landslides and/or tsunamis.	Refer to Mitigation Measure GEO-1.	Less Than Significant With Mitigation Incorporated.
	Soils		
	Soil Erosion		
	Implementation of the proposed project could trigger or accelerate erosion, such that slope failure would occur.	GEO-2 Prior to issuance of any Grading or Building Permit for each phase of the Project, the Grading Plan and Landscape Plan shall demonstrate, to the satisfaction of the City Engineer, that the plans have been designed such that: ▪ Irrigation shall be prohibited and shall not occur along the eastern parking lot that drains onto the South Shores Landslide; ▪ Drainage shall be prohibited from flowing over the top of the south-facing slope, ponding or soaking; and ▪ Runoff from all hardscape areas, particularly the parking lots, shall be prohibited from draining onto the south-facing slopes and neighboring properties; all runoff shall be diverted to on-site storm drains.	Less Than Significant With Mitigation Incorporated.
	Expansive Soils		
	The proposed project could be located on expansive soils, creating substantial risks to life or property.	Refer to Mitigation Measure GEO-1.	Less Than Significant With Mitigation Incorporated.

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	Unstable Geologic Units			
	Slope Stability			
	Development of the proposed project could be located on a geologic unit or soil that is unstable or that would, as a result of the project, become unstable.	GEO-3	Prior to issuance of any Grading Permit, the Final Grading Plans shall specify that the one- to three-foot-wide blocks that are generated from excavation of the one- to two-foot-thick (+/-), discontinuous layers and/or lenses of very hard, silica and/or calcium-magnesium carbonate cemented siltstone, which is commonly referred to as "PV Stone," shall not be placed in engineered fills beneath any of the new buildings. If the hard blocks are not hauled offsite, the proposed methods for incorporating these blocks in portions of engineered fills that do not directly support structures shall be reviewed and approved by the City Engineer. No rock crushing shall occur onsite. Refer also to Mitigation Measures GEO-2, HYD-1, HYD-2 and HYD-3.	Less Than Significant With Mitigation Incorporated.
	Landslides			
	Development of the proposed project could increase the number of people/structures exposed to potential significant effects associated with landslides.		Refer to Mitigation Measure GEO-2.	Less Than Significant With Mitigation Incorporated.
	Cumulative Impacts			
	Development the proposed project, combined with future development, could result in increased short-term impacts such as erosion and long-term seismic-related impacts within the area.		No mitigation measures are recommended.	Less Than Significant Impact
5.7	**HYDROLOGY AND WATER QUALITY**			
	Drainage and Hydrology			
	The proposed project would alter drainage patterns, which could result in increased erosion potential and runoff amounts.	HYD-1	Prior to issuance of any Grading Permit, the Director of Public Works and the City Engineer shall review and approve a Revised Storm Drain Plan. Such Plan shall: ▪ Include an on-site storm water collection system designed to prevent the flow (sheet or concentrated) from eroding the natural hillside.	Less Than Significant With Mitigation Incorporated.

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- Identify how storm drains and catch basins are designed to control stormwater leaving the campus.
- Control erosion downstream of the development.
- Include storm drains designed to convey flows per Los Angeles County Standards.
- Includes a system of storm drain pipes that would divert the flow to the proposed storm drain system.

Calculations shall be provided to the Director of Public Works and the City Engineer indicating that the diversion area does not impact the existing storm drains.

HYD-2 Increased flows from Watersheds A and BC shall be mitigated with the installation of a detention basin (i.e., Watershed A Sub-Basin and Watershed BC Sub-Basin), as illustrated on Exhibit 5.7-4, *Detention Basin Layout*, or where determined by the Director of Public Works and the City Engineer, to reduce the peak flow. The detention basin shall be designed such that:

- The 2- through 100-year storm events are mitigated.
- Water would be detained a minimum of 24 hours, but not greater than 96 hours, pursuant to Vector Control District standards.
- Berms shall be provided at Palos Verdes Drive East to allow adequate free board. The flow leaving the detention basin shall be maintained equal to the existing condition.
- Watershed A Sub-Basin shall include an outlet that ties into the storm drain system at Node 1.
- Watershed BC Sub-Basin shall include an outlet that drains to

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		the storm drain system at Nodes 2 and 3 ▪ The pipe outlets that would drain the sub-basin shall be sized to allow no more than the existing condition flow out of the detention basin at any given time. ▪ Water quality requirements shall be satisfied through detention basin design. The extended detention basin shall serve also as a flood control detention basin. ▪ Adequate secondary overflow shall be provided. ▪ An impermeable liner shall be provided to eliminate saturation of soil in the vicinity. ▪ Maintenance of the detention basin shall be the responsibility of the College.	
	Water Quality – Construction		
	Grading, excavation, and construction activities associated with the proposed project could impact water quality due to sheet erosion resulting from exposed soils and subsequent deposition of particles and pollutants in drainage areas.	HYD-3 Prior to issuance of any Grading or Building Permit, and as part of the Project's compliance with the NPDES requirements, a Notice of Intent shall be prepared and submitted to the Los Angeles RWQCB providing notification and intent to comply with the State of California general permit. Also, a Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the Director of Public Works and the City Engineer for water quality construction activities onsite. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." The SWPPP shall contain, at a minimum, the BMPs outlined in Appendix 13.6, *Hydrology and Water Quality Data*.	Less Than Significant With Mitigation Incorporated.

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	Water Quality – Long-Term			
	Implementation of the proposed project could result in long-term impacts to the quality of stormwater and urban runoff, subsequently impacting water quality.	HYD-4	Prior to issuance of any Grading Permit, the Applicant shall prepare, to the satisfaction of the Director of Public Works and the City Engineer, a Water Quality Management Plan, which includes Best Management Practices (BMPs), Structural Measures and Adaptive Management, under the guidelines in Development Planning for Stormwater Management - A Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP) prepared by Los Angeles County Department of Public Works (2002) or the most current/updated version. The WQMP shall contain, at a minimum, the BMPs outlined in Appendix 13.6, *Hydrology and Water Quality Data*.	Less Than Significant With Mitigation Incorporated.
	Cumulative Impacts			
	The proposed project, along with other future development, would result in increased hydrology and drainage impacts in the area.		No mitigation measures are recommended.	Less Than Significant Impact.
5.8	**PUBLIC SERVICES AND UTILITIES**			
	Fire Protection			
	Project implementation could result in adverse impacts associated with the provision of fire protection services.		No mitigation measures are recommended.	Less Than Significant Impact.
	Police Protection			
	Project implementation could result in adverse impacts associated with the provision of police protection services.	PSU-1	Prior to issuance of any Certificate of Occupancy, a private security program, reviewed and approved by the Planning Commission and the Los Angeles County Sheriff's Department, shall be implemented at the campus enforcing the Project's Conditions of Approval and the Marymount College Code of Conduct; refer to Mitigation Measure NOI-5. The private security program shall, at a minimum, consist of a 24-hour security patrol officer and a 24-hour staffed security/info kiosk. The private security program shall be submitted annually, no later than three weeks prior to commencement of the Fall	Less Than Significant With Mitigation Incorporated.

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		semester, for review and approval by the Planning Commission.	
	Water		
	Project implementation could result in an increase the demand for water supplies.	No Mitigation Measures are recommended.	Less Than Significant Impact.
	Wastewater (Sewer)		
	Project implementation could result in an increase in wastewater generation.	No Mitigation Measures are recommended.	Less Than Significant Impact.
	Solid Waste		
	Project implementation could result in an increase in solid waste generation, impacting the capacity of a landfill.	PSU-2 Prior to issuance of any Building or Grading Permit, an approved Construction and Demolition Materials Management Plan shall be prepared and submitted to the Director of Public Works for review and approval. Said Plan shall include: ▪ All demolition (buildings and hardscape), new construction and alterations/additions. ▪ How the Applicant proposes to divert 85 percent of the existing parking/paving, concrete walkways and other concrete or asphalt pavement. ▪ Identify where recycled material generated by the demolition of the existing buildings and parking areas will be stockpiled on-site and disposed. ▪ Identify measures to reuse or recycle 50 percent of the demolition and construction materials, including, but not limited to wood, metal and cardboard, to meet the City's diversion goal requirements, as established by AB 939. PSU-3 Upon completion of demolition and construction, and prior to issuance of any Certificate of Occupancy, a Construction and Demolition Materials Disposition Summary shall be submitted to the Director of Public Works. The Summary shall indicate actual recycling activities and compliance with the diversion requirement, based on weight	Less Than Significant With Mitigation Incorporated.

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		tickets or other sufficient documentation.	
		PSU-4 Where possible, the site design shall incorporate for solid waste minimization, the use of recycled building materials and the re-use of on-site demolition debris.	
		PSU-5 The proposed Project shall incorporate storage and collection of recyclables into the Project design, and refuse collection contracts shall include provisions for collection of recyclables. Recycling shall be included in the design of the Project by reserving space appropriate for the support of recycling, such as adequate storage areas and access for recycling vehicles.	
		PSU-6 Prior to issuance of any Certificate of Occupancy, the Applicant shall, to the satisfaction of the Director of Public Works, implement the following recycling measures on an on-going basis: ▪ Grasscycle, use as mulch, or compost all greenwaste generated from the athletic field and landscape areas. ▪ Recycle all bottles, aluminum cans, glass and foodwaste. ▪ The existing paper recycling program shall be expanded to include the proposed improvements, including but not limited to the library, administration building and Residence Halls. ▪ Reports detailing the progress of the recycling for each academic year (including summer) shall be prepared and submitted to the Director of Public Works at the end of the academic year. Said report shall include the volume of tonnage that has been diverted to solid waste disposal, recycling, composting and grasscycling.	

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	Electric		
	Project implementation could increase the demand for electrical service.	No Mitigation Measures are recommended.	Less Than Significant Impact.
	Natural Gas		
	Project implementation could increase the demand for natural gas service.	No Mitigation Measures are recommended.	Less Than Significant Impact.
	Telephone		
	Development of the proposed project could increase the demand for telephone service.	No Mitigation Measures are recommended.	Less Than Significant Impact.
	Cable		
	Development of the proposed project could increase the demand for cable service.	No Mitigation Measures are recommended.	Less Than Significant Impact.
	Cumulative Impacts		
	Cumulative development could result in an increase in the demand for public services and an increase in the consumption rates for public utilities.	No Mitigation Measures are recommended.	Less Than Significant Impact.
5.9	**BIOLOGICAL RESOURCES**		
	Special Status Biological Resources		
	Project implementation could affect plant or wildlife species identified as special status.	BIO-1 Prior to issuance of any Grading Permit, a habitat assessment for the El Segundo blue butterfly (*Euphilotes battoides allyni*) shall be conducted by a qualified biologist permitted by the USFWS to conduct surveys for this species. If any El Segundo blue butterfly is located in the impact area, prior to issuance of any Grading Permit, a Special Status Plant Mitigation Program shall be developed in consultation with the appropriate resource agencies if the status of the species and the size of the population warrant a finding of significance.	Less Than Significant With Mitigation Incorporated.
		BIO-2 A qualified Biologist, approved by the Director of Planning, Building and Code Enforcement, shall conduct a focused survey for active raptor nests no more than 30 days prior to commencement of any grading or construction or the removal of the gum trees, if such activity occurs during the breeding season between February 1 and June 30. If an active nest is found,	

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		some restrictions on grading activities may be required in the vicinity of the nest until the nest is no longer active as determined by a qualified Biologist.	
	Special Status Habitats		
	The proposed project could impact special status habitat.	BIO-3 Prior to issuance of any Grading Permit, a jurisdictional delineation shall be conducted by the Applicant to determine whether the two drainage channels are under the jurisdiction of ACOE and CDFG. If these agencies have jurisdiction over the Project's study area, permits or waivers thereof, would be required from one or both of these agencies prior to issuance of any Grading Permit. The Applicant shall be required to comply with all permit conditions from the ACOE and/or CDFG. Conditions of these permits may include, but are not limited to, the replacement of habitat value within the jurisdictional areas impacted. The replacement of value may come in the form of habitat restoration and/or enhancement onsite or in the immediate vicinity at the discretion of the permitting agencies.	Less Than Significant With Mitigation Incorporated.
	City of Rancho Palos Verdes Natural Communities Conservation Planning Subarea Plan		
	Implementation of the proposed project would not conflict with the RPV NCCP Subarea Plan.	Refer to Mitigation Measure BIO-1.	Less Than Significant With Mitigation Incorporated.
	Cumulative Impacts		
	Cumulative development in the project area (including the proposed project) could impact the area's biological resources.	No mitigation measures are recommended.	Less Than Significant Impact.

2.3 SUMMARY OF PROJECT ALTERNATIVES

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.6, this section summarizes the alternatives to the proposed Project that could feasibly attain most of the basic objectives of the proposed Project, but would avoid or substantially lessen any of the significant effects of the proposed Project. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding significant environmental effects or reducing them to less than significant levels, even if these alternatives would impede,

to some degree, the attainment of the proposed Project objectives. Potential environmental impacts associated with four separate alternatives are compared to impacts of the proposed Project. The following is a description of each of the alternatives evaluated in Section 7.0, *Alternatives to the Proposed Project*.

"NO DEVELOPMENT/NO PROJECT" ALTERNATIVE

The No Development/No Project Alternative would retain the Marymount College campus in its current condition. None of the improvements proposed, as part of the Project would occur. The campus would not be renovated and the existing buildings would not be modernized/expanded. Further, the new Library, Maintenance, Athletic Facility, Residences Halls and Gallery would not be constructed, and the recreational and parking facilities would not be relocated/reconfigured.

"REDUCED DENSITY" ALTERNATIVE

The Reduced Density Alternative involves development of the Project's proposed improvements, however, at a reduced density. This Alternative would involve 18,022 square feet of building demolition and the construction of 14,916 square feet of additions to existing buildings, similar to the proposed Project. Five new buildings would be constructed providing a total of 98,214 square feet of floor area. Overall, this Alternative would involve the construction of 113,130 square feet of new floor area, resulting in a total of 187,376 square feet of floor area (existing and proposed). Comparatively, the net change in floor area resulting from this Alternative would be 19 percent less than the net change in floor area resulting from the proposed Project.

With this Alternative, the existing buildings would be modernized/expanded as proposed by the Project. One single-story Residence Hall building would be developed, resulting in a total of 76 dormitory units (housing 149 students and one supervisor), in place of the proposed two Residence Halls. The Residence Hall would be designed as an "L-shaped" structure that would be setback further north of its currently proposed location and not on an extreme slope (grade of 35 percent or greater). The parking facilities would be relocated/reconfigured resulting in 463 parking spaces. As with the proposed Project, the athletic field and tennis courts would be relocated to the western portion of the campus.

"LIVING CAMPUS/ACADEMIC CAMPUS" ALTERNATIVE

The Living Campus/Academic Campus Alternative involves development of the proposed Project at two locations: 1) the existing Marymount College campus; and 2) the Palos Verdes North Living Facility (PV North Facility) located in the City of Los Angeles. The PV North Facility is developed with housing (86 townhome units) and athletic fields once used by the military. Marymount currently uses the 86 pre-existing townhomes to house students, staff, and employees (a maximum of 312 persons).

The two properties involved in the Living Campus/Academic Campus Alternative would be developed as two separate campuses, a Living Campus (i.e., PV North Facility) and an Academic Campus (i.e., Marymount College campus). This Alternative would reduce the amount of new development (including lot coverage) at

the existing Marymount College campus; however, it would result in new development at the PV North Facility.

Living Campus. In order to accommodate development of the Living Campus with the buildings and facilities proposed under this Alternative, the 86 existing townhomes would be demolished. The Living Campus would consist of three Residence Halls 180 dormitory units (maximum occupancy of 359 persons), an Athletic Facility (including a health center), a Student Lounge (Gallery) and a Student Resource Center (consisting of a cafeteria, computer lab, and offices). In total, this Alternative would involve construction of 133,485 SF of new floor area at the Living Campus, whereas, the proposed Project involves no new development at this site. Additionally, an athletic field, tennis courts, outdoor pool, and parking facilities (surface and subterranean) would be developed at the Living Campus. Under this Alternative, the College's physical education classes would be transferred to the Living Campus.

Academic Campus. This Alternative would involve specific educational-related improvements at the Academic Campus (Marymount College campus), including the modernization and expansion of the existing campus buildings and construction of new buildings. The existing campus grounds would be improved and the existing parking facilities would be relocated and reconfigured, as part of the Academic Campus improvements. This Alternative would involve 18,022 SF of building demolition and the construction of 14,916 square feet of additions to existing buildings at the College campus, similar to the proposed Project. Similar to the proposed Project, two new buildings would be constructed providing a total of 28,685 SF of floor area (Academic/Library Building and Art Studio). The proposed Academic/Library Building would be constructed at a similar location as the proposed Project, while the proposed Art Studio would be constructed in the area vacated by the easterly most Residence Hall. In total, this Alternative would involve the construction of 43,601 SF of new floor area at the Academic Campus, resulting in a total of 117,847 SF of floor area. Comparatively, this Alternative proposes 44 percent less floor area at the College campus than the 210,254 SF proposed by the Project.

"AFFORDABLE HOUSING" ALTERNATIVE

The Affordable Housing Alternative involves improvements to the Marymount College campus consistent with the proposed Project, in addition to construction of up to ten affordable housing units within the proposed Residence Halls (through reconfiguration of the interior floor plan, with no modifications to the proposed building footprint) for occupancy by qualifying lower income employees or students of the College, which would be in compliance with Code Section 17.11.140, *Affordable Housing Requirements for Nonresidential Project.*

Under this Alternative, the proposed Residence Halls would be developed within a building footprint and area consistent with the proposed Project (no additional square footage). Under this Alternative, the two proposed Residence Halls would include approximately 103 dormitory units with occupancy for approximately 206 persons and ten (10) affordable housing units (five studio units and five two-bedroom units) with occupancy for approximately 28 persons. The College would reserve the

occupancy of the ten affordable units to its 15 residential life staff members (10 student residential advisors plus 5 adult supervisors). Thus, the total resident population associated with this Alternative would be approximately 234 persons, an 8.0 percent decrease when compared to the proposed Project. This decrease in resident population results from reconfiguration/replacement of 25 dorm units with 10 affordable housing units, resulting in a net loss of 15 dorm units.

Similar to the proposed Project, the Affordable Housing Alternative involves renovations to the campus consisting of demolition of some existing buildings, modernization and expansion of existing buildings, construction of new buildings, and relocation and reconfiguration of recreational and parking facilities. Consistent with the proposed Project, the Affordable Housing Alternative involves demolition of 7 of the 13 existing buildings, representing approximately 18,022 square feet of existing floor area. Additionally, this Alternative involves construction of 136,008 square feet of new floor area, which would be developed in the form of six new buildings (121,092 square feet) and the expansion of four existing buildings (14,916 square feet). This Alternative involves a construction schedule similar to the proposed Project (i.e., three phases over eight years), with the exception of Residence Hall No. 2, which would be constructed during Phase 2, rather than in Phase 3, as proposed by the Project.

444 South Flower Street - Suite 2400
Los Angeles, California 90071-2953
voice 213.236.0600 - fax 213.236.2700
www.bwslaw.com

BURKE, WILLIAMS & SORENSEN, LLP

Direct Dial No.: 213.236.2702
Our File No.: 04693-0001
ddavis@bwslaw.com

November 21, 2007

Joel Rojas, Director of
Planning, Building and Code
Enforcement
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, California 90275

Re: ZON2005-00395 Marymount College Modernization Plan
City Request for EIR Time Extension

Dear Mr. Rojas:

I am responding to your letter to Marymount College President Dr. Michael Brophy dated November 13, 2007, requesting a 90-day time extension for the processing of the EIR for the referenced project under CEQA Guidelines section 15108. The College acknowledges the City's commitments to the hearings before the Planning Commission and Traffic Safety Commission in November and December 2007, as well as confirmation that the City's EIR consultant (RBF Consulting) will diligently proceed with responses to comments at the close of the comment period on January 4, 2008.

As you are aware from prior correspondence and discussions, including my letter to you of June 18, 2007, the College and the City have differing views as to the status of the time period which the City has to complete and certify the EIR. Without waiving any claims or rights regarding any alleged prior delays in the processing of the EIR, and contingent upon the City's diligent and reasonable adherence to the time periods outlined in your letter as well as prior discussions establishing a goal to complete the Planning Commission's certification of the EIR by the end of March, the College gives its agreement to such a 90-day extension.

Sincerely,

Donald M. Davis

DMD:ak

cc: Dr. Michael Brophy
Michael Laughlin, Psomas
David Snow, Assistant City Attorney

LA #4841-1614-0546 v1

MARYMOUNT COLLEGE
PALOS VERDES, CALIFORNIA

November 15, 2007

Mr. Bill Gerstner
Planning Commission Chairman
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, California 90275-5391

Re: ZON2005-00395 Marymount College Modernization Plan: Request for Additional Presentation Time at the November 27, 2007 Hearing

Dear Mr. Gerstner:

On behalf of Marymount College, we would like to request approximately 30 minutes to present our comments on the Draft Environmental Impact Report for Marymount College. As you can appreciate, we have comments concerning several sections of the document and several speakers who will be participating in one opening presentation to the Planning Commission.

We appreciate your consideration and the consideration of the entire Planning Commission in granting this request. Please feel free to contact me if you have any questions.

Sincerely,

Shaida Kafe-ee
Special Assistant to the President
Marymount College

cc: Joel Rojas, City of Rancho Palos Verdes
Ara Michael Mihranian, City of Rancho Palos Verdes
Dr. Michael Brophy, Marymount College
Michael P. Laughlin, Psomas

Ara M

From: jlkarp [jlkarp@cox.net]
Sent: Monday, November 19, 2007 5:50 PM
To: Ara Mihranian
Cc: Bill Gerstner
Subject: Planning Commission Meeting November 27, 2007 - Marymount DEIR

Dear Chairman Gerstner,

On behalf of Concerned Citizens Coalition/ Marymount Expansion (CCC/ME) I would like to request time for our group to present our views on the Marymount College Facilities Expansion Draft EIR. In order to make a full and informative coherent presentation, I am requesting 10 minutes for my overview to be followed by 10 speakers (each taking only 3 minutes) who will speak to specific items/sections of the DEIR.

Thank you for your consideration.

Lois Karp
CCC/ME Chairman

CITY OF RANCHO PALOS VERDES

October 24, 2007

PLANNING, BUILDING, & CODE ENFORCEMENT

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Availability of a Draft Environmental Impact Report for Marymount College Facilities Expansion Project (SCH # 2002021127)

The City of Rancho Palos Verdes, as lead agency, hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City of Rancho Palos Verdes has prepared and completed a Draft Environmental Impact Report (EIR) for the proposed Marymount College Facilities Expansion project. A Draft EIR is an informational document that evaluates a proposed project's potential to significantly impact the environment, while also identifying ways to reduce or avoid environmental impacts through mitigation measures and alternatives to the project.

AGENCIES: The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Your agency will need to use the EIR prepared by the City when considering any permits that your agency must issue or for any other approval for the project.

ORGANIZATIONS AND INTERESTED PARTIES: The City requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed Project.

PROJECT TITLE: Marymount College Facilities Expansion Project

PROJECT LOCATION: 30800 Palos Verdes Drive East, City of Rancho Palos Verdes, California.

PROJECT DESCRIPTION: The approximately 24.57-acre campus is located immediately south of the intersection of Palos Verdes Drive East and Crest Road. The Project involves renovations to the campus consisting of the demolition of 7 of the 13 existing buildings, the modernization and expansion of 4 existing buildings (14,916 square feet), the construction of 6 buildings including a new library, athletic and two resident hall buildings (121,092 square feet), the relocation/reconfiguration of recreational facilities, parking areas (463 off-street parking spaces), and the entry drive, and various site improvements. The proposed two residence hall buildings will accommodate (128 rooms) 255 persons (250 students and 5 adult supervisors). The proposed Project would occur entirely within the boundaries of the existing campus. No change to the College's existing academic operation or student enrollment limit is proposed under the current development application.

Project implementation would result in significant and unavoidable impacts involving Land Use (conflicts with the City of Rancho Palos Verdes General Plan and Development Code), Aesthetics (Long-term Visual Character), Traffic (Cumulative Forecast Year 2012 Conditions), and Noise (Short-Term Construction).

PUBLIC REVIEW PERIOD: The City has made this Draft EIR available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). Your response must be sent as soon as possible but ***not later than 72 days after receipt of this notice***. All comments must be submitted in writing to the address below. The comment period during which the City will receive comments on the Draft EIR is:

Starting Date: Wednesday, October 24, 2007 ***Ending Date:*** Friday, January 4, 2008

30940 HAWTHORNE BLVD. / RANCHO PALOS VERDES, CA 90275-5391
PLANNING/CODE ENFORCEMENT (310) 544-5228 / BUILDING (310) 265-7800 / DEPT. FAX (310) 544-5293 / E-MAIL: PLANNING@RPV.COM

Ara M

From: B. Komoc [holisticdoczen@yahoo.com]
Sent: Monday, November 19, 2007 9:21 PM
To: Ara Michael Mihranian
Subject: Opposition to your expansion Plan

Dear Ara,
Let it be hereby known to any concerned party that I am voicing my complete opposition to this expansion plan.
As property owner on Ganado I am appauled by your plan. It is rejected for all the right reasons .
B.komoc.

Judy Paz
3511 Newridge Drive
Rancho Palos Verdes, CA

October 26, 2007

Mr. Ara Michael Mihranian, AICP
City or Rancho Palos Verdes

Dear Mr. Mihranian

I am writing you in regards to the Marymount College Facilities Expansion Project.

I would like to voice my objection specifically to the dormitories that are in the planning. How can anyone not see the negative aspect of this plan. Having young students driving up and down the switch-backs especially at night and some who have probably been drinking, would be making those roads even more unsafe. We have enough traffic now and enough accidents without compounding the issue.

I am all for any other expansion or remodeling but PLEASE give the safety of those who live here much consideration and keep in mind the possible consequences of student housing on the hill.

Sincerely,

Judy Paz

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

October 29, 2007

File No: 05-00.04-00

Mr. Ara Michael Mihranian, AICP,
Principal Planner
Planning, Building and Code Enforcement
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Dear Mr. Mihranian:

Marymount College Facilities Expansion Project

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on October 24, 2007. The proposed development is located within the jurisdictional boundaries of District No. 5. We offer the following updated information regarding sewerage service:

1. The Joint Outfall J Unit 1E Trunk Sewer conveyed a peak flow of 3.1 million gallons per day (mgd) when last measured in 2006.

2. The Joint Water Pollution Control Plant has a design capacity of 400 mgd and currently processes an average flow of 310.8 mgd.

3. All other information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

Doc #: 879965.1

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

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November 15, 2007

Mr. Ara Michael Mihranian, AICP
Principal Planner
City of Rancho Palos Verdes
Department of Planning, Building, and Code Enforcement
39040 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

RE: SCAG Clearinghouse No. I 20070639 Marymount College Facilities Expansion

Dear Mr. Mihranian:

Thank you for submitting the **Marymount College Facilities Expansion** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Marymount College Facilities Expansion**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **October 16-31, 2007** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1857. Thank you.

Sincerely,

LAVERNE JONES, Planning Technician
Program Development and Evaluation Division

Doc #141741

75

Ara M

From: psjense@aol.com
Sent: Tuesday, November 13, 2007 11:03 PM
To: aram@rpv.com
Subject: marymount expansion

Dear Aram,
we are a resident of San Ramon for many years , recently, many of our neighbors and us have evidenced alot of land movement in our properties and numerous plumbing problems due to land shifting , we are opposing such large scale of restructuring to this area by marymount , this will accumulate to more damages and this expansion will also bring more transient and day workers , break-ins, and drug dealers , loud parties at night to this quiet and safe neighborhood .we moved here to raise our children safe and we are paying high taxes for that,this is residential area. I used to live in west Los Angeles and walking distance to UCLA therefore I am aware of the outcome of these type of college expansions, thank you for your time and we are absolutely opposing this expansion.
sincerely the Jensens

STATE OF CALIFORNIA — Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

November 8, 2007

Mr. Joel Rojas, Director of Planning
CITY OF RANCHO PALOS VERDES
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275-5391

Re: SCH#2002021127; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Marymount College Facilities Expansion Project; City of Rancho Palos Verdes; Los Angeles County, California

Dear Mr. Rojas:

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section; .

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

(77)

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Native American Contacts
Los Angeles County
November 8, 2007

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Diane Napoleone and Associates
Diane Napoleone
6997 Vista del Rincon Chumash
La Conchita , CA 93001
dnaassociates@sbcglobal.net
805-643-7492

Owl Clan
Qun-tan Shup
48825 Sapaque Road Chumash
Bradley , CA 93426
(805) 472-9536
(805) 835-2382 - CELL

Gabrieleno/Tongva San Gabriel Band of Mission Indians - Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribe.net
(213) 489-5001 - Officer
(909) 262-9351 - cell
(213) 489-5002 Fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Adminstrator
4712 Admiralty Way, Suite 172 Gabrielino Tongva
Marina Del Rey , CA 90292
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Culver City , CA 90230
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2002021127; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Marymount College Facilities Expansion Project; City of Rancho Palos Verdes; Los Angeles County, California.

Native American Contacts
Los Angeles County
November 8, 2007

Carol A. Pulido
165 Mountainview Street Chumash
Oak View , CA 93022
805-649-2743 (Home)

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2002021127; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Marymount College Facilities Expansion Project; City of Rancho Palos Verdes; Los Angeles County, California.

Kenneth L. Goldman
Director
El Prado Homeowners Assoc.
Rancho Palos Verdes, Ca. 90275
Tel: 310-831-1852

Nov 12, 2007

Planning/Code Enforcement
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, Ca. 90275-5391

Re: Draft EIR for Marymount College Facilities Expansion Project (SCH # 2002021127)

Dear Sirs:

Our major concerns with the Marymount College Expansion Project are threefold:

- o Population and Housing
- o Land Use and Relevant Planning
- o Traffic Safety

1) Population and Housing

The community affected by the expansion of Marymount College are the residents adjacent to PV Dr. East . PVE is the ONLY means of access to the Campus from Miraleste Dr.-- 1 1/4 miles to the north, and PV Dr. South --1.9 miles to the south. This geographic area is depicted in the attachment.

The residential population in this isolated area is approximately 4200 residents. The development of residence halls on campus would add 255 persons to this population----a 6% increase. This is a Significant Impact on the population of this community.

The EIR (Section 6.3) chose to use the population of a much larger geographical area---i.e. the population of Census Tracts 6706.00 and 6707.02---which totals 12,688 residents. The enclosure shows that the area surrounding the college is substantially smaller that the total areas encompassing CT 6706.00 and CT 6707.02.

The Population and Housing growth associated with the proposed project would have a SIGNIFICANT IMPACT over existing conditions in the area immediately adjacent to the project.

2) Land Use and Relevant Planning

o Urban Environment Element-Residential Activity (P5.1 - 26)
Policy 1--"Retain the present predominance of single-family residences found throughout the community, while continuing to maintain the existing variety of housing types."
The proposed two-story Residence Halls are in conflict with this single-family residence policy and with the existing community. Residents purchased their family homes in an area devoid of multi-unit housing. The proposed Residential Halls would have a SIGNIFICANT IMPACT on the single-family residential community, changing the character of the area.

In addition, the proposed Residential Hall development is in conflict with the Rancho Palos Verdes Development Code, Section 17.26.030, which does NOT permit residence halls.

o Urban Environment Element--Educational Activity (Pg 5.1-27) Policy 15---"Locate school on or near major arteries or collectors, buffered from residential uses, and provide adequate parking and automobile access."

The existing campus is located on Palos Verdes Drive East, which is NOT a well developed major arterial. PV Dr. East is principally a narrow, winding, two lane, undivided road with no street lights, narrow shoulders, and almost non-existing sidewalks. The proposed project would add significant daily traffic, particularly during night time, off-school hours, and on weekends from the occupants of the 255 person Residence Halls (note 5.3 Traffic and Circulation, and Pg . 7-9 of the EIR). The proposed project would have a SIGNIFICANT IMPACT on the Urban Environment Element.

3) Traffic and Circulation

"The proposed Project would result in significant and unavoidable traffic impacts under forecast year 2012 with Project conditions (weekdays and Saturday)"--Ref Pg. 7-9 of the EIR under 7.0 Alterna-

tives to the Proposed Project.

As an example of this, the EIR proposes changes to the intersections of Palos Verdes Dr. East/Palos Verdes Dr. South and Palos Verdes Dr. East/Miraleste Drive to mitigate Significant Impacts (Pp.5.3-86 through 93). However, the EIR fails to address the impact of night-time, off-school hours, and weekend traffic due to the proposed 255 person Residential Halls.

The EIR does provide statistics which indicate the volume of daily off-hour and weekend traffic from the Residential Halls. A total of 607 daily trips are shown for the Residential Hall occupants (Pg. 3.5-34, table 5.3-29)! Of this total 105 trips occur during peak hours of 7 AM to 6 PM. The remainder 502 trips occur during off-hours---- principally from 6 PM to midnight! Even if the statistics were incorrect by as much as 50%, there would still be 251 daily trips from 6 PM to midnight. These trips would take place on the unlit, narrow, two lane, undivided road, with blind curves, and switchbacks on Palos Verdes Dr. East---which area is frequently blanketed by fog. This would cause a Significant Impact on Traffic and Circulation.

On weekends the EIR indicates that 810 trips would be made (on Saturdays) by the occupants of the Residential Halls (Pg. 5.3-37, Table 5.31). Assuming that applies to Sundays as well, an additional 203 trips would occur from the campus on weekend days, on top of the 502 trips specified above.

The EIR notes that occupants of the Residence Halls would be freshmen (typically 17 to 19 years old (Pg. 7.5). The EIR also states that ":the majority of the students in off campus housing use their private vehicles to commute to the campus"--Pg. 3-15.
Clearly, the residents of the proposed Residential Halls will be using their personal vehicles for trips to off-campus activities.

Compounding the effect of this traffic is the following statistic:
The Insurance Institute for Highway Safety reports that the crash rates for drivers 16-19 are four times those of older drivers! A report by the AAA Foundation for Traffic Safety points out that teen drivers pose a greater threat to other road users than to themselves. Palos Verdes Dr. East is a demanding road to drive, particularly at night. The proposed plan for Campus enlargement promises adult supervision on campus. This supervision would NOT extend to driving off campus

The proposed Residential Hall occupants would create a Significant Impact on Traffic and Circulation and safety.

Mitigation Measures

The means for mitigating the above described Significant Impacts on:

- o Population and Housing
- o Land Use and Relevant Planning
- o Traffic and Circulation

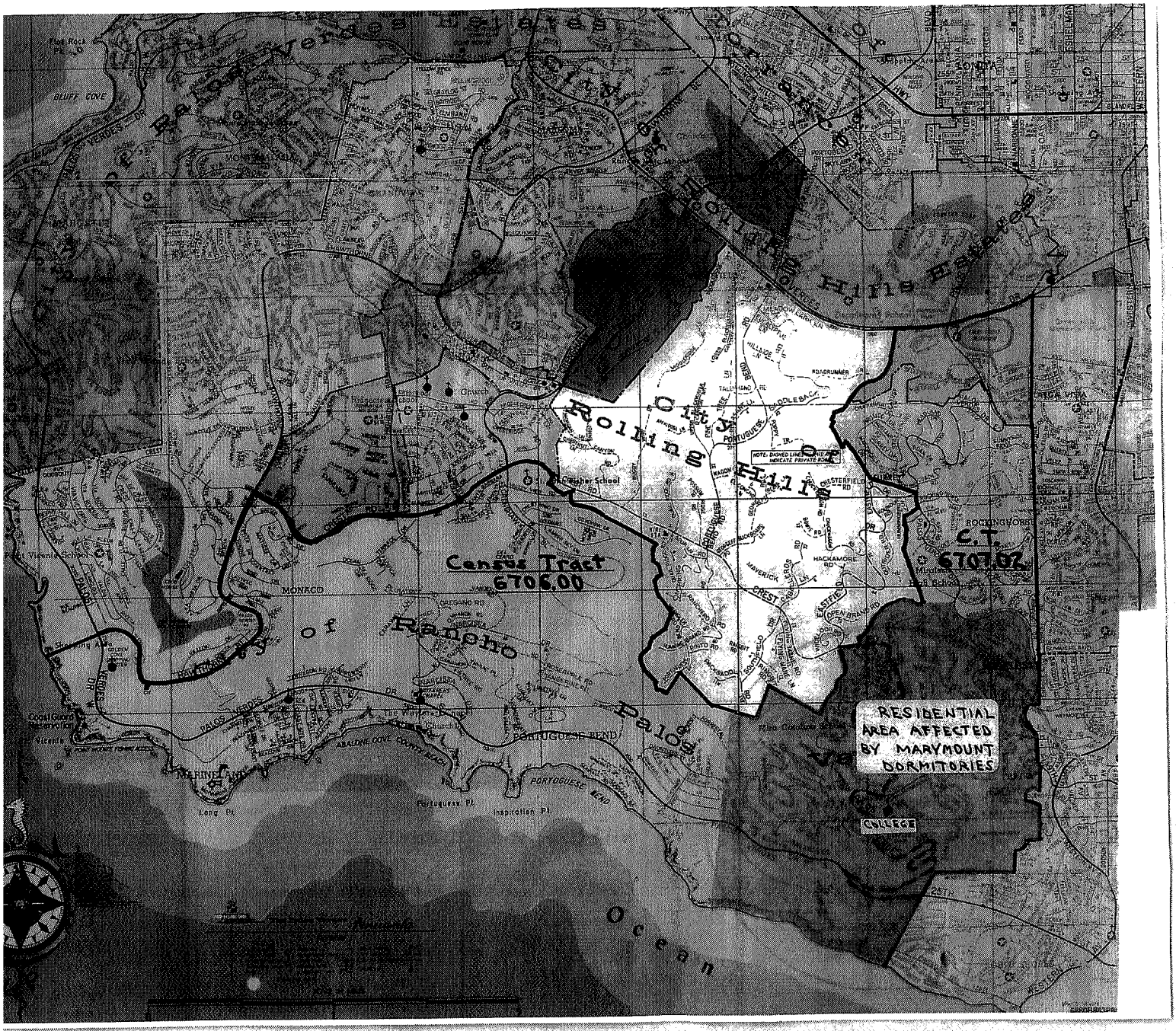
is to DISAPPROVE THE PROPOSED CONSTRUCTION OF RESIDENCE HALLS on the Marymount Campus.

Respectfully,

Kenneth L. Goldman

Kenneth L. Goldman
Director
El Prado Homeowners Assoc.

CC: Jan Springer, President EPEHA
Ted Mueller, Secretary, EPEHA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RESIDENTIAL AREA AFFECTED BY MARYMOUNT DORMITORIES
COLLEGE
Palos Verdes Peninsula
Rolling Hills
Rancho
Ocean

MRS. JOHN C. WEAVER
2978 CROWNVIEW DRIVE
RANCHO PALOS VERDES, CALIFORNIA 90275-6483

November 17, 2007

Department of Planning,
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes CA 90275

Mr. Joel Rojas, Director of Planning:

Dear Mr. Rojas:

As President of the Miraleste Hills Community Association I forwarded to the Neighborhood a request for input on the expansion of Marymount College. The following responses have been received. Several have spoken to me verbally.

There has been no negative response to the expansion.

Sincerely,

Ruberta Weaver

Ruberta Weaver
Ruberta@cox.net

Ruberta Weaver

From: "Jeff MacDonald" <macdonaldjf@hotmail.com>
To: "Ruberta Weaver" <ruberta@cox.net>
Sent: Wednesday, October 24, 2007 6:29 PM
Subject: Re: Marymount College Facilties Expansion Project

No problems here, anytime we can add value to our community through projects such as Education, we have nothing to lose.

The MacDonald's
3205 Crownview

Jeff MacDonald
Medical Recruiting
310-892-5832

-----Original Message-----
From: "Ruberta Weaver" <ruberta@cox.net>

Date: Wed, 24 Oct 2007 18:09:08
To:<Undisclosed-Recipient:;>
Subject: Marymount College Facilties Expansion Project

We are asked for input on the expansion of Marymount College. The Planning Commission will hold hearings on this subject at the end of November. There will be no change in the "footprint" of the campus. There will be additional buildings built on the grounds and classes will be expanded.
The crux is the added traffic this will put on PV Drive East.
What is your feeling about this. Please let me know your thoughts, and I will respond for the group if there's any consensus. Ruberta@cox.net <mailto:Ruberta@cox.net> . Ruberta Weaver

---

Ruberta Weaver

From: <miltyuze@cox.net>
To: "Ruberta Weaver" <ruberta@cox.net>
Sent: Wednesday, October 24, 2007 6:51 PM
Subject: Re: Marymount College Facilties Expansion Project

School expansion is progress. We can not go back to the horse and buggy. Perhaps there should be a count as to how many additional people will this expansion cause. If it is 20,000 there might be a problem, but I imagine the number is reasonable.

---- Ruberta Weaver <ruberta@cox.net> wrote:
We are asked for input on the expansion of Marymount College. The Planning Commission will hold hearings on this subject at the end of November. There will be no change in the "footprint" of the campus. There will be additional buildings built on the grounds and classes will be expanded.
The crux is the added traffic this will put on PV Drive East.
What is your feeling about this. Please let me know your thoughts, and I will respond for the group if there's any consensus. Ruberta@cox.net. Ruberta Weaver

--

Ruberta Weaver

From: <Mcesteel@aol.com>
To: <ruberta@cox.net>
Sent: Wednesday, October 24, 2007 7:02 PM
Subject: Re: Marymount College Facilties Expansion Project

OK with me.

Walt Norman

Ruberta Weaver

From: "Dr. William Teaford" <t4d@cox.net>
To: "Ruberta Weaver" <ruberta@cox.net>
Cc: <t4d@cox.net>
Sent: Wednesday, October 24, 2007 9:45 PM
Subject: Re: Marymount College Facilties Expansion Project

Ruberta. I'm all for the expansion of the educational facilities at Marymount. Regards, Dr. William Teaford

----- Original Message -----
From: Ruberta Weaver
To: Undisclosed-Recipient:;
Sent: Wednesday, October 24, 2007 6:09 PM
Subject: Marymount College Facilties Expansion Project

We are asked for input on the expansion of Marymount College. The Planning Commission will hold hearings on this subject at the end of November. There will be no change in the "footprint" of the campus. There will be additional buildings built on the grounds and classes will be expanded.
The crux is the added traffic this will put on PV Drive East.
What is your feeling about this. Please let me know your thoughts, and I will respond for the group if there's any consensus. Ruberta@cox.net. Ruberta Weaver

Peaks — agree
Jeffers — agree

Ruberta Weaver

From: <GCRVARICH@aol.com>
To: <ruberta@cox.net>
Sent: Friday, October 26, 2007 4:44 PM
Subject: Re: Marymount College Facilties Expansion Project

We are in favor of the expansion.
Thank you for your e-mail.
Gene and Connie Crvarich

Ruberta Weaver

From: "PEGGY TREMAYNE" <peggytre@cox.net>
To: "Ruberta Weaver" <ruberta@cox.net>
Sent: Friday, November 02, 2007 9:20 PM
Subject: Re: My error

on 10/29/07 10:03 PM, Ruberta Weaver at ruberta@cox.net wrote:

> Peggy I carelessly deleted your message before I read it. Would you kindly resend it.
> Ruberta Weaver

Sorry!! I can't remember what it was exactly, but I was in full support of the improvements at Marymount College, and do not understand why people move near a college & then want no improvement or growth!! Would we prefer more housing tracts, condos, etc? Thanks, Peggy

---

5.3 TRAFFIC AND CIRCULATION

This section is based upon the *Marymount College Facilities Expansion Project Traffic Impact Analysis* (RBF Consulting, September 28, 2007), which is included as Appendix 13.2, *Traffic Impact Analysis*. The purpose of the *Traffic Impact Analysis* (TIA) is to evaluate development of the proposed Project from a traffic and circulation standpoint. The evaluation considers impacts on local intersections, regional transportation facilities and parking facilities. Mitigation measures are recommended, if necessary, to avoid or reduce Project impacts on traffic and circulation.

The following analysis scenarios are evaluated in this study:

- Existing Conditions;
- Existing Plus Project Conditions;
- Forecast Year 2012 Without Project Conditions; and
- Forecast Year 2012 With Project Conditions.

5.3.1 ENVIRONMENTAL SETTING

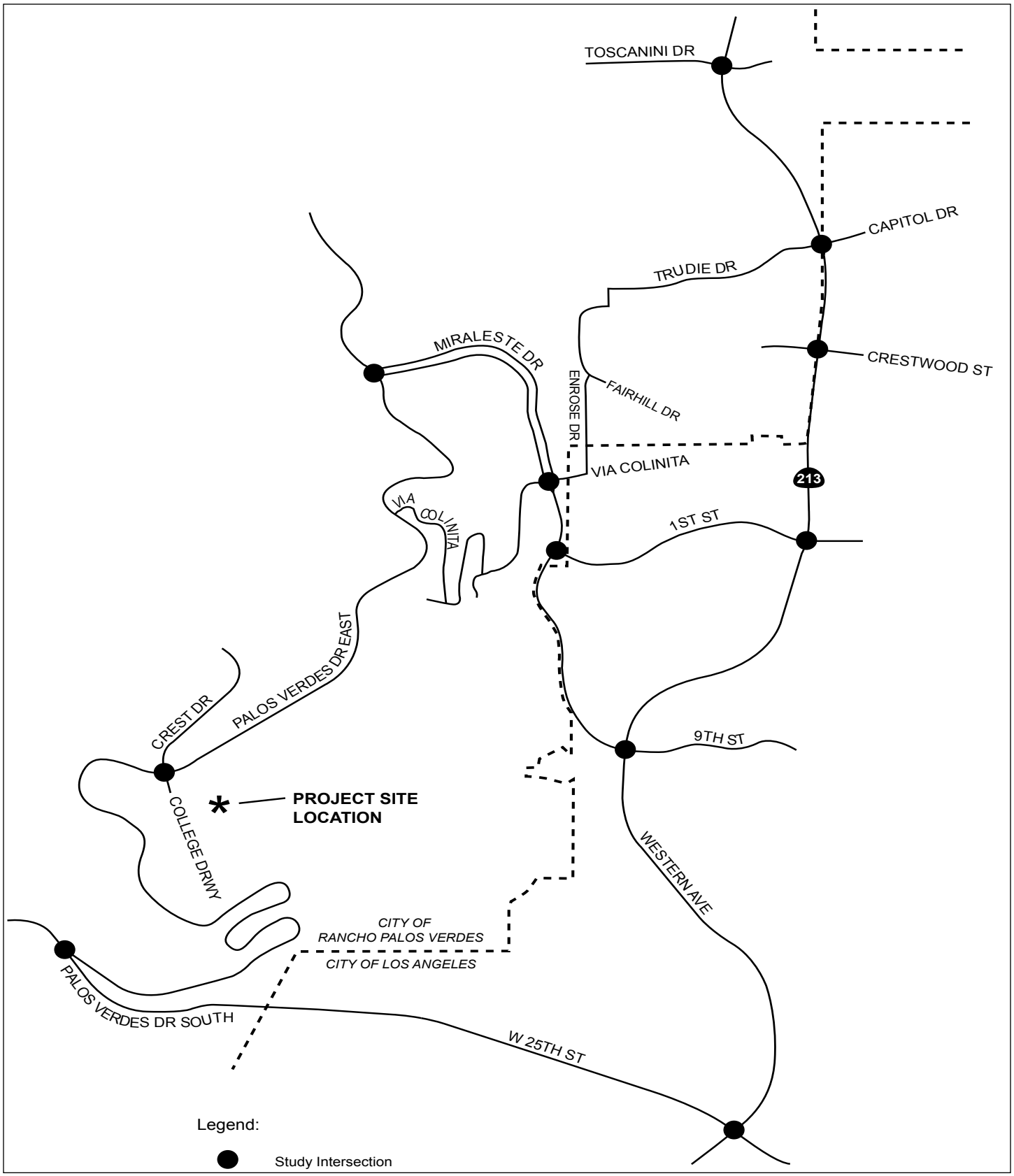
STUDY AREA

Exhibit 5.3-1, *Study Intersection Locations*, illustrates the location of City-identified study intersections. Table 5.3-1, *Study Intersection Applicable Jurisdictions*, identifies the applicable jurisdictions of the eleven (11) study intersections.

Table 5.3-1
Study Intersection Applicable Jurisdictions

Int. No.	Study Intersection	Intersection Control	City of Rancho Palos Verdes	City of Los Angeles	Caltrans
1	Palos Verdes Drive East/Miraleste Drive	1-way Stop-Controlled	X		
2	Palos Verdes Drive East/Crest Drive-College Entrance	Signalized	X		
3	Palos Verdes Drive East/Palos Verdes Drive South	1-way Stop-Controlled	X		
4	Miraleste Drive/Via Colinita	2-way Stop-Controlled	X		
5	Miraleste Drive/1st Street	1-way Stop-Controlled	X		
6	Western Avenue (SR-213)/Toscanini Drive	Signalized	X		X
7	Western Avenue (SR-213)/Trudie Drive-Capitol Drive	Signalized	X	X	X
8	Western Avenue (SR-213)/Crestwood Street	Signalized	X	X	X
9	Western Avenue (SR-213)/1st Street	Signalized		X	X
10	Western Avenue (SR-213)/9th Street	Signalized		X	X
11	Western Avenue (SR-213)/25th Street	Signalized		X	X

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.



Not to Scale

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ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Study Intersection Locations

Exhibit 5.3-1

Because the City of Rancho Palos Verdes (City of RPV) utilizes County of Los Angeles (County of LA) traffic analysis guidelines, intersections 1 through 6 are evaluated based on the County of LA traffic impact study guidelines (*Los Angeles County Traffic Impact Analysis Report Guidelines, January 1, 1997)*. Study intersections 9 through 11 are evaluated based on City of Los Angeles traffic impact study guidelines (*Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures, Revised August 2003).* Study intersections 7 and 8 are evaluated utilizing both the *LADOT* traffic impact study guidelines and County of LA traffic impact study guidelines. Study intersections 6 through 11 are also evaluated based on the Caltrans *Guide for the Preparation of Traffic Impact Studies* (State of California Department of Transportation, December 2002).

ANALYSIS METHODOLOGY

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The *Intersection Capacity Utilization* (*ICU*) analysis methodology is utilized in this study to determine the operating LOS of the signalized study intersections; the *2000 Highway Capacity Manual (HCM)* analysis methodology is utilized to determine the operating LOS of the unsignalized study intersections. Intersection LOS calculations are determined using the Traffix™ software except at the Miraleste Drive/Via Colinita intersection, which is evaluated using the Highway Capacity Software™ (HCS). HCS is utilized at the Miraleste Drive/Via Colinita intersection to take into account the large median and effective refuge area when crossing Miraleste Drive from Via Colinita known as Two-Stage Gap Acceptance.

Intersection Capacity Utilization (ICU) Methodology

The ICU analysis methodology describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding Volume/Capacity (V/C) ratios indicated in Table 5.3-2, *LOS and V/C Ratio Ranges Signalized Intersections*.

Table 5.3-2
LOS and V/C Ratio Ranges Signalized Intersections

LOS	V/C Ratio (2 decimals)	V/C Ratio (3 decimals)
A	≤ 0.60	≤ 0.600
B	≥ 0.61 ≤ 0.70	≥ 0.601 ≤ 0.700
C	≥ 0.71 ≤ 0.80	≥ 0.701 ≤ 0.800
D	≥ 0.81 ≤ 0.90	≥ 0.801 ≤ 0.900
E	≥ 0.91 ≤ 1.00	≥ 0.901 ≤ 1.000
F	> 1.00	> 1.000

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Highway Capacity Manual (HCM) Methodology

The *2000 Highway Capacity Manual (HCM)* Operational Analysis Methodology describes the operation of an unsignalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on delay experienced per vehicle as indicated in Table 5.3-3, *LOS and Delay Ranges Unsignalized Intersections*.

Table 5.3-3
LOS and Delay Ranges Unsignalized Intersections

LOS	Delay (seconds)
A	≤ 10.0
B	≥ 10.1 ≤ 15.0
C	≥ 15.1 ≤ 25.0
D	≥ 25.1 ≤ 35.0
E	≥ 35.1 ≤ 50.0
F	> 50.0

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Level of service is based on the average stopped delay per vehicle for all movements of all-way stop-controlled unsignalized intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

Congestion Management Program (CMP) Intersection Analysis Methodology

The CMP advocates use of ICU intersection analysis methodology to analyze the operation of CMP intersections; refer to Table 5.3-2.

State Highway Intersection Analysis Methodology

Caltrans advocates use of Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of study intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as indicated in Table 5.3-4, *State Highway LOS and Delay Ranges for Signalized Intersections*.

Level of service at signalized intersections is based on the average stopped delay per vehicle for all movements. The Caltrans goal for peak hour intersection operation is LOS C or better.

Table 5.3-4
State Highway LOS and Delay Ranges for Signalized Intersections

LOS	Delay (in seconds)
	Signalized Intersections
A	≤ 10.0
B	> 10.0 to ≤ 20.0
C	> 20.0 to ≤ 35.0
D	> 35.0 to ≤ 55.0
E	> 55.0 to ≤ 80.0
F	> 80.0

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

PERFORMANCE CRITERIA

For CEQA purposes, defined performance criteria are utilized to determine if a proposed project causes a significant impact. The City of RPV's target for peak hour intersection operation is LOS D or better. The CMP target for peak hour intersection operation is LOS E or better.

EXISTING ROADWAY SYSTEM

The characteristics of the roadway system in the vicinity of the study area are described below:

- Western Avenue (SR-213) in the Project vicinity is a four-lane divided roadway with a raised median, trending in a north-south direction. The posted speed limit on Western Avenue is 40 miles per hour; on-street parking is permitted in some areas on Western Avenue.

- Toscanini Drive is a two-lane undivided roadway trending in an east-west direction. The posted speed limit on Toscanini Drive is 25 miles per hour; on-street parking is permitted.

- Capitol Drive in the Project vicinity is a four-lane divided roadway with a continuous left-turn lane, trending in an east-west direction. The posted speed limit on Capitol Drive is 35 miles per hour; on-street parking is permitted.

- Trudie Drive is a two-lane undivided roadway trending in an east-west direction; on-street parking is permitted.

- Palos Verdes Drive South in the Project vicinity is a two-lane divided roadway with a raised median, trending in an east-west direction. The posted speed limit on Palos Verdes Drive South is 40 miles per hour; on-street parking is prohibited.

- Palos Verdes Drive East is a two-lane to four-lane undivided roadway, within the study area, trending in a north-south direction. The posted speed limit on Palos Verdes Drive East varies from 30 miles per hour to 35 miles per hour; on-street parking is permitted in the vicinity of Marymount College and prohibited otherwise.

- Crestwood Street is a two-lane undivided roadway trending in an east-west direction; on-street parking is permitted. Crestwood Street terminates on the east at a shopping center.

- 1st Street is a two-lane undivided roadway trending in an east-west direction. The posted speed limit on 1st Street is 30 miles per hour; on-street parking is permitted.

- 9th Street in the Project vicinity is a two-lane divided roadway, with a painted median, trending in an east-west direction. The posted speed limit on 9th Street is 35 miles per hour; on-street parking is permitted. West of Western Avenue, 9th Street changes names to Miraleste Drive.

- 25th Street in the Project vicinity is a three-to four-lane divided roadway, with a continuous left-turn lane, trending in an east-west direction. The posted speed limit on 25th Street is 35 miles per hour; on-street parking is permitted in some areas on 25th Street.

- Crest Drive is a four-lane undivided roadway trending in a north-south direction. The posted speed limit on Crest Drive is 45 miles per hour; on-street parking is permitted. Crest Drive terminates on the south at Marymount College providing the primary entrance to the College.

- Miraleste Drive in the Project vicinity is a two-lane divided roadway, with a raised median, trending in a north-south direction. The posted speed limit on Miraleste Drive is 35 miles per hour; on-street parking is permitted at certain locations along Miraleste Drive. At Western Avenue, Miraleste Drive becomes to 9th Street. Miraleste Drive terminates on the north at Palos Verdes Drive East.

- Via Colinita is a two-lane undivided roadway trending in an east-west direction. The posted speed limit on Via Colinita is 25 miles per hour; on-street parking is permitted. Via Colinita terminates on the north at Palos Verdes Drive East.

EXISTING TRAFFIC OPERATIONS

Existing Traffic Volumes

To determine the existing operation of the study intersections, peak hour intersection movement counts were taken between October and December 2005 while typical Marymount College weekday and weekend classes were in session. The study intersections were counted during the weekday AM peak period from 7:00 AM to 10:00 AM and during the weekday PM peak period from 4:00 PM to 6:00 PM.

Additionally, the following four study intersections were counted during the weekday mid-day peak period from 11:00 AM to 1:00 PM, during the weekday afternoon period from 2:00 PM to 4:00 PM, and during the Saturday mid-day peak period from 11:00 AM to 1:00 PM:

- Palos Verdes Drive East/Miraleste Drive;
- Palos Verdes Drive East/Crest Drive-College Driveway;
- Palos Verdes Drive East/Palos Verdes Drive South; and
- Miraleste Drive/Via Colinita.

The Saturday traffic counts were collected while weekend classes were in session, which is typically every other weekend. The peak hour analyzed in this study was taken from the highest hour within each peak period counted. Table 5.3-5, *Study Intersection Analysis Time Periods*, summarizes the time periods analyzed for each study intersection.

Table 5.3-5
Study Intersection Analysis Time Periods

Int #	Study Intersection	Weekday AM Peak Hour (7 AM to 10 AM)	Weekday Mid-day Peak Hour (11 AM to 1 PM)	Weekday Afternoon Peak Hour (2 PM to 4 PM)	Weekday PM Peak Hour (4 PM to 6 PM)	Saturday Mid-day Peak Hour (11 AM to 1 PM)
1	Palos Verdes Drive East/Miraleste Drive	X	X	X	X	X
2	Palos Verdes Drive East/Crest Dr-College Entrance	X	X	X	X	X
3	Palos Verdes Drive East/Palos Verdes Drive South	X	X	X	X	X
4	Miraleste Drive/Via Colinita	X	X	X	X	X
5	Miraleste Drive/1st Street	X			X	
6	Western Avenue (SR-213)/Toscanini Drive	X			X	
7	Western Avenue (SR-213)/Trudie Drive-Capitol Drive	X			X	
8	Western Avenue (SR-213)/Crestwood Street	X			X	
9	Western Avenue (SR-213)/1st Street	X			X	
10	Western Avenue (SR-213)/9th Street	X			X	
11	Western Avenue (SR-213)/25th Street	X			X	

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

During the Fall 2005 semester, when intersection movement counts were collected, Marymount College's weekday enrollment was 658 students and weekend enrollment was 80 students. Weekday student enrollment at Marymount College is governed by the existing Conditions of Approval, which allow 750 full-time students, 20 part-time students, and a marginal difference of 3.0 percent, resulting in 793 enrolled students. It is noted that the total weekday student enrollment is based on an annual ***average*** for the fall and spring semesters and that any given semester could exceed 793 students. For the purposes of this analysis, the maximum weekend student enrollment is assumed to be 83 students consistent with the highest average weekend enrollment between 2004 and 2007. To account for full utilization of the campus consistent with the maximum enrollment values and to not understate traffic conditions, trips forecast to be generated by an additional 135 weekday students and three (3) weekend students were added to existing traffic counts.

To determine forecast trip generation of the additional 135 weekday students and three (3) weekend students, *Institute of Transportation Engineers* (*ITE) Trip Generation* published trip generation rates were used for the Junior College land use category. *ITE* describes the Junior/Community College land use as including two-year junior, community or technical colleges (four-year colleges or universities are described separately by *ITE* as the University/College land use). *ITE* trip rates are based on surveys of representative facilities throughout the United States. The *ITE* Junior/Community College category is assumed to include buildings serving administration and instruction, as well as ancillary uses such as library, cafeteria, athletic facilities, etc., but no on-campus dormitories. The *ITE* trip rates for the Junior/Community College category is assumed to account for trips associated with students, faculty, and support staff. Table 5.3-6, *Weekday ITE Trip Rates for 135 Students*, summarizes the *ITE* weekday trip generation rates for the Junior/Community College category based on students.

Table 5.3-6
Weekday ITE Trip Rates for 135 Students

Land Use (*ITE* Code)	Units	AM Peak Hour Rates (7 AM to 10 AM)			Mid-day Peak Hour Rates[1] (11 AM to 1 PM)			Afternoon Peak Hour Rates[2] (2 PM to 4 PM)			PM Peak Hour Rates (4 PM to 6 PM)			Daily Trip Rate
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Junior/Community College (540)	Students	0.10	0.02	0.12	0.08	0.04	0.12	0.07	0.05	0.12	0.08	0.04	0.12	1.20
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.														
1 = AM Peak Hour of Generator rates used. 2 = PM Peak Hour of Generator rates used.														

Table 5.3-7, *Forecast Weekday Trip Generation of 135 Students*, summarizes weekday trips forecast to be generated by 135 weekday students utilizing the *ITE* trip generation rates contained in Table 5.3-6.

Table 5.3-7
Forecast Weekday Trip Generation of 135 Students

Land Use	AM Peak Hour Trips (7 AM to 10 AM)			Mid-day Peak Hour Trips (11 AM to 1 PM)			Afternoon Peak Hour Trips (2 PM to 4 PM)			PM Peak Hour Trips (4 PM to 6 PM)			Daily Trips
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
135 Students[1]	13	3	16	11	5	16	9	7	16	11	5	16	162
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.													
1 = 135 represents difference between 793 (maximum enrollment) and 658 (Fall 2005 weekday enrollment) to determine full weekday utilization of campus.													

As indicated in Table 5.3-7, the 135 weekday students identified for full utilization of the campus are forecast to generate approximately 162 weekday daily trips, which includes approximately 16 weekday AM peak hour trips, approximately 16 weekday

mid-day peak hour trips, approximately 16 weekday afternoon peak hour trips, and approximately 16 weekday PM peak hour trips. Trip distribution and assignment associated with the 135 additional weekday students is contained in Appendix B of the TIA.

Table 5.3-8, *Saturday ITE Trip Rates for Additional Students*, summarizes the *ITE* Saturday trip generation rates for the Junior/Community College category.

Table 5.3-8
Saturday *ITE* Trip Rates for Additional Students

Land Use (*ITE* Code)	Units	Mid-day Peak Hour Rates			Daily Trip Rate
		In	Out	Total	
Junior/Community College (540)	Students	0.03	0.02	0.05	0.42
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.					

Table 5.3-9, *Forecast Saturday Trip Generation of Three Students*, summarizes Saturday trips forecast to be generated by three Saturday students utilizing the *ITE* trip generation rates contained in Table 5.3-8.

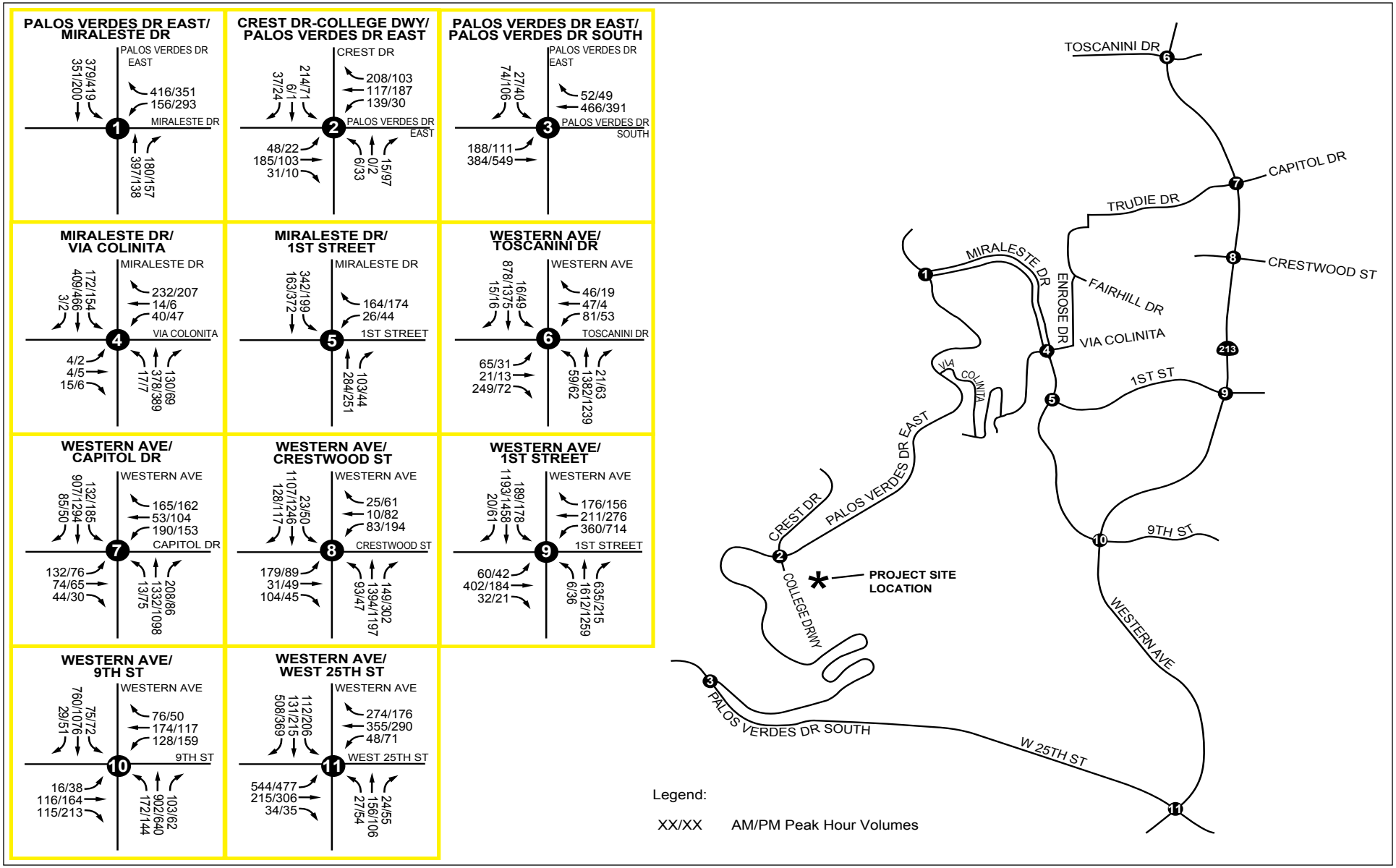
Table 5.3-9
Forecast Saturday Trip Generation of Three Students

Land Use	Peak Hour Trips			Daily Trips
	In	Out	Total	
3 Students[1]	0	0	0	1
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.				
1 = 3 represents difference between 83 (maximum enrollment) and 80 (Fall 2005 weekend enrollment) to determine full weekend utilization of campus.				

As indicated in Table 5.3-9, the three Saturday students identified for full utilization of the campus are forecast to generate minimal trips (based on the ITE trip generation rates) of approximately one additional Saturday daily trip and no Saturday mid-day peak hour trips.

Exhibit 5.3-2, *Existing Weekday AM/PM Peak Hour Intersections Volumes*, illustrates existing weekday conditions AM and PM peak hour volumes at the study intersections including additional peak hour trips associated with 135 students to account for full utilization of the campus. Exhibit 5.3-3, *Existing Weekday Mid-Day and Afternoon Peak Hour Intersection Volumes*, illustrates existing weekday conditions mid-day peak hour and afternoon peak hour volumes at the study intersections including additional peak hour trips associated with 135 students to account for full utilization of the campus. Exhibit 5.3-4, *Existing Saturday Mid-Day Peak Hour Intersection Volumes*, illustrates existing Saturday conditions mid-day peak hour volumes at the study intersections. Detailed peak hour traffic count data is included in Appendix A of the TIA.[1] Exhibit 5.3-5, *Existing Study Intersection/Roadway Geometry*, illustrates existing study intersection geometry.

[1] The TIA Appendices are available for review at the City of Rancho Palos Verdes Planning Department.



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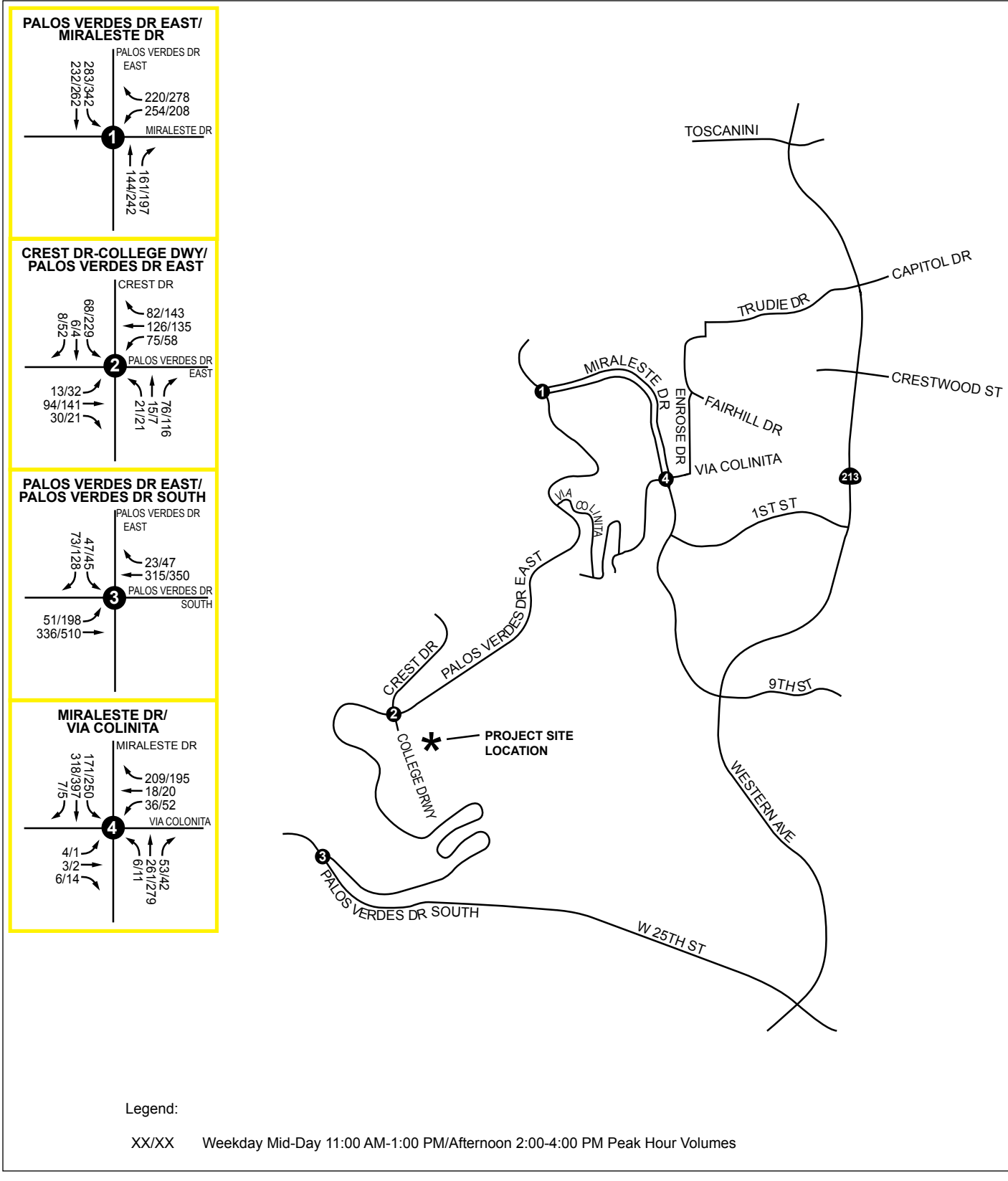
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Existing Weekday AM/PM Peak Hour Intersection Volumes

Exhibit 5.3-2



Legend:

XX/XX Weekday Mid-Day 11:00 AM-1:00 PM/Afternoon 2:00-4:00 PM Peak Hour Volumes

ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Existing Weekday Mid-Day and Afternoon Peak Hour Intersection Volumes

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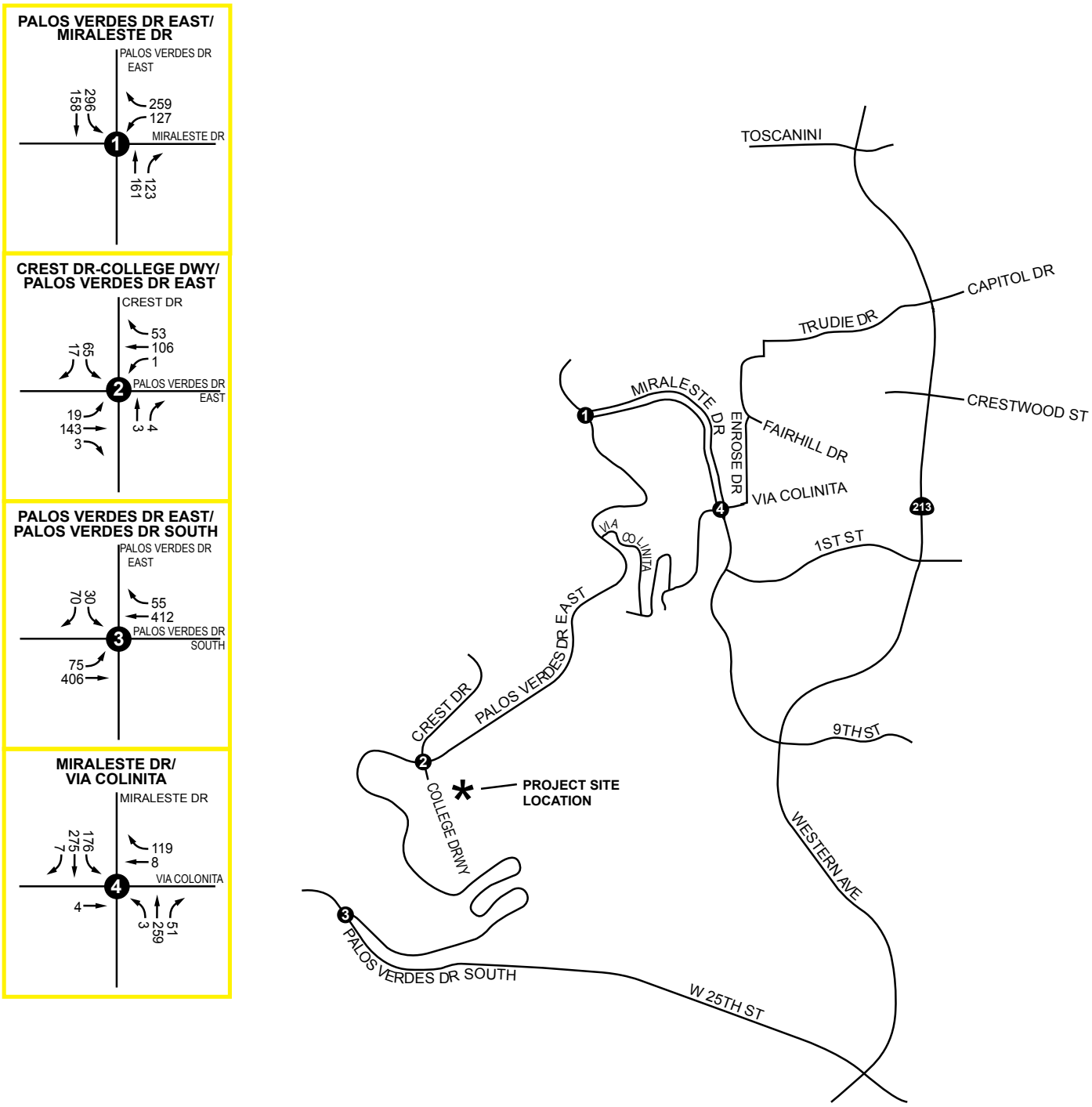
Exhibit 5.3-3



Legend:

XX Saturday Mid-Day Peak Hour Volumes

Not to Scale

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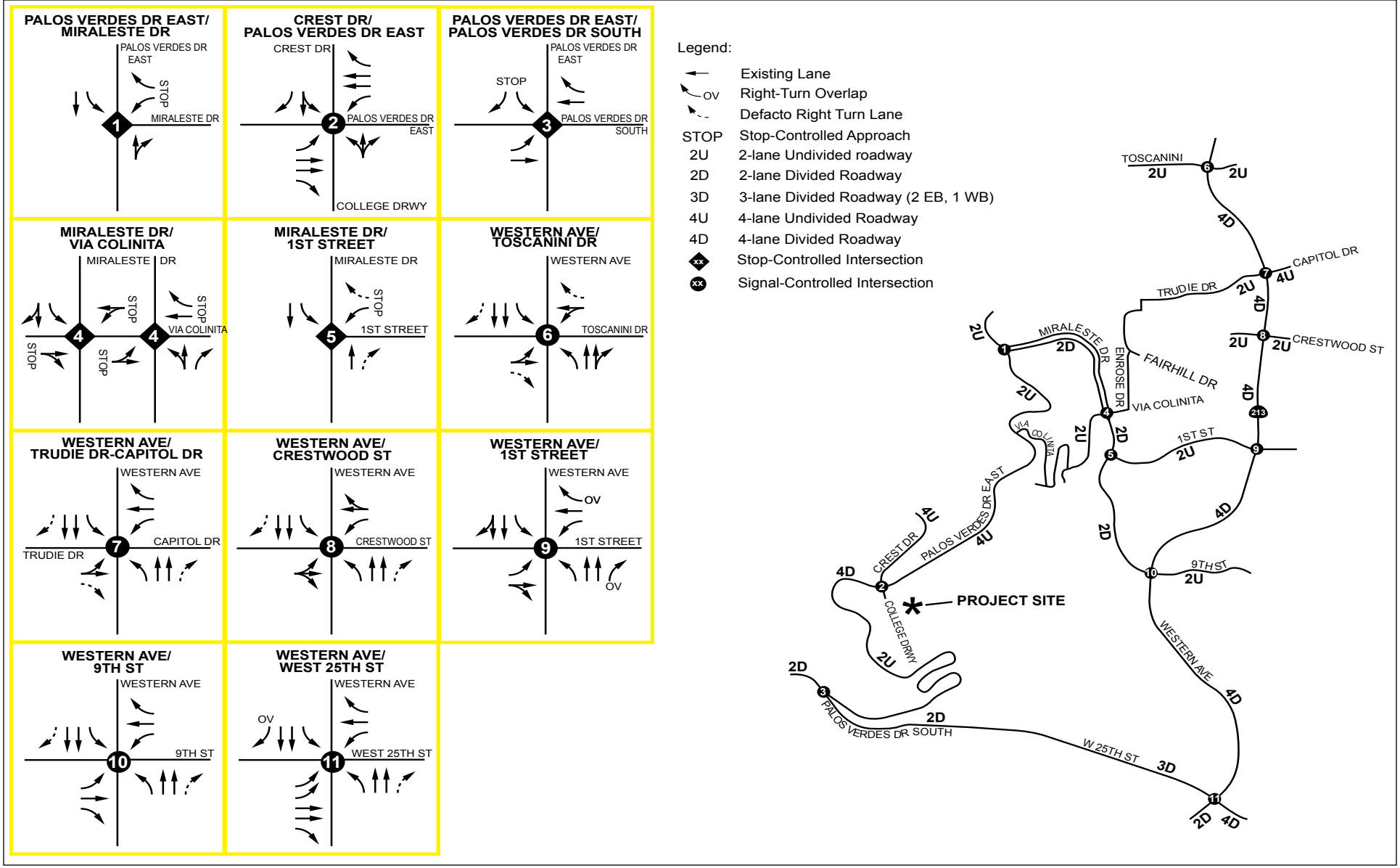
ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Existing Saturday Mid-Day Peak Hour Intersection Volumes

Exhibit 5.3-4



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ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Existing Study Intersection/Roadway Geometry

Exhibit 5.3-5

Existing Weekday AM and PM Peak Hour Intersection Level of Service

Table 5.3-10, *City of Rancho Palos Verdes Existing Weekday AM and PM Peak Hour Intersection LOS*, summarizes existing weekday conditions AM and PM peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-10
City of Rancho Palos Verdes
Existing Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Weekday AM Peak Hour (7 AM to 10 AM)			Weekday PM Peak Hour (4 PM to 6 PM)		
	V/C	Delay	LOS	V/C	Delay	LOS
Palos Verdes Drive East/Miraleste Drive	N/A	287.9	F	N/A	414.9	F
Palos Verdes Drive East/Crest Dr-College Entrance	0.44	N/A	A	0.33	N/A	A
Palos Verdes Drive East/Palos Verdes Drive South	N/A	190.0	C	N/A	17.8	C
Miraleste Drive/Via Colinita	N/A	21.7	C	N/A	18.3	C
Miraleste Drive/1st Street	N/A	14.7	B	N/A	14.6	B
Western Avenue (SR-213)/Toscanini Drive	0.81	N/A	D	0.70	N/A	B
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	0.91	N/A	E	0.80	N/A	C
Western Avenue (SR-213)/Crestwood Street	0.86	N/A	D	0.81	N/A	D

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.

Table 5.3-11, *City of Los Angeles Existing Weekday AM and PM Peak Hour Intersection LOS*, summarizes existing weekday conditions AM and PM peak hour LOS of the City of Los Angeles study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-11
City of Los Angeles
Existing Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Weekday AM Peak Hour (7 AM to 10 AM)		Weekday PM Peak Hour (4 PM to 6 PM)	
	V/C	LOS	V/C	LOS
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	0.912	E	0.788	C
Western Avenue (SR-213)/Crestwood Street	0.809	D	0.759	C
Western Avenue (SR-213)/1st Street	1.414	F	1.317	F
Western Avenue (SR-213)/9th Street	0.607	B	0.804	D
Western Avenue (SR-213)/25th Street	0.681	B	0.622	B

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Existing Weekday Mid-Day and Afternoon Peak Hour Intersection LOS

Table 5.3-12, *City of Rancho Palos Verdes Existing Weekday Mid-Day and Afternoon Peak Hour Intersection LOS*, summarizes existing weekday conditions mid-day and afternoon peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-12
City of Rancho Palos Verdes
Existing Weekday Mid-Day and Afternoon Peak Hour Intersection LOS

Study Intersection	Weekday Mid-day Peak Hour (11 AM to 1 PM)			Weekday Afternoon Peak Hour (2 PM to 4 PM)		
	V/C	Delay	LOS	V/C	Delay	LOS
Palos Verdes Drive East/Miraleste Drive	N/A	169.3	F	N/A	250.5	F
Palos Verdes Drive East/Crest Dr-College Entrance	0.31	N/A	A	0.48	N/A	A
Palos Verdes Drive East/Palos Verdes Drive South	N/A	13.5	B	N/A	20.4	C
Miraleste Drive/Via Colinita	N/A	16.5	C	N/A	17.2	C
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.						
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.						

Existing Saturday Mid-Day Peak Hour Intersection LOS

Table 5.3-13, *City of Rancho Palos Verdes Existing Saturday Mid-Day Peak Hour Intersection LOS*, summarizes existing Saturday conditions mid-day peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-13
City of Rancho Palos Verdes
Existing Saturday Mid-Day Peak Hour Intersection LOS

Study Intersection	Saturday Mid-day Peak Hour (11 AM to 1 PM)		
	V/C	Delay	LOS
Palos Verdes Drive East/Miraleste Drive	N/A	25.9	D
Palos Verdes Drive East/Crest Dr-College Entrance	0.20	N/A	A
Palos Verdes Drive East/Palos Verdes Drive South	N/A	14.9	B
Miraleste Drive/Via Colinita	N/A	16.3	C
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.			
N/A = Not Applicable, since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.			

Existing Signal Warrant Analysis

A *Manual on Uniform Traffic Control Devices (MUTCD)* signal warrant analysis was prepared to determine if signalization is warranted at the four unsignalized study intersections for weekday and Saturday conditions for the following two signal warrants:

- Warrant 2 – Four-Hour Vehicular Volume Warrant; and
- Warrant 3 – Peak Hour Warrant.

Table 5.3-14, *Existing Four-Hour Signal Warrant Analysis Summary*, summarizes the results of the existing *four-hour* traffic signal warrants for the unsignalized study intersections during weekday and Saturday conditions; detailed traffic signal warrant sheets are contained in Appendix D of the TIA.

Table 5.3-14
Existing Four-Hour Signal Warrant Analysis Summary

Study Intersection	Four-Hour Traffic Signal Warrant Satisfied?	
	Weekday	Saturday
Palos Verdes Drive East/Miraleste Drive	Yes	N/A
Palos Verdes Drive East/Palos Verdes Drive South	No	N/A
Miraleste Drive/Via Colinita	No	N/A
Miraleste Drive/1st Street	No	N/A
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.		
N/A = Data not available.		

As indicated in Table 5.3-14, the *four-hour* traffic signal warrant is satisfied at the Palos Verdes Drive East/Miraleste Drive intersection during existing weekday conditions.

Table 5.3-15, *Existing Peak Hour Traffic Signal Warrant Analysis Summary*, summarizes the results of the existing *peak hour* traffic signal warrants for the unsignalized study intersections during existing weekday and Saturday conditions; detailed traffic signal warrant sheets are contained in Appendix D of the TIA. As indicated in Table 5.3-15, the *peak hour* traffic signal warrant is satisfied at the Palos Verdes Drive East/Miraleste Drive intersection during weekday peak hour conditions.

Table 5.3-15
Existing Peak Hour Traffic Signal Warrant Analysis Summary

Study Intersection	Peak Hour Traffic Signal Warrant Satisfied?				
	Weekday AM Peak Hour (7 AM to 10 AM)	Weekday Mid-day Peak Hour (11 AM to 1 PM)	Weekday Afternoon Peak Hour (2 PM to 4 PM)	Weekday PM Peak Hour (4 PM to 6 PM)	Saturday Mid-day Peak Hour (11 AM to 1 PM)
Palos Verdes Drive East/Miraleste Drive	Yes	Yes	Yes	Yes	No
Palos Verdes Drive East/Palos Verdes Drive South	No	No	No	No	No
Miraleste Drive/Via Colinita	No	No	No	No	No
Miraleste Drive/1st Street	No	N/A	N/A	No	N/A

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Data not available.

EXISTING PARKING FACILITIES

The purpose of this section is to document the existing parking conditions associated with Marymount College.

Study Area

The parking study area consists of the following facilities:

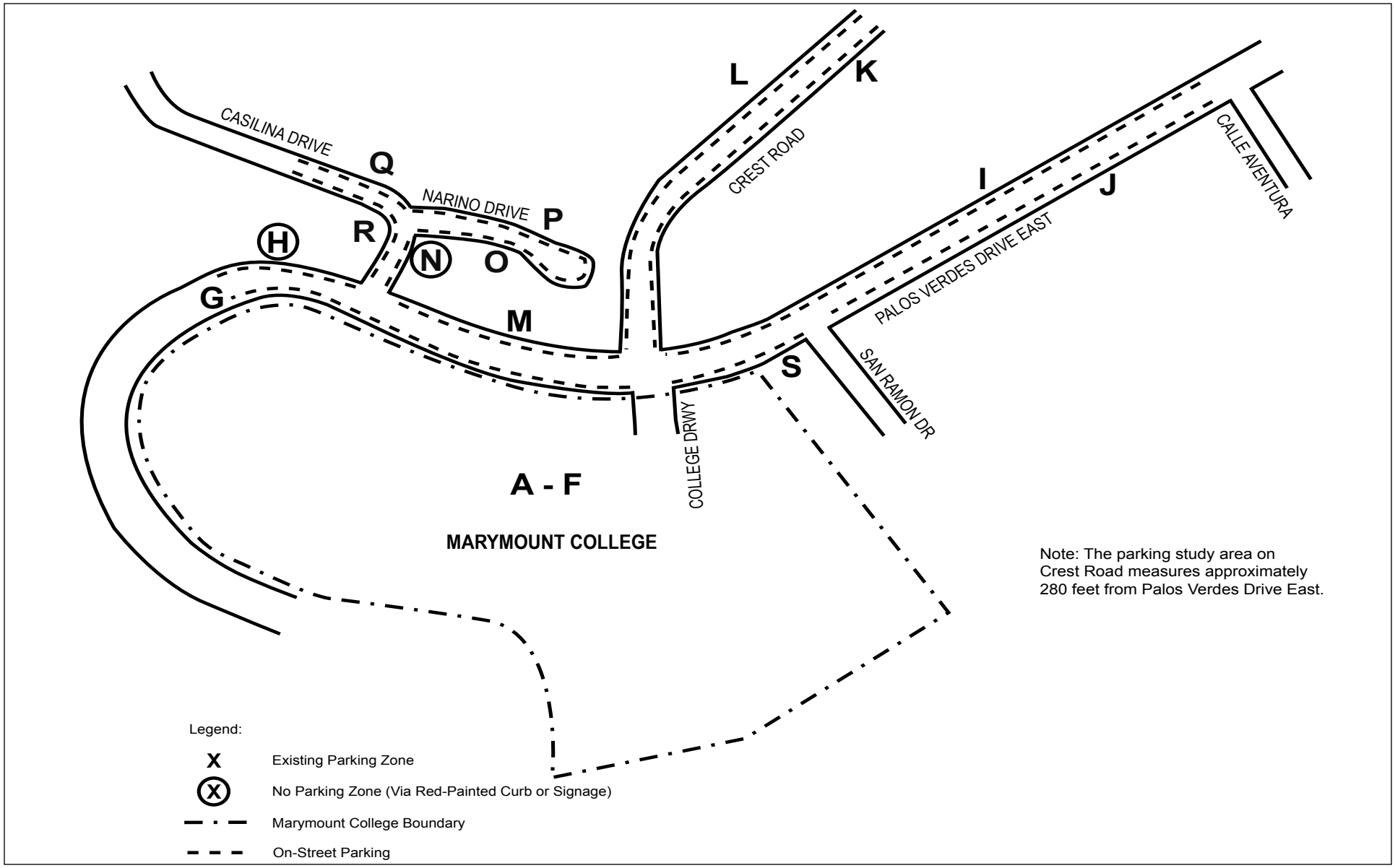
- Off-street parking lots on campus (Zones A-F);
- Palos Verdes Drive East on-street parking in the vicinity of the campus (Zones G, H, I, J, M, S);
- Crest Road on-street parking in the vicinity of the campus (Zones K, L);
- Narino Drive (Zones O, P); and
- Casilina Drive in the vicinity of Palos Verdes Drive East (Zones N, Q, R).

The parking study area did not include San Ramon Drive, because a residential permit parking program precludes student parking on the residential street. Exhibit 5.3-6, *Existing Parking Study Area*, illustrates the parking study area.

Existing Parking Capacity

Exhibit 5.3-7, *Existing Parking Capacity*, illustrates the on-street parking capacity based on surveys of the parking study area and the off-street parking capacity based on information provided by the Project Applicant. On-street parking capacity is the segment length divided by typical parking stall length of twenty feet. It is noted that parking is prohibited for all or some of the following zones through red-painted curb or signage:

- Some of Zone G;
- Zone H;
- Some of Zone I;



Not to Scale

RBF CONSULTING

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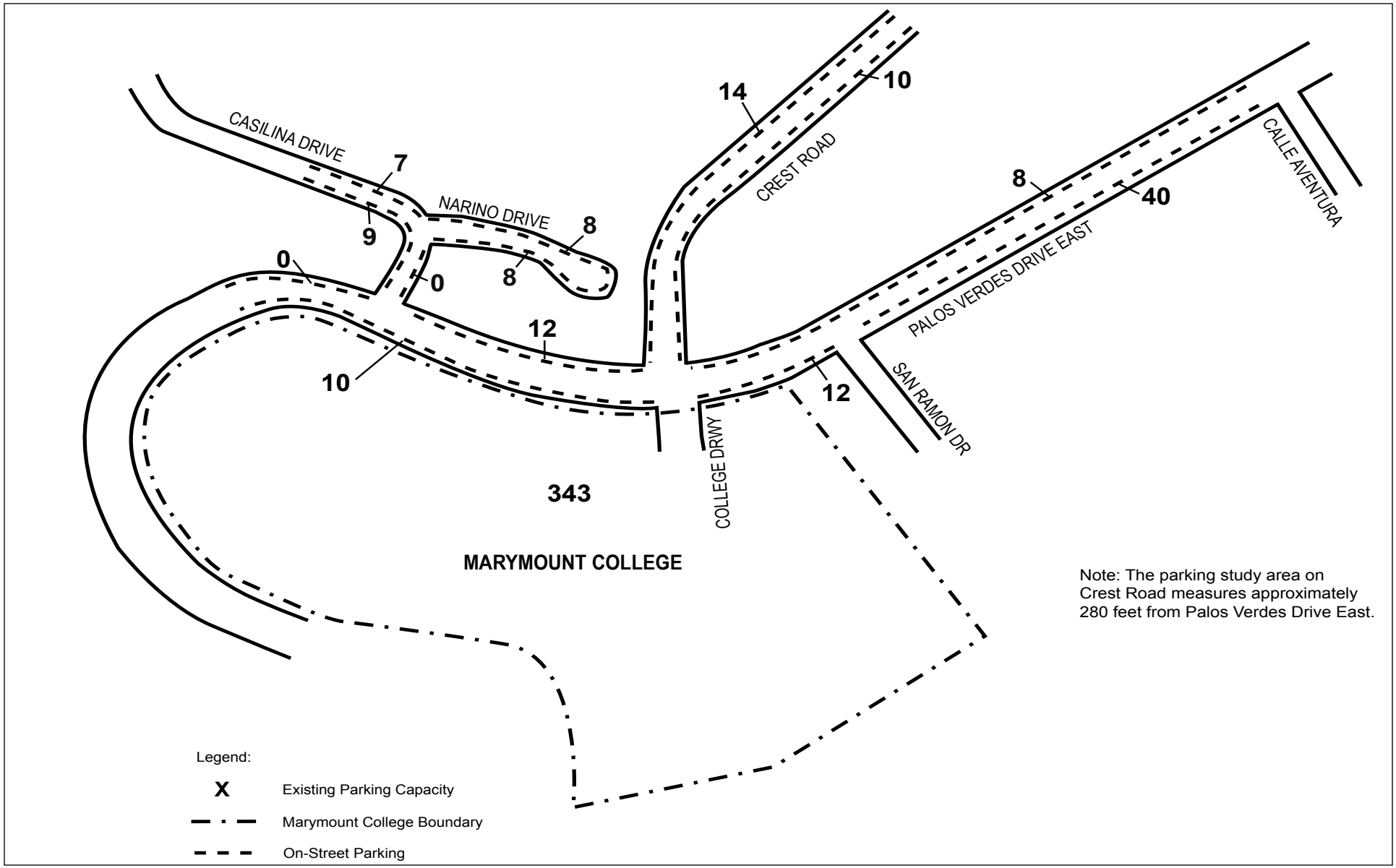
ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Existing Parking Study Area

Exhibit 5.3-6



Not to Scale

RBF CONSULTING

10/07 • JN 10-104089

ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Existing Parking Capacity

Exhibit 5.3-7

- Some of Zone K;
- Some of Zone L;
- Some of Zone M;
- Some of Zone N; and
- Some of Zone R.

Based on review of the parking demand counts, parking activity associated with the following zones was determined to be related to nearby residential use and not College activity:

- Zone O;
- Zone P;
- Zone Q; and
- Zone R.

EXISTING PARKING CONDITIONS

Table 5.3-16, *Existing Parking Capacity*, summarizes the total number of existing on-street and off-street public parking spaces within the study area. As indicated in Table 5.3-16, the study area contains 481 parking spaces and 449 parking spaces when parking zones associated with nearby residential use is removed.

Table 5.3-16
Existing Parking Capacity

Zone	Parking Capacity
Off-Street Parking Zone	
A through F	343
On-Street Parking Zone	
G	10
H[1]	0
I	8
J	40
K	10
L	14
M	12
N[1]	0
O[2]	8
P[2]	8
Q[2]	7
R[2]	9
S	12
Total Parking Capacity	**481**

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

1 = Parking prohibited via red-painted curb or signage.
2 = Observed parking activity determined to be associated with nearby residential use.

Existing Parking Demand

Parked vehicle demand counts were taken in November 2005 on two weekdays (Wednesday and Thursday) and two weekend days (Saturday and Sunday) from 7:00 AM to 11:00 PM in 60-minute increments while typical Marymount College classes were in session. The last hour of parking counts occurred between 11:00 PM and 12:00 AM (midnight). The weekend traffic counts were collected while weekend classes were in session, which is typically every other weekend. Based on information provided by campus officials, weekday student enrollment was 658 students and weekend student enrollment was 80 students during the Fall 2005 semester. Detailed parking count data for all four days is contained in Appendix A of the TIA. This parking analysis utilizes the parking demand counts from the busier of the two weekdays surveyed and the Saturday parking demand counts which showed higher parking demand than the Sunday data. Appendix E of the TIA includes exhibits that illustrate existing weekday and Saturday parking demand for the study analysis period.

Table 5.3-17, *Existing Weekday Parking Demand*, and Table 5.3-18, *Existing Saturday Parking Demand*, summarize existing weekday and Saturday parking demand for the study area.

Table 5.3-17
Existing Weekday Parking Demand

Zone	7–8 AM	8–9 AM	9–10 AM	10–11 AM	11–12 PM	12–1 PM	1–2 PM	2–3 PM	3–4 PM	4–5 PM	5–6 PM	6–7 PM	7–8 PM	8–9 PM	9–10 PM	10–11 PM	11–12 PM
Off-Street Parking Zone																	
A through F	91	117	257	287	326	317	304	289	284	235	204	141	89	38	28	24	20
On-Street Parking Zone																	
G	0	2	6	6	7	7	7	7	7	4	4	3	1	0	0	0	0
H[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	0	0	0	3	7	8	14	14	14	5	5	2	0	0	0	0	0
K	6	6	9	8	7	7	8	8	8	8	5	5	4	4	4	4	4
L	0	0	0	4	7	7	6	7	7	1	1	0	0	0	0	0	0
M	0	0	3	8	10	9	6	6	6	6	4	3	0	0	0	0	0
N[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
O[2]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P[2]	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Q[2]	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3
R[2]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S	1	2	5	7	8	8	7	7	6	6	5	3	2	0	0	0	0

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
1 = Parking prohibited via red-painted curb or signage.
2 = Observed parking activity determined to be associated with nearby residential use.

Table 5.3-18
Existing Saturday Parking Demand

Zone	7–8 AM	8–9 AM	9–10 AM	10–11 AM	11–12 PM	12–1 PM	1–2 PM	2–3 PM	3–4 PM	4–5 PM	5–6 PM	6–7 PM	7–8 PM	8–9 PM	9–10 PM	10–11 PM	11–12 PM
Off-Street Parking Zone																	
A through F	8	14	59	64	73	78	67	51	32	27	16	21	63	79	70	33	21
On-Street Parking Zone																	
G	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	0	0	0	1	1	2	2	2	1	0	0	0	0	0	0	0	0
K	6	6	6	6	6	6	6	6	5	5	5	5	5	7	7	7	7
L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
O[2]	1	1	1	1	1	1	1	1	1	3	3	3	3	4	4	4	4
P[2]	1	1	1	1	1	2	2	2	2	3	3	3	3	3	3	3	3
Q[2]	7	7	7	7	7	7	6	6	6	6	6	6	7	7	7	7	7
R[2]	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
S	0	2	2	1	1	1	1	1	1	2	2	2	0	0	0	0	0

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

1 = Parking prohibited via red-painted curb or signage.
2 = Observed parking activity determined to be associated with nearby residential use.

Existing Parking Utilization

Based on existing parking capacity and observed parked vehicles, existing parking utilization was calculated by dividing the number of parked vehicles (demand) by the available number of public parking spaces (capacity). Appendix F includes Exhibits that illustrate existing weekday and Saturday parking utilization for the study analysis period.

Table 5.3-19, *Existing Weekday Parking Utilization*, and Table 5.3-20, *Existing Saturday Parking Utilization*, summarize existing weekday and Saturday parking utilization for the study area.

It is noted during weekday parking counts, vehicles were observed to park on-street, adjacent the campus, despite available on-campus parking spaces. As indicated in Table 5.3-17, 49 vehicles not identified as residential-related demand were parked on-street adjacent the campus at 2:00 PM when 54 parking spaces (capacity of 343 minus demand of 289) were unoccupied on-campus.

Additionally, it is noted during Saturday parking counts, vehicles were observed to park on-street adjacent the campus despite available on-campus parking spaces. As indicated in Table 5.3-18, 9 vehicles not identified as residential-related demand were parked on-street adjacent the campus at 12:00 PM when 265 parking spaces (capacity of 343 minus demand of 78) were unoccupied on-campus.

Table 5.3-19
Existing Weekday Parking Utilization

Zone	7–8 AM	8–9 AM	9–10 AM	10–11 AM	11–12 PM	12–1 PM	1–2 PM	2–3 PM	3–4 PM	4–5 PM	5–6 PM	6–7 PM	7–8 PM	8–9 PM	9–10 PM	10–11 PM	11–12 PM
Off-Street Parking Zone																	
A through F	27%	34%	75%	84%	95%	92%	89%	84%	83%	69%	59%	41%	26%	11%	8%	7%	6%
On-Street Parking Zone																	
G	0%	20%	60%	60%	70%	70%	70%	70%	70%	40%	40%	30%	10%	0%	0%	0%	0%
H[1]	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
J	0%	0%	0%	8%	18%	20%	35%	35%	35%	13%	13%	5%	0%	0%	0%	0%	0%
K	60%	60%	90%	80%	70%	70%	80%	80%	80%	80%	50%	50%	40%	40%	40%	40%	40%
L	0%	0%	0%	29%	50%	50%	43%	50%	50%	7%	7%	0%	0%	0%	0%	0%	0%
M	0%	0%	25%	67%	83%	75%	50%	50%	50%	50%	33%	25%	0%	0%	0%	0%	0%
N[1]	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
O[2]	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
P[2]	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
Q[2]	43%	43%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	43%	43%
R[2]	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
S	8%	17%	42%	58%	67%	67%	58%	58%	50%	50%	42%	25%	17%	0%	0%	0%	0%

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
1 = Parking prohibited via red-painted curb or signage.
2 = Observed parking activity determined to be associated with nearby residential use.

As indicated in Table 5.3-19, the peak parking utilization for off-street parking occurs at 11:00 AM during the weekday conditions. As indicated in Table 5.3-20, the peak parking utilization for off-street parking occurs at 12:00 PM (noon) and 8:00 PM during the Saturday conditions.

Table 5.3-20
Existing Saturday Parking Utilization

Zone	7–8 AM	8–9 AM	9–10 AM	10–11 AM	11–12 PM	12–1 PM	1–2 PM	2–3 PM	3–4 PM	4–5 PM	5–6 PM	6–7 PM	7–8 PM	8–9 PM	9–10 PM	10–11 PM	11– 12 PM
Off-Street Parking Zone																	
A through F	2%	4%	17%	19%	21%	23%	20%	15%	9%	8%	5%	6%	18%	23%	20%	10%	6%
On-Street Parking Zone																	
G	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
H[1]	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
J	0%	0%	0%	3%	3%	5%	5%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%
K	60%	60%	60%	60%	60%	60%	60%	60%	50%	50%	50%	50%	50%	70%	70%	70%	70%
L	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
N[1]	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
O[2]	13%	13%	13%	13%	13%	13%	13%	13%	13%	38%	38%	38%	38%	50%	50%	50%	50%
P[2]	13%	13%	13%	13%	13%	25%	25%	25%	25%	38%	38%	38%	38%	38%	38%	38%	38%
Q[2]	100%	100%	100%	100%	100%	100%	86%	86%	86%	86%	86%	86%	100%	100%	100%	100%	100%
R[2]	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
S	0%	17%	17%	8%	8%	8%	8%	8%	8%	17%	17%	17%	0%	0%	0%	0%	0%

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
1 = Parking prohibited via red-painted curb or signage.
2 = Observed parking activity determined to be associated with nearby residential use.

Existing On-Site Parking Required According to City Code

Student enrollment at Marymount College is governed by the existing Conditions of Approval, which allow 750 full-time students, 20 part-time students and a marginal difference of 3.0 percent, resulting in 793 enrolled students. It is noted that the total student enrollment is based on an annual ***average*** for the fall and spring semesters and that any given semester could exceed 793 students.

Table 5.3-21, *Forecast Existing Parking Spaces Required Per City Code*, summarizes the parking space capacity required according to City of RPV Parking Code (RPVMC Section 17.50.020) to accommodate current on-site land uses based on the following conditions:

- Maximum student enrollment of 793 students;
- 215 employees and faculty members; and
- 578 student seats provided on campus.

Table 5.3-21
Forecast Existing Parking Spaces Required Per City Code

City Parking Code Requirement	Existing Marymount College Conditions	
	Quantity	Parking Spaces Required
1 Space per 2 Regularly Enrolled Students	793 Regularly Enrolled Students	397
1 Space per 2 Employees/Faculty	215 Employees/Faculty	108
1 Space per 5 Student Seats	578 Student Seats	116
Total		**621**

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

As indicated in Table 5.3-21, according to the City of RPV Parking Code, 621 parking spaces are currently required to accommodate the existing Marymount College parking demand without the proposed Project.

Table 5.3-22, *Adequacy of Existing Parking Spaces Based on City Code*, summarizes the current number of parking spaces required according to City Code versus parking spaces provided at the Marymount College.

As indicated in Table 5.3-22, because the Marymount College currently provides 343 parking spaces, a 278 parking space deficiency currently exists based on City of RPV Parking Code. It is noted, while parking spaces required by City code indicated a potential deficiency of 278 parking spaces, only 49 College-related vehicles were observed to park on the street during the weekday peak parking demand between 2:00 PM and 3:00 PM when 54 parking spaces were unoccupied on-campus.

Table 5.3-22
Adequacy of Existing Parking Spaces Based on City Code

Parking Spaces	Existing Marymount College Conditions
Forecast Parking Spaces Required Per City Code	621 existing spaces[1]
Parking Spaces Provided	343 existing spaces
Forecast Surplus/Deficient Parking Spaces Provided	-278 spaces
Sufficient Parking Spaces Provided?	No
Observed Overflow Parking Demand on Adjacent Streets	49 vehicles[2]
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.	
1 = Based on 793 regularly enrolled students. 2 = Based on Fall 2005 parking demand counts at 2:00 PM	

ALTERNATIVE TRANSPORTATION

The following transit services are available in the vicinity of the proposed Project site:

- Palos Verdes Peninsula Transit Authority (PVPTA) Gold, Orange and Green Lines; and
- Metro Bus Lines 205, 447 and 550.

The proposed Project site is located approximately 1.4 miles (directly) from Metro Bus Lines 205, 447 and 550, generally serving the San Pedro area east of the proposed Project site, with bus stops along Western Avenue and 7th Street. The PVPTA Gold and Orange lines pass adjacent Marymount College via Palos Verdes Drive East. The PVPTA Green line passes through the Palos Verdes Drive East/Miraleste Drive intersection approximately one mile (directly) from the Project site.

Additionally, the College provides a shuttle bus service operating on a set schedule to transport students and faculty to and from the two housing facilities (Palos Verdes North and Pacific View) and the campus, a distance of approximately six miles. The shuttle operates between 7:00 AM and 10:00 PM Monday through Friday, and operates on a limited schedule on the weekends during the last week of each semester, finals week, and for special occasions or events. Based on shuttle ridership information provided by the College, approximately 136 students/faculty utilize the shuttle on a typical weekday to arrive on campus from the Palos Verdes North housing facility and 76 students/faculty utilize the shuttle on a typical weekday to arrive on campus from the Pacific View housing facility. Shuttle ridership leaving the campus shows lower usage, likely due to carpooling with students driving in their own vehicles.

5.3.2 REGULATORY SETTING

STATE HIGHWAY ANALYSIS

The purpose of the Caltrans *Guide for the Preparation of Traffic Impact Studies (State of California Department of Transportation, December 2002)* is to provide a

safe and efficient State transportation system, provide consistency and uniformity in the identification of traffic impacts generated by local land use proposals, and consistency and equity in the identification of measures to mitigate the traffic impacts generated by land use proposals. The Caltrans traffic studies guide identifies review of substantial individual projects, which might on their own impact the CMP State Highway transportation system.

COUNTY OF LOS ANGELES CONGESTION MANAGEMENT PROGRAM

The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use and air quality planning programs throughout the County. The program is consistent with that of the Southern California Association of Governments (SCAG). The CMP program requires review of substantial individual projects, which might on their own impact the CMP transportation system.

CITY OF RANCHO PALOS VERDES GENERAL PLAN

The Urban Environment Element of the General Plan provides goals and policies for circulation, noise, visual aspects and public services and infrastructure. The Element describes the City's existing transportation system and future conditions related to transportation, as a result of growth in traffic. The Urban Environment Element Transportation Systems policy that is relevant to the proposed development is Policy 18, which states that the City should "Require adequate off-street parking for all existing and future development." Refer to Section 5.1, *Land Use and Relevant Planning*, for a detailed discussion of the Project's consistency with the *General Plan*.

CITY OF RANCHO PALOS VERDES ZONING CODE

According to the RPV Zoning Map, the Project site is located within the Institutional (I) Zoning District. The following general development standards (Code Section 17.26.040, *General Development Standards*) relevant to traffic and circulation apply to the Institutional District:

D. Parking, Loading and Access. The provisions of Chapter 17.50 (Nonresidential Parking and Loading Standards) of this title shall apply. Where an institutional district abuts a residential district, additional parking requirements may be imposed by the director or planning commission if warranted by a proposed project or use.

E. Transportation Demand Management Development Standards. All development shall be subject to the applicable transportation demand and trip reduction measures specified in Section 10.28.030 (Transportation Demand Management and Trip Reduction Measures) of this Municipal Code. Any transportation demand or trip reduction measures required pursuant to Section 10.28.030 shall be implemented in accordance with all applicable standards and specifications of this title.

Code Chapter 17.50, *Non-Residential Parking and Loading Standards*, addresses the provision of off-street parking facilities in conjunction with any nonresidential use or development. The parking requirements for nonresidential development are listed in Table 50-A of Title 17; refer to Code Section 17.50.020, *Parking Requirements*. According to Table 50-A, the parking requirement for educational uses (colleges and universities) is:

- One (1) space for every two (2) full-time regularly enrolled students plus.
- One (1) space for every five (5) student seats plus.
- One (1) space for every two (2) employees/faculty.

According to Code Section 17.50.030, *Joint Use and Common Parking Facilities*, the Planning Commission may permit the joint use of parking facilities to meet the standards for certain uses under certain conditions.

The following development standards apply to all parking areas with six or more spaces; refer to Code Section 17.50.040, Development Standards:

B. Transportation Demand Management Parking Requirements. New nonresidential developments shall be subject to the applicable transportation demand management parking requirements specified in Section 10.28.030 (Transportation Demand Management and Trip Reduction Measures) of the City's Municipal Code.

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

THRESHOLD OF SIGNIFICANCE

The County of Los Angeles has established thresholds of significance to determine whether a project traffic impact at a study intersection is considered significant and thus requires mitigation. Table 5.3-23, *County of Los Angeles Signalized Intersection Thresholds of Significance*, identifies the County of Los Angeles thresholds of significance for signalized intersections as defined in the *Los Angeles County Traffic Impact Analysis Report Guidelines (January 1, 1997),* based on V/C ratios calculated to "2" decimals.

Table 5.3-23
County of Los Angeles
Signalized Intersection Thresholds of Significance

Pre-Project		Project V/C Increase
LOS	V/C	
C	0.71 -0.80	0.04 or more
D	0.81 -0.90	0.02 or more
E/F	0.91 or more	0.01 or more

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

The County of Los Angeles traffic thresholds of significance for signalized intersections are utilized by the City of RPV.

To determine whether the addition of Project-generated trips at an unsignalized study intersection results in a significant impact, the City of RPV has established the following thresholds of significance:

- A significant impact would occur at an unsignalized study intersection when the addition of project-generated trips causes the peak hour LOS of the study intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F); or

- A significant impact would occur at an unsignalized study intersection if the addition of project-generated trips changes the delay by the value indicated in Table 5.3-24, *City of Rancho Palos Verdes Unsignalized Intersection Thresholds of Significance*.

Table 5.3-25, *City of Los Angeles Signalized Intersection Thresholds of Significance*, identifies the City of Los Angeles thresholds of significance for signalized intersections as defined in the Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures (Revised August 2003), based on V/C ratios calculated to "3" decimals.

Table 5.3-24
City of Rancho Palos Verdes
Unsignalized Intersection Thresholds of Significance

Pre-Project		Project Delay Increase (seconds)
LOS	Delay (seconds)	
E/F	35.1 or more	2.0 or more

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Table 5.3-25
City of Los Angeles
Signalized Intersection Thresholds of Significance

LOS	Final V/C Ratio	Project V/C Increase
C	> 0.700 -0.800	Equal to or greater than 0.040
D	> 0.800 -0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Where significant traffic impacts are identified, mitigation measures are identified to reduce the traffic impact to a level considered less than significant. Mitigation measures would be the full responsibility of the Project Applicant when the project

causes a significant impact for existing with proposed project conditions and may be eligible for potential reimbursement by future projects that result in impacts at the same intersection. Further, mitigation measures would be a proportionate share contribution by the Project Applicant when the project causes a significant impact for cumulative with proposed project conditions.

Therefore, mitigation measures identified as the full responsibility of the Project Applicant are determined when comparing the following two scenarios:

- Existing Conditions; and
- Existing Plus Project Conditions.

Additionally, mitigation measures identified as proportionate share contribution by the Project Applicant are determined when comparing the following two scenarios:

- Forecast Year 2012 Without Project Conditions; and
- Forecast Year 2012 With Project Conditions.

Congestion Management Program Thresholds of Significance

To determine whether the addition of Project-generated trips results in a significant impact at the CMP study facility, and thus requires mitigation, the Los Angeles County Congestion Management Program (CMP) utilizes the following threshold of significance based on V/C ratios calculated to "2" decimals:

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by two-percent of capacity (V/C > 0.02), causing or worsening LOS F (V/C > 1.00).

State Highway Intersection Thresholds of Significance

While Caltrans has not established traffic thresholds of significance, this traffic analysis utilizes the following traffic thresholds of significance:

- A significant project impact occurs at a State Highway study intersection when the addition of project-generated trips causes the peak hour LOS of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F).

SIGNIFICANCE CRITERIA

Environmental impact thresholds as indicated in Appendix G of the *CEQA Guidelines* (Initial Study Checklist Form) are also used as significance thresholds in this analysis. As such, a project would create a significant impact if it would:

- Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections);

- Exceed, either individually or cumulatively, a LOS standard established by the County CMP agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; refer to Section 8.0, *Effects Found Not To Be Significant*;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); refer to Section 8.0, *Effects Found Not To Be Significant*;
- Result in inadequate emergency access; refer to Section 8.0, *Effects Found Not To Be Significant*;
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Based on these standards, the effects of the proposed Project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.3.4 IMPACTS AND MITIGATION MEASURES

PROJECT TRIP GENERATION

The proposed Project involves renovation to the Marymount College campus consisting of the modernization and expansion of existing buildings, the construction of new academic, athletic and student housing buildings, and the relocation and reconfiguration of recreational facilities, the athletic field and parking facilities. The proposed Project is planned to occur entirely within the boundaries of the existing campus and does not change the existing City-enforced student enrollment limits. As part of the proposed Project, approximately 12 support staff would be added to provide security, custodial, and maintenance support for the Residence Halls and increased building square footage. The proposed Project also includes a reconfigured/reconstructed entry drive and parking area providing a total of 463 parking spaces (a net increase of 120 spaces). Section 3.0, *Project Description*, provides a detailed description of the proposed Project. For the purposes of this analysis, the proposed Residence Halls are identified as apartments. Exhibit 3-5, *Proposed Site Plan*, illustrates the site plan for the proposed Project.

Assuming approval of the proposed Project, Marymount College proposes to close the off-campus Pacific View Housing Facility located in the San Pedro portion of the City of Los Angeles and relocate residential staff associated with Pacific View, while the off-campus Palos Verdes North Facility located in the Harbor City portion of the City of Los Angeles would not be altered by implementation of the proposed Project.

Internal Trip Capture Reduction – Apartment Component

An internal trip capture rate can generally be defined as a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. An internal trip capture reduction is applicable when a Project site consists of compatible multi-use land uses such as the proposed Marymount College expansion, where vehicle trips do not occur when a student walks between their apartment dormitory to other buildings on the College campus.

To determine the proportion of college related trips to non-college related trips during various times of the day, RBF conducted a trip survey at the following two Marymount College utilized off-campus housing facilities:

- Pacific View Housing Facility – located in San Pedro at 740 West 24th Street and presently occupied by students; and

- Palos Verdes North Facility – located in Harbor City at President Avenue south of Palos Verdes Drive North, and presently occupied by students and faculty.

Weekday off-campus housing facilities surveys were conducted on Thursday, November 17, 2005 while Marymount College classes were in session during the following time periods:

- 7:00 AM to 10:00 AM;
- 11:00 AM to 1:00 PM;
- 2:00 PM to 4:00 PM; and
- 4:00 PM to 6:00 PM.

Weekend surveys were conducted on a Saturday, November 19, 2005 while Marymount College weekend classes were in session from 11:00 AM to 1:00 PM. The weekend surveys were collected while weekend classes were in session, which is typically every other weekend.

At the Pacific View Housing Facility, two data collection staff persons (i.e., Staff Person 1 and Staff Person 2) were utilized for the trip surveys, because residents utilize on-street parking, as well as garages located in the alley behind the facility. Survey Staff Person 1 recorded trip generation associated with residents parking on-street, as well as in the three parking garage units located in front of the facility. Survey Staff Person 2 recorded trip generation associated with residents utilizing the alley-loaded garages located to the side and back of the structure.

At the Palos Verdes North Housing Facility, two data collection staff-persons were utilized for trip surveys. Both staff-persons were positioned on President Avenue, south of Palos Verdes Drive North, near the entry gate to identify inbound and outbound trips. Survey Staff Person 1 observed trip generation associated with inbound vehicles. Survey Staff Person 2 recorded trip generation associated with outbound vehicles.

The staff-persons surveyed motorists arriving or departing the housing facilities and asked the following question to determine the generalized origin or destination of their trip:

> *"We are preparing a survey at the request of Marymount College and need to know if your trip is from or to Marymount College?"*

Trip survey data at the two off-campus housing facilities is contained in Appendix A of the TIA.

Table 5.3-26, *Off-Campus Housing – Marymount College Related Trip Percentages*, indicates the percentage of campus-related trips and corresponding internal trip capture rates for the apartment dormitory component of the proposed Project based on surveys at the two current off-campus housing facilities.

Table 5.3-26
Off-Campus Housing – Marymount College Related Trip Percentages

Housing Facility	Weekday AM Peak Hour (7 AM to 10 AM)		Weekday Mid-day Peak Hour (11 AM to 1 PM)		Weekday Afternoon Peak Hour (2 PM to 4 PM)		Weekday PM Peak Hour (4 PM to 6 PM)		Saturday Mid-day Peak Hour (11 AM to 1 PM)	
	School Trips/ Total Trips	School Trips Percent	School Trips/ Total Trips	School Trips Percent	School Trips/ Total Trips	School Trips Percent	School Trips/ Total Trips	School Trips Percent	School Trips/ Total Trips	School Trips Percent
Pacific View Housing Facility	30/40	75%	22/25	88%	24/37	65%	20/40	50%	8/17	47%
Palos Verdes North Housing Facility	87/114	76%	80/98	82%	64/99	65%	67/106	63%	5/40	13%
Total	**117/154**	**76%**	**102/123**	**83%**	**88/136**	**65%**	**87/146**	**60%**	**13/57**	**23%**

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Note: Trip survey data identified in table above is not considered comprehensive of all trips entering and exiting each housing facility, and is intended to identify the percentage of trips related to the College.

This analysis utilizes the total school trip percentages indicated in Table 5.3-26 as internal trip capture rates for the apartment dormitory component of the proposed Project.

Internal Trip Capture Reduction – Junior College Component

To determine the internal trip capture percentage for the junior college component of the proposed Project, the proposed Residence Hall capacity (in students) was compared to the total student enrollment. The internal trip capture calculated for the junior college component of the proposed Project is 32 percent during weekday conditions based on the ratio of the forecast number of students living on campus (250 students) to the total weekday student enrollment (793 students) permitted by the existing Conditions of Approval. Weekday student enrollment at Marymount College is governed by the existing Conditions of Approval, which allow 750 full-time students, 20 part-time students, and a marginal difference of 3.0 percent, resulting in 793 enrolled students. It should be noted that the total weekday student enrollment is based on an annual ***average*** for the fall and spring semesters and that any given semester could exceed 793 students.

Table 5.3-27, *Junior College Component of Proposed Project Weekday Internal Trip Capture Percentage*, indicates the internal trip capture rate for the junior college component of the proposed Project assuming 250 weekday enrolled students are housed on campus.

Table 5.3-27
Junior College Component of Proposed Project
Weekday Internal Trip Capture Percentage

Students Housed on Campus	Total Student Enrollment	Weekday Internal Trip Capture Percentage – Junior College Component
250	793	32%
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.		

It is noted no Saturday internal trip capture reduction for the junior college component of the proposed Project is included in the trip generation analysis, based on the assumption that the weekend enrolled students would not reside at the proposed on-site dormitories.

Forecast Project Trip Generation

The proposed Project consists of the following land uses:

- Construction of an additional 77,504 square feet of campus facilities consisting of:
  - 14,916 square feet of additions to existing buildings;
  - 26,710 square foot library;
  - 1,975 square foot maintenance building;
  - 33,243 square foot athletic facility; and
  - 660 square foot gallery connecting Residence Halls.
- Demolition of 18,022 square feet of campus facilities; and
- Construction of 128 dormitory rooms (58,504 square feet) occupied by 250 full-time weekday enrolled students (including 10 residential student advisers) plus five faculty supervisors (Residence Assistants); and
- Campus addition of 12 new security, custodial, and maintenance staff.

To determine forecast trip generation of the proposed Project, *ITE Trip Generation* published trip generation rates were used for specific land uses. Consistent with *ITE*, the analysis assumes the Project components consisting of the construction and demolition of campus facilities and buildings as the *ITE* Junior/Community College land use category and the Residence Halls as the *ITE* Apartment land use category. *ITE* describes the Junior/Community College land use as including two-year junior, community or technical colleges (four-year colleges or universities are described separately by *ITE* as the University/College land use). *ITE* trip rates are based on surveys of representative facilities throughout the United States. The *ITE* Junior/Community College category is assumed to include buildings serving

administration and instruction, as well as ancillary uses such as library, cafeteria, athletic facilities, etc., but no on-campus dormitories. Therefore, the proposed Project dormitories are separated from the Junior College component and are identified as apartments for trip generation purposes. The *ITE* trip rates for the Junior/Community College category is assumed to account for trips associated with students, faculty, and support staff. The *ITE* trip rates for the Apartment category is assumed to account for trips associated with residents and support staff.

Table 5.3-28, *Weekday ITE Trip Rates for Proposed Project*, summarizes the *ITE* weekday trip generation rates for the proposed Project.

Table 5.3-28
Weekday ITE Trip Rates for Proposed Project

Land Use (*ITE* Code)	Units	AM Peak Hour Rates (7 AM to 10 AM)			Mid-day Peak Hour Rates[1] (11 AM to 1 PM)			Afternoon Peak Hour Rates[2] (2 PM to 4 PM)			PM Peak Hour Rates (4 PM to 6 PM)			Daily Trip Rate
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Junior/Community College (540)	Tsf	2.21	0.78	2.99	1.55	1.54	3.09	1.16	1.48	2.64	1.47	1.07	2.54	27.49
Apartment (220)	Persons	0.06	0.22	0.28	0.90	0.21	1.11	0.24	0.16	0.40	0.26	0.14	0.40	3.35

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

tsf = thousand square feet.

1 = AM Peak Hour of Generator rates used.
2 = PM Peak Hour of Generator rates used.

Table 5.3-29, *Forecast Weekday Trip Generation of Proposed Project*, summarizes weekday trips forecast to be generated by the proposed Project utilizing the *ITE* trip generation rates contained in Table 5.3-27.

Table 5.3-29
Forecast Weekday Trip Generation of Proposed Project

Land Use	AM Peak Hour Trips (7 AM to 10 AM)			Mid-day Peak Hour Trips (11 AM to 1 PM)			Afternoon Peak Hour Trips (2 PM to 4 PM)			PM Peak Hour Trips (4 PM to 6 PM)			Daily Trips
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Junior/Community College													
- Proposed 77.504 tsf[1]	171	60	231	12	119	239	90	115	205	114	83	197	2,131
- Internal Trip Capture Reduction (32%)	-55	-19	-74	-38	-38	-76	-29	-37	-66	-36	-27	-63	-682
Subtotal	116	41	157	82	81	163	61	78	139	78	56	134	1,449
- Demolished 18.022 tsf	-40	-14	-54	-28	-28	-56	-21	-27	-48	-26	-19	-45	-495
Junior/Community College Subtotal	76	27	103	54	53	107	40	51	91	52	37	89	954
255 Apartment Occupants	15	56	71	23	54	77	61	41	102	66	36	102	854
- Internal Trip Capture Reduction[2]	-11	-43	-54	-19	-45	-64	-40	-27	-67	-40	-22	-62	-247
Apartment Subtotal	4	13	17	4	9	13	21	14	35	26	14	40	607
Total Generation	**80**	**40**	**120**	**58**	**62**	**120**	**61**	**65**	**126**	**78**	**51**	**129**	**1,561**

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

tsf = thousand square feet.

1 = Junior/Community College trip generation calculated based on enrolled students would generate no new trips because enrollment is not proposed to change.
2 = Refer to Table 5.3-25 identifying internal trip capture reduction by time period.

As indicated in Table 5.3-29, assuming internal trip capture reduction for the two Project components (junior college and apartment land uses), the proposed Project is forecast to generate approximately 1,561 weekday daily trips, which includes approximately 120 weekday AM peak hour trips, approximately 120 weekday mid-day peak hour trips, approximately 126 weekday afternoon peak hour trips, and approximately 129 weekday PM peak hour trips.

It is noted, *ITE* also publishes Junior/Community College trip generation rates based on enrolled students, therefore, if *ITE* trip generation rates based on enrolled students are used, the junior college component of the proposed Project would generate no new trips, because enrollment is not proposed to change by the College.

This analysis conservatively applies a 32 percent weekday internal trip capture reduction to the junior college component of the proposed Project (77,504 square feet), however a 32 percent trip capture reduction could have been applied to the non-residential Marymount College campus facilities (151,750 square feet) further reducing the trip generation associated with the Project.

Table 5.3-30, *Saturday ITE Trip Rates for Proposed Project*, summarizes the *ITE* Saturday trip generation rates for the proposed Project.

Table 5.3-30
Saturday *ITE* Trip Rates for Proposed Project

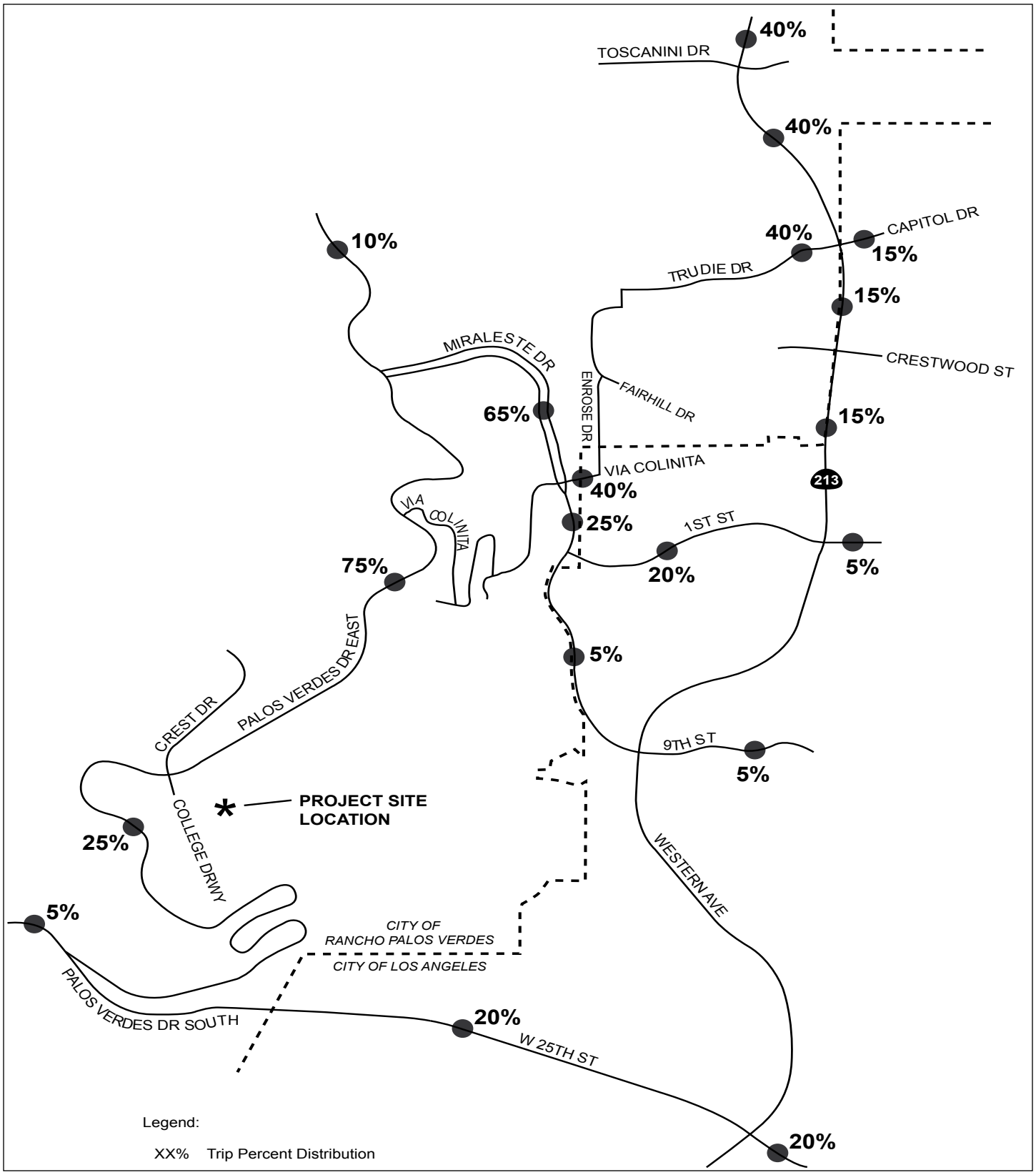
Land Use (*ITE* Code)	Units	Mid-day Peak Hour Rates			Daily Trip Rate
		In	Out	Total	
Junior/Community College (540)	tsf	0.81	0.61	1.42	11.23
Apartment (220)	Persons	0.13	0.13	0.26	3.24
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.					
tsf = thousand square feet.					

Table 5.3-31, *Forecast Saturday Trip Generation of Proposed Project*, summarizes Saturday trips forecast to be generated by the proposed Project utilizing the *ITE* trip generation rates contained in Table 5.3-29.

As indicated in Table 5.3-31, the proposed Project is forecast to generate approximately 1,478 additional Saturday daily trips, which includes approximately 134 additional Saturday mid-day peak hour trips. Table 5.3-31 assumes no internal trip capture reduction for the junior college component of the proposed Project assuming the Marymount College weekend enrolled students do not reside in the proposed on-site dormitories.

Trip Distribution of Proposed Project

The trip distribution of the proposed Project is based on current traffic counts at the College Entrance and adjacent study intersections, and based on nearby commercial services, or access to key circulation roadways. Exhibit 5.3-8, *Forecast Project Trip Percent Distribution*, illustrates forecast trip percent distribution of trips generated by the proposed Project reviewed and approved by City staff.



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ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Forecast Project Trip Percent Distribution

Exhibit 5.3-8

Table 5.3-31
Forecast Saturday Trip Generation of Proposed Project

Land Use	Peak Hour Trips			Daily Trips
	In	Out	Total	
Junior/Community College				
-Proposed 77.504 tsf[1]	63	47	110	870
-Demolished 18.022 tsf	-15	-11	-26	-202
Junior/Community College Subtotal	48	36	84	668
255 Apartment Occupants	33	33	66	826
-Internal Trip Capture Reduction (23%)	-8	-8	-16	-16
Apartment Subtotal	25	25	50	810
Total Generation	**73**	**61**	**134**	**1,478**

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
tsf = thousand square feet.
1 = Junior/Community College trip generation calculated based on enrolled students would generate no new trips because enrollment is not proposed to change.

Trip Assignment of Proposed Project

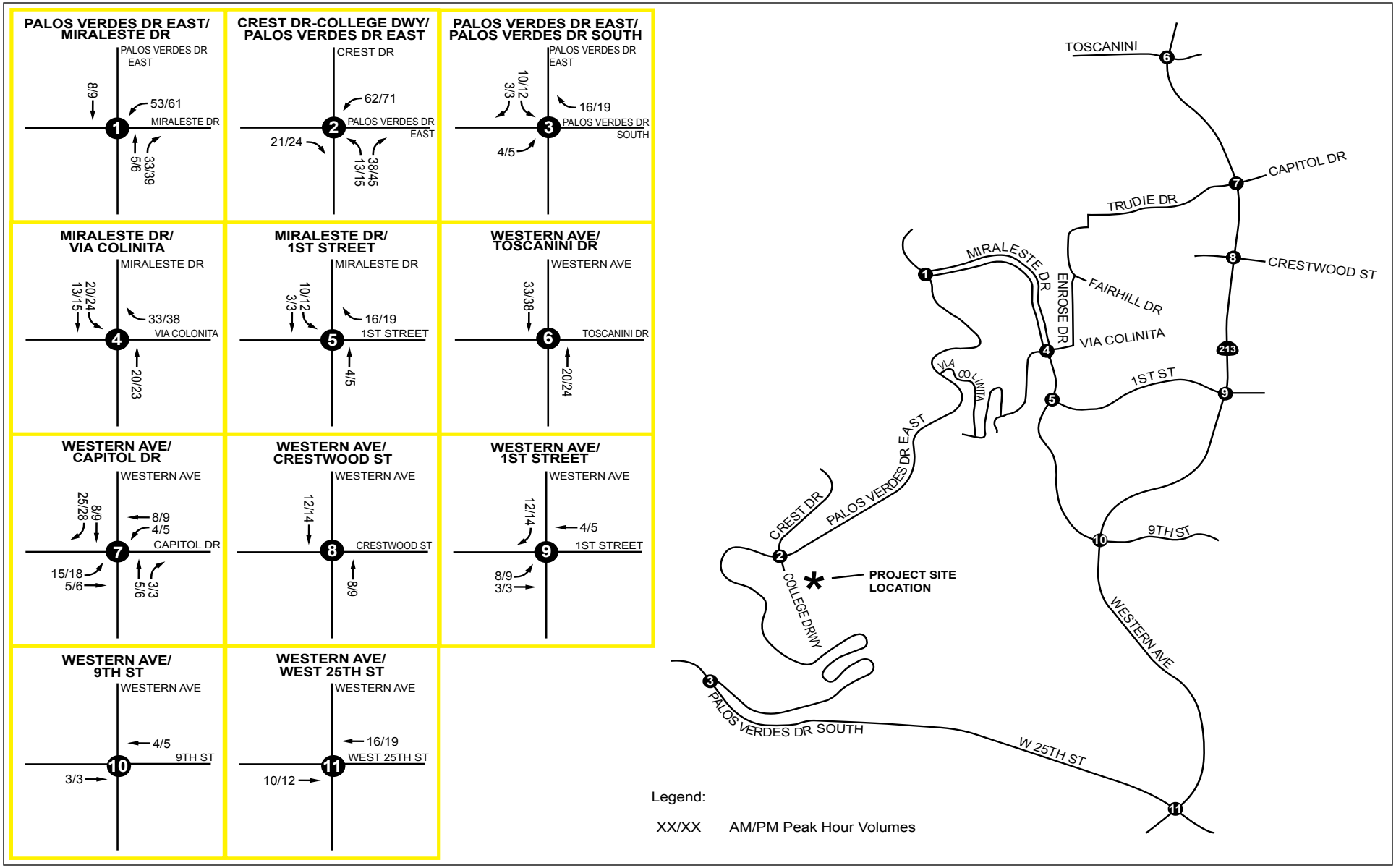
Exhibit 5.3-9, *Forecast Project Weekday AM/PM Peak Hour Trip Assignment*, illustrates the corresponding assignment of Project-generated weekday AM and PM peak hour trips assuming the trip percent distribution illustrated on Exhibit 5.3-8. Exhibit 5.3-10, *Forecast Project Weekday Mid-Day and Afternoon Peak Hour Trip Assignment*, illustrates the corresponding assignment of Project-generated weekday mid-day and afternoon peak hour trips assuming the trip percent distribution illustrated on Exhibit 5.3-8. Exhibit 5.3-11, *Forecast Project Saturday Mid-Day Peak Hour Trip Assignment*, illustrates the corresponding assignment of Project-generated Saturday mid-day peak hour trips assuming the trip percent distribution illustrated on Exhibit 5.3-8.

5.3.4.1 CONSTRUCTION TRAFFIC

❑ **CONSTRUCTION RELATED TRAFFIC COULD SIGNIFICANT ADVERSE IMPACTS TO THE LOCAL TRAFFIC SYSTEM.**

Impact Analysis: The Project is proposed to be constructed in three phases over an eight-year period. The Grading Plan proposes a balanced cut and fill on the Project site; thus, no import/export of material would be required, excluding select fill (building material, gravel, sand, and rock). The proposed demolition, grading, and construction activities would, however, generate traffic from construction workers (approximately 100) and truck haul trips.

During each construction period, demolition debris hauling and materials delivery would be scheduled for the least inconvenient time period to the public, avoiding the peak traffic period. Truck traffic would be directed to minimize congestion within the City of Rancho Palos Verdes and would require approval by the City. Mitigation is recommend, which requires preparation of Construction Management Plan that specifies the provisions for debris hauling and deliveries.



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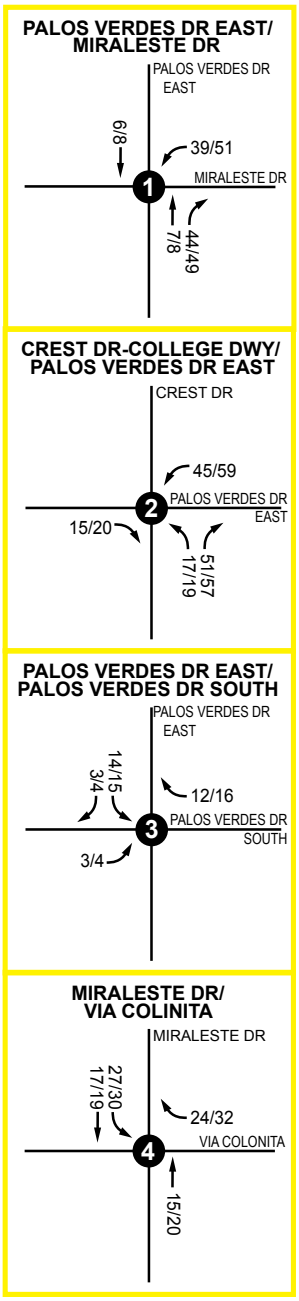
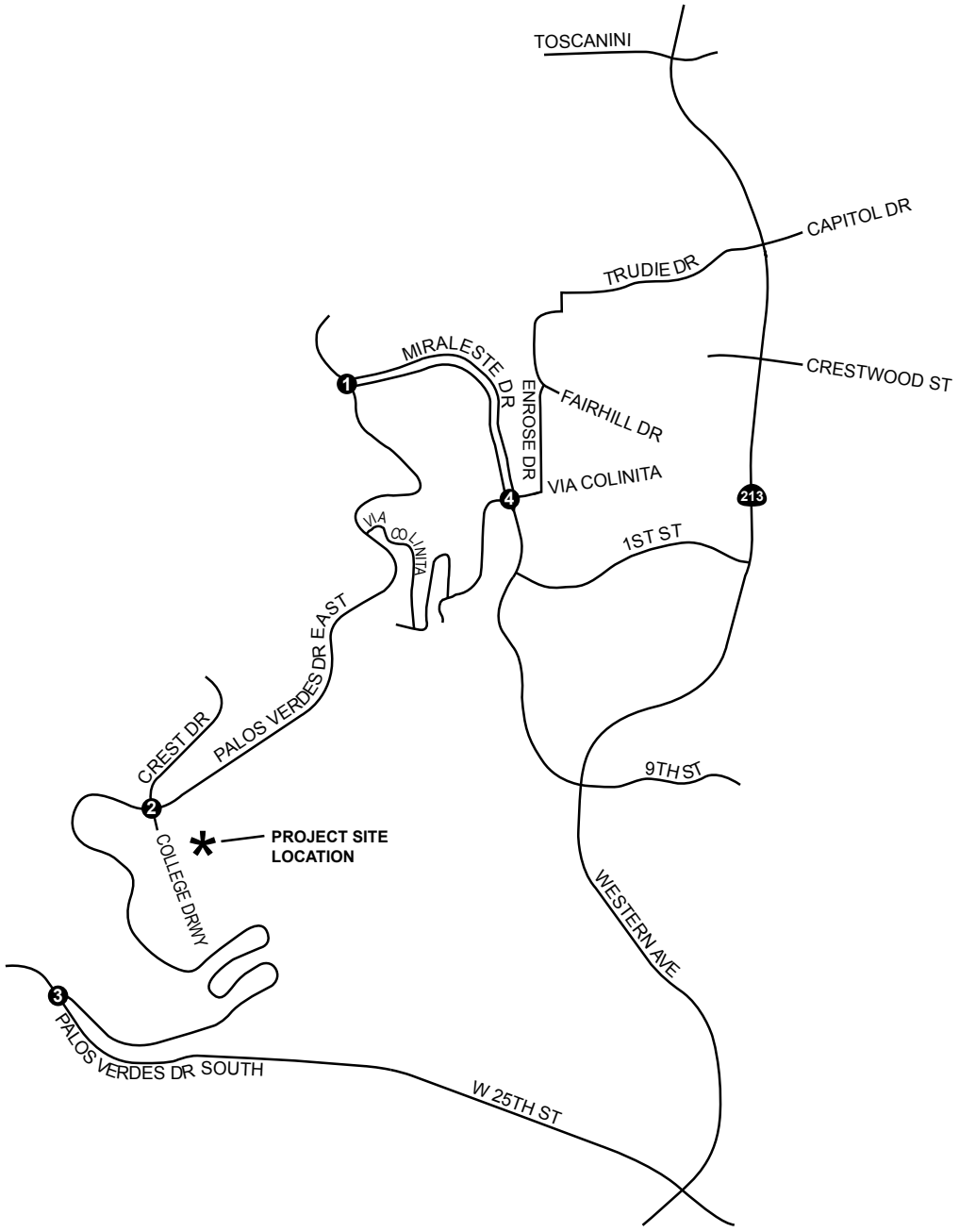
ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Forecast Project Weekday AM/PM Peak Hour Trip Assignment

Exhibit 5.3-9





Legend:

XX/XX Weekday Mid-Day 11:00 AM-1:00 PM/Afternoon 2:00-4:00 PM Peak Hour Volumes

Not to Scale

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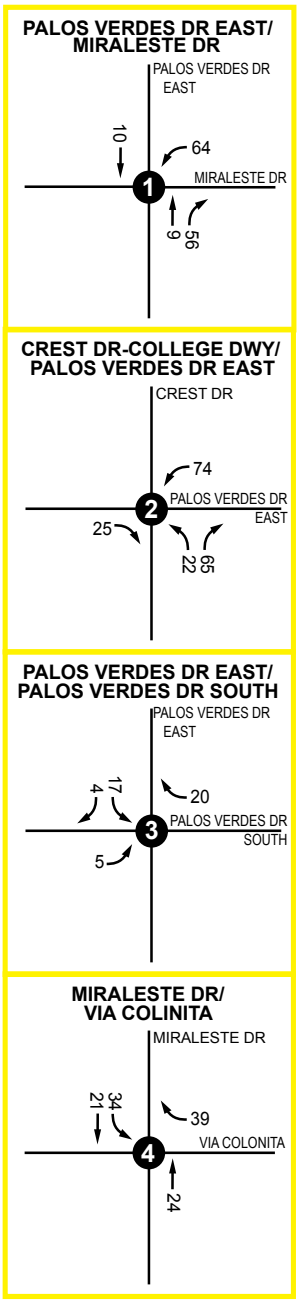
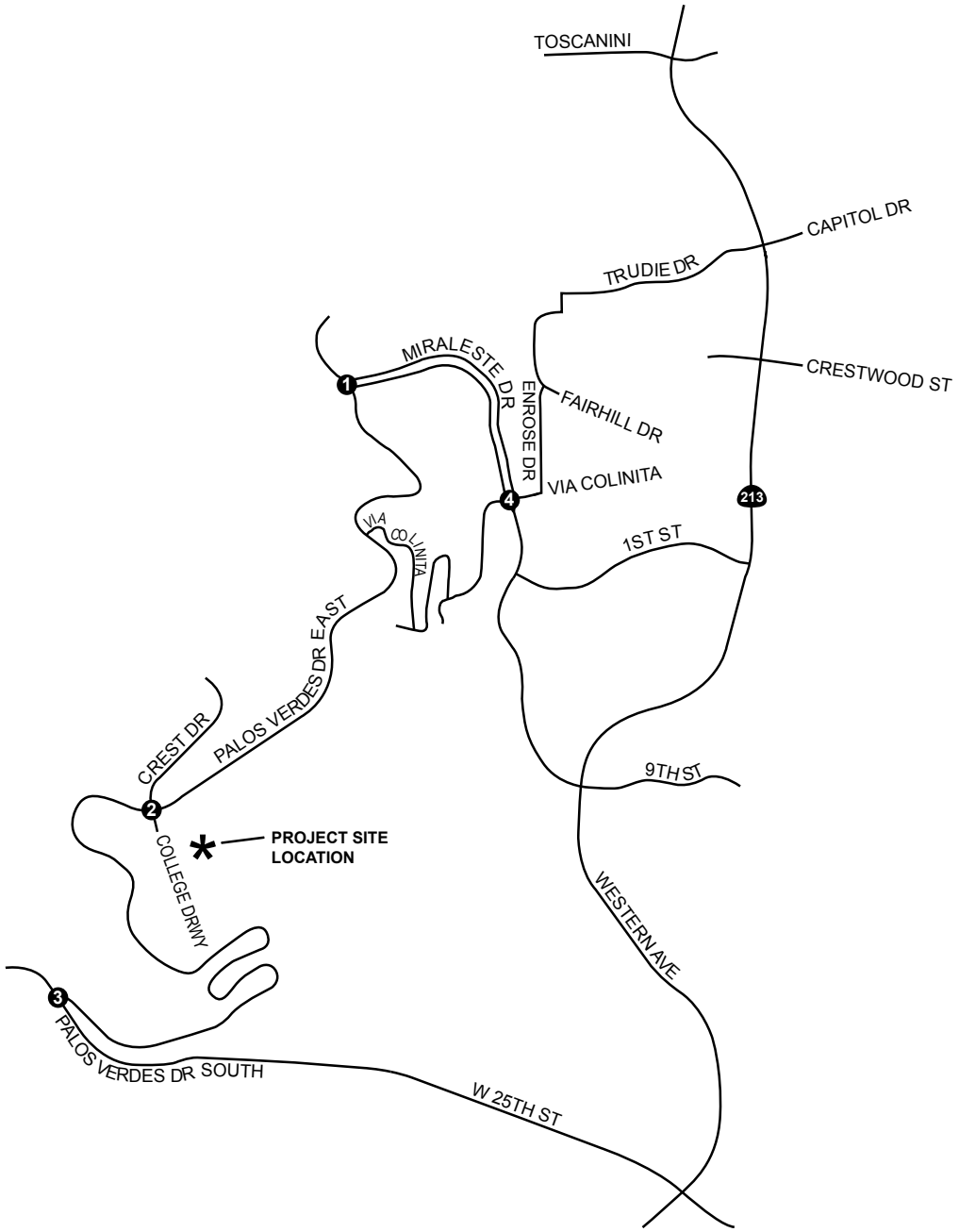
ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Forecast Project Weekday Mid-Day and Afternoon Peak Hour Trip Assignment

Exhibit 5.3-10





Legend:

XX/XX Mid-Day Weekend 11:00-1:00 PM Peak Hour Volumes

Not to Scale

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ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Forecast Project Saturday Mid-Day Peak Hour Trip Assignment

Exhibit 5.3-11

As previously noted, demolition, grading, and construction activities would generate traffic from worker vehicles and truck haul trips. However, the resultant traffic impacts are not expected to be significant, based on the following:

- Construction workers are estimated to generate approximately 200 average daily trips (two trips per worker), which would not constitute a substantial percentage of current daily volumes in the area or significantly impact the levels of service at area intersections.

- The proposed construction would be phased over eight years; for certain phases of construction, there would be fewer workers onsite.

- For certain phases of construction, construction would occur during the summer when school is not in session or during breaks in the academic calendar, thereby, reducing construction worker related trips.

- Construction workers may be instructed to park at the PV North Facility and take the shuttle to the campus, thereby, reducing construction worker related trips.

As such, given implementation of an approved Construction Management Plan that prescribes haul routes and times of operation that avoid peak-hour traffic, traffic impacts during construction activities would be less than significant.

Mitigation Measures:

TR-1 Prior to issuance of any Demolition or Grading Permit, the Director of Planning, Building, and Code Enforcement shall review and approve the Construction Management Plan, which shall specify the following, at a minimum:

- Demolition debris hauling and materials delivery shall be scheduled during the least inconvenient time period to the public and avoiding the peak traffic period, as follows:

  - Weekdays: Hauling and deliveries shall be scheduled between 9:00 AM and 4:00 PM, with consideration given to reduce deliveries during the 11:30 AM to 1:30 PM lunch period.

  - Saturdays: Hauling and deliveries, if any, shall not occur during the peak hour period of 11:30 AM to 1:30 PM.

- There shall be no staging of equipment or accumulation of vehicles on Rancho Palos Verdes City streets. Staging of trucks for the hauling of all demolition debris would occur on the College campus.

Level of Significance: Less Than Significant With Mitigation Incorporated.

5.3.4.2 EXISTING PLUS PROJECT CONDITIONS

❑ **PROJECT TRAFFIC COULD CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM AND COULD EXCEED AN ESTABLISHED STANDARD.**

Impact Analysis: This section analyzes the impact of adding trips forecast to be generated by the proposed Project to existing traffic conditions.

Existing Plus Project Peak Hour Traffic Volumes

Existing plus Project traffic volumes were derived by adding Project-generated trips to existing traffic volumes. Exhibit 5.3-12, *Existing Plus Project Weekday AM/PM Peak Hour Intersection Volumes*, illustrates existing plus Project weekday conditions AM and PM peak hour volumes at the study intersections. Exhibit 5.3-13, *Existing Plus Project Weekday Mid-Day and Afternoon Peak Hour Intersection Volumes*, illustrates existing plus Project weekday conditions mid-day and afternoon peak hour volumes. Exhibit 5.3-14, *Existing Plus Project Saturday Mid-Day Peak Hour Intersection Volumes*, illustrates existing plus Project Saturday conditions mid-day peak hour volumes.

Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS

Table 5.3-32, *City of Rancho Palos Verdes Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes existing plus Project weekday conditions AM and PM peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

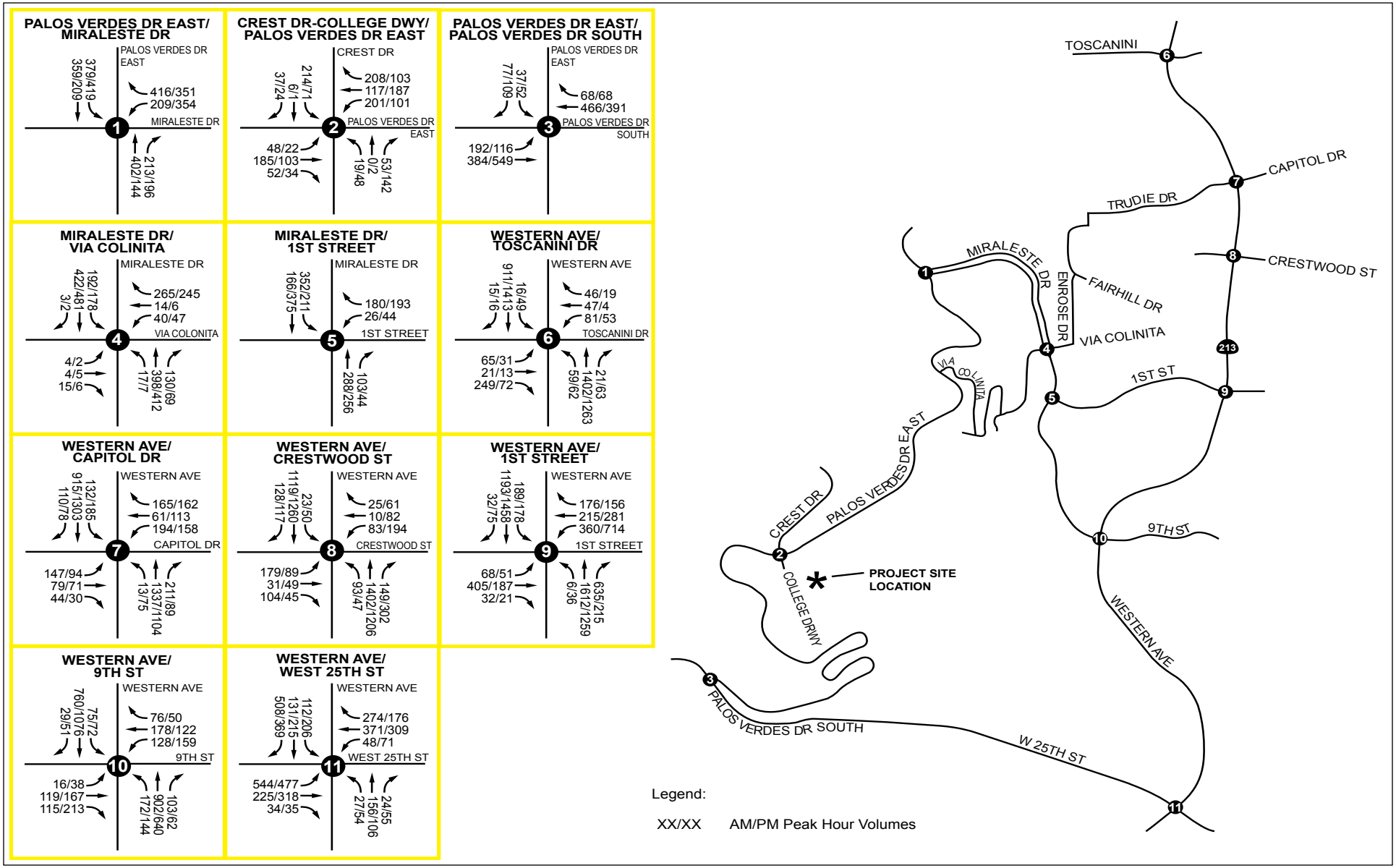
As indicated in Table 5.3-32, based on City of RPV established thresholds of significance, the addition of Project-generated trips is forecast to result in a significant impact at the following study intersections for existing plus Project weekday conditions:

- Palos Verdes Drive East/Miraleste Drive (AM and PM peak hours); and
- Western Avenue (SR-213)/Trudie Drive-Capitol Drive (AM peak hour only).

Table 5.3-33, *City of Los Angeles Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes existing plus Project weekday conditions AM and PM peak hour LOS of the City of Los Angeles study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

As indicated in Table 5.3-33, based on City of Los Angeles established thresholds of significance, the addition of Project-generated trips is forecast to result in a significant impact at the following study intersection for existing plus Project weekday conditions:

- Western Avenue (SR-213)/Trudie Drive-Capitol Drive (AM peak hour only).



Not to Scale

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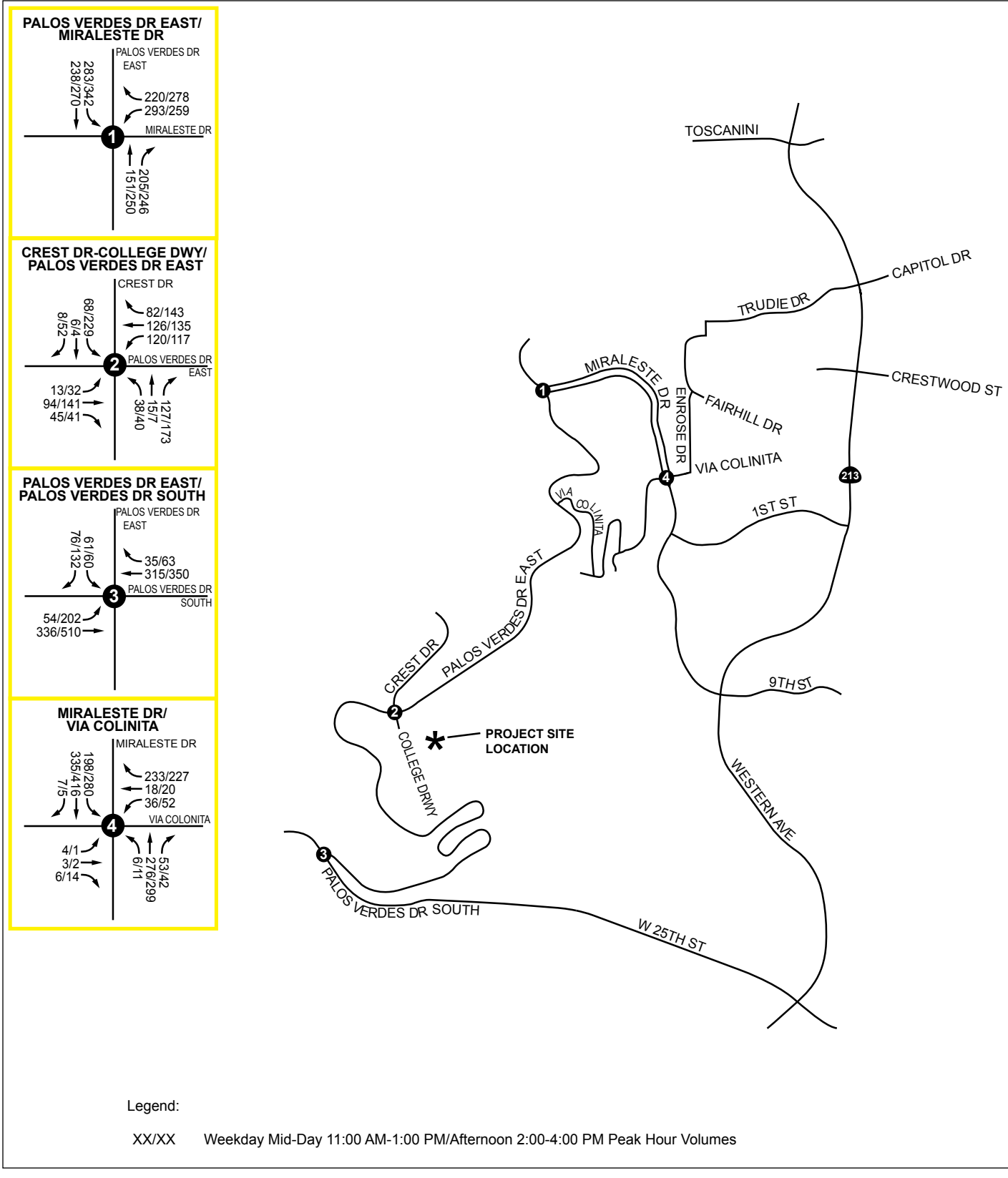
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Existing Plus Project Weekday AM/PM Peak Hour Intersection Volumes

Exhibit 5.3-12



Legend:

XX/XX Weekday Mid-Day 11:00 AM-1:00 PM/Afternoon 2:00-4:00 PM Peak Hour Volumes

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Not to Scale

Existing Plus Project Weekday Mid-Day and Afternoon Peak Hour Intersection Volumes

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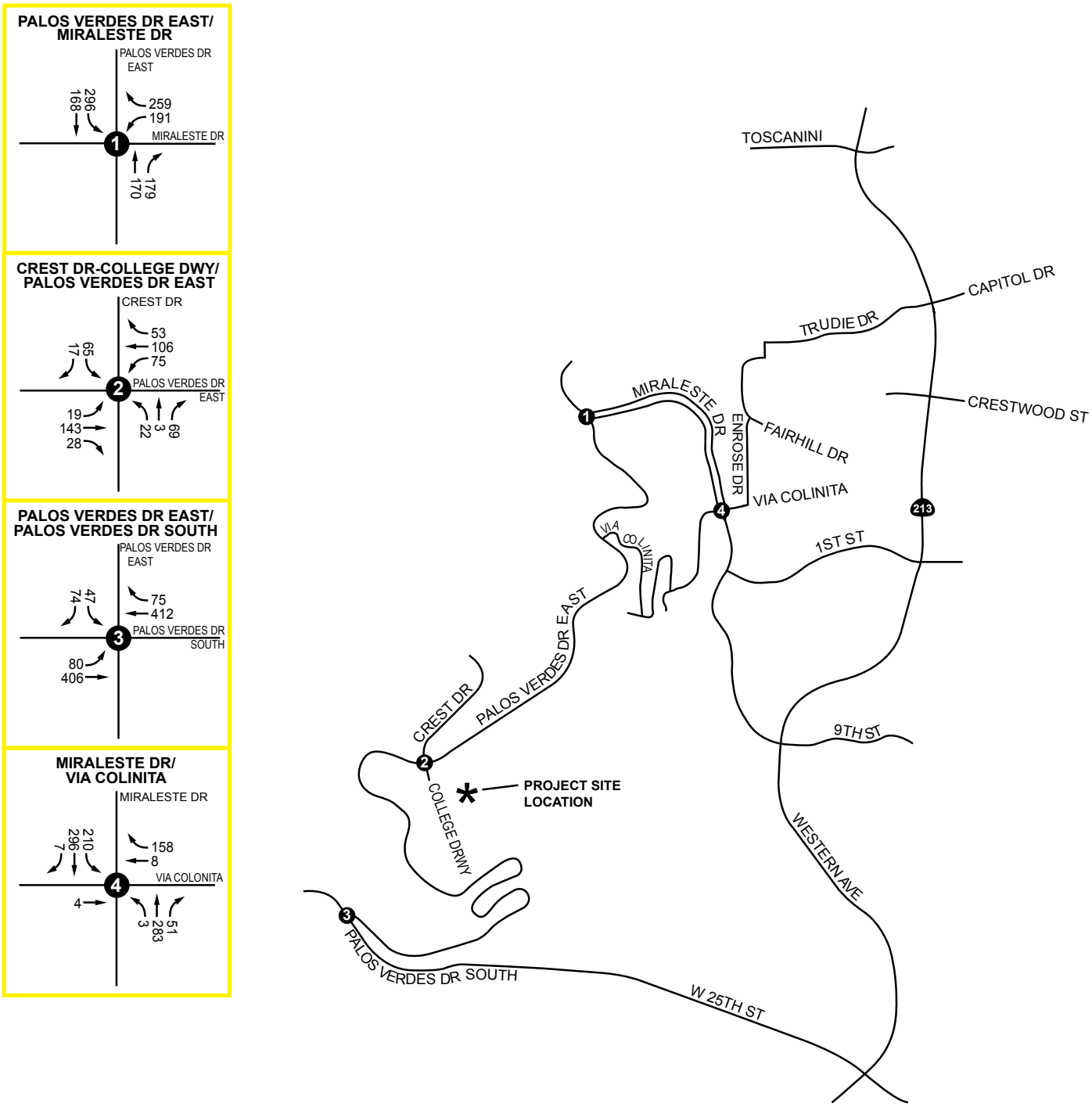
Exhibit 5.3-13



Legend:

XX Saturday Mid-Day Peak Hour Volumes

ENVIRONMENTAL IMPACT REPORT
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Existing Plus Project Saturday Mid-Day Peak Hour Intersection Volumes

Exhibit 5.3-14

Table 5.3-32
City of Rancho Palos Verdes
Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Existing Weekday		Existing Plus Project Weekday		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/ Miraleste Drive	N/A – 287.9 – F	N/A – 414.9 – F	N/A – 507.4 – F	N/A – 601.0 – F	Yes
Palos Verdes Drive East/ Crest Dr-College Entrance	0.44 – N/A – A	0.33 – N/A – A	0.49 – N/A – A	0.38 – N/A – A	No
Palos Verdes Drive East/ Palos Verdes Drive South	N/A – 19.0 – C	N/A – 17.8 – C	N/A – 21.2 – C	N/A – 19.7 – C	No
Miraleste Drive/ Via Colinita	N/A – 21.7 – C	N/A – 18.3 – C	N/A – 17.4 – C	N/A – 23.3 – C	No
Miraleste Drive/ 1st Street	N/A – 14.7 – B	N/A – 14.6 – B	N/A – 14.9 – B	N/A – 14.9 – B	No
Western Avenue (SR-213)/ Toscanini Drive	0.81 – N/A – D	0.70 – N/A – B	0.82 – N/A – D	0.71 – N/A – C	No
Western Avenue (SR-213)/ Trudie Drive-Capitol Drive	0.91 – N/A – E	0.80 – N/A – C	0.93 – N/A – E	0.82 – N/A – D	Yes
Western Avenue (SR-213)/ Crestwood Street	0.86 – N/A – D	0.81 – N/A – D	0.86 – N/A – D	0.82 – N/A – D	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.

Table 5.3-33
City of Los Angeles
Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Existing Weekday		Existing Plus Project Weekday		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	
Western Avenue (SR-213)/ Trudie Drive-Capitol Drive	0.912 – E	0.788 – C	0.929 – E	0.807 – D	Yes
Western Avenue (SR-213)/ Crestwood Street	0.809 – D	0.759 – C	0.812 – D	0.763 – C	No
Western Avenue (SR-213)/ 1st Street[1]	1.414 – F	1.317 – F	1.366 – F	1.319 – F	No
Western Avenue (SR-213)/ 9th Street	0.607 – B	0.804 – D	0.609 – B	0.804 – D	No
Western Avenue (SR-213)/ 25th Street	0.681 – B	0.622 – B	0.693 – B	0.634 – B	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
1 = V/C ratio improves with addition of Project-generated trips to underutilized intersection movements.

Existing Plus Project Weekday Mid-Day and Afternoon Peak Hour Intersection LOS

Table 5.3-34, *City of Rancho Palos Verdes Existing Plus Project Weekday Mid-Day and Afternoon Peak Hour Intersection LOS*, summarizes existing plus Project weekday conditions mid-day and afternoon peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

As indicated in Table 5.3-34, based on City of RPV established thresholds of significance, the addition of Project-generated trips is forecast to result in a significant impact at the following study intersection for existing plus Project weekday conditions:

- Palos Verdes Drive East/Miraleste Drive (mid-day and afternoon peak hours).

Table 5.3-34
City of Rancho Palos Verdes
Existing Plus Project Weekday Mid-Day and Afternoon Peak Hour Intersection LOS

Study Intersection	Existing Weekday		Existing Plus Project Weekday		Significant Impact?
	Mid-day Peak Hour (11 AM to 1 PM)	Afternoon Peak Hour (2 PM to 4 PM)	Mid-day Peak Hour (11 AM to 1 PM)	Afternoon Peak Hour (2 PM to 4 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/ Miraleste Drive	N/A – 169.3 – F	N/A – 250.5 – F	N/A – 260.6 – F	N/A – 390.7 – F	Yes
Palos Verdes Drive East/ Crest Dr-College Entrance	0.31 – N/A – A	0.48 – N/A – A	0.39 – N/A – A	0.53 – N/A – A	No
Palos Verdes Drive East/ Palos Verdes Drive South	N/A – 13.5 – B	N/A – 20.4 – C	N/A – 14.2 – B	N/A – 24.3 – C	No
Miraleste Drive/ Via Colinita	N/A – 16.5 – C	N/A – 17.2 – C	N/A – 19.4 – C	N/A – 18.9 – C	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.

Existing Plus Project Saturday Mid-Day Peak Hour Intersection LOS

Table 5.3-35, *City of Rancho Palos Verdes Existing Plus Project Saturday Mid-Day Peak Hour Intersection LOS*, summarizes existing plus Project Saturday conditions mid-day peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

As indicated in Table 5.3-35, based on City of RPV established thresholds of significance, the addition of Project-generated trips is forecast to result a significant impact at the following study intersection for existing plus Project Saturday conditions:

- Palos Verdes Drive East/Miraleste Drive (mid-day peak hour).

Table 5.3-35
City of Rancho Palos Verdes
Existing Plus Project Saturday Mid-Day Peak Hour Intersection LOS

Study Intersection	Existing Saturday	Existing Plus Project Saturday	Significant Impact?
	Mid-day Peak Hour (11 AM to 1 PM)	Mid-day Peak Hour (11 AM to 1 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/Miraleste Drive	N/A – 25.9 – D	N/A – 53.5 – F	Yes
Palos Verdes Drive East/Crest Dr-College Entrance	0.20 – N/A – A	0.28 – N/A – A	No
Palos Verdes Drive East/Palos Verdes Drive South	N/A – 14.9 – B	N/A – 16.2 – C	No
Miraleste Drive/Via Colinita	N/A – 16.3 – C	N/A – 17.7 – C	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.

Existing Plus Project Signal Warrant Analysis

A *MUTCD* signal warrant analysis was prepared to determine if signalization is warranted at the four unsignalized study intersections for weekday and Saturday conditions for the following the signal warrants:

- Minimum Vehicular Traffic Warrant;
- Interruption of Continuous Traffic Warrant; and
- Combinations Warrant.

Table 5.3-36, *Existing Plus Project Traffic Signal Warrant Analysis Summary*, summarizes the results of the existing plus Project traffic signal warrants for the unsignalized study intersections; detailed traffic signal warrant sheets are contained in Appendix D of the TIA.

As indicated in Table 5.3-36, traffic signal warrants are satisfied at the following study intersection for existing plus Project conditions:

- Palos Verdes Drive East/Miraleste Drive (weekday conditions only).

Existing Plus Project Recommended Mitigation Measures

A mitigation measure to increase shuttle ridership between the College and the Palos Verdes North housing facility was analyzed to potentially mitigate the significant traffic impacts at the following two study intersections:

- Palos Verdes Drive East/Miraleste Drive; and
- Western Avenue (SR-213)/Trudie Drive-Capitol Drive.

To reduce project impacts to a level considered less than significant at the Palos Verdes Drive East/Miraleste Drive intersection, the shuttle ridership between the

campus and the Palos Verdes Drive North housing facility would need to increase by the following:

- Increase by a factor of approximately three (from 43 to 126 riders) during the weekday AM peak hour;
- Increase by a factor of approximately eight (from 13 to 110 riders) during the weekday mid-day peak hour;
- Increase by a factor of approximately 14 (from 10 to 140 riders) during the weekday afternoon peak hour;
- Increase by a factor of approximately seven (from 14 to 101 riders) during the weekday PM peak hour; and
- Initiate weekend shuttle service with 52 riders during the Saturday mid-day peak hour.

To reduce Project impacts to a level considered less than significant at the Western Avenue (SR-213)/Trudie Drive-Capitol Drive intersection, the shuttle ridership between the campus and the Palos Verdes Drive North housing facility would need to increase by a factor of approximately 23 (from 31 to 730 riders) during the AM peak hour. It is noted, shuttle ridership would reduce trips from only some intersection movements affected by Project trip assignment at the study intersections, thereby reducing the overall benefit of the shuttle ridership. For example, the Western Avenue (SR-213)/Trudie Drive-Capitol Drive intersection traffic volumes are increased at 8 of the 12 intersection movements, while the shuttle ridership would only reduce trips at four of the intersection movements.

The analysis has concluded that the increase in ridership needed to reduce significant traffic impacts would be infeasible due to the high ridership values required.

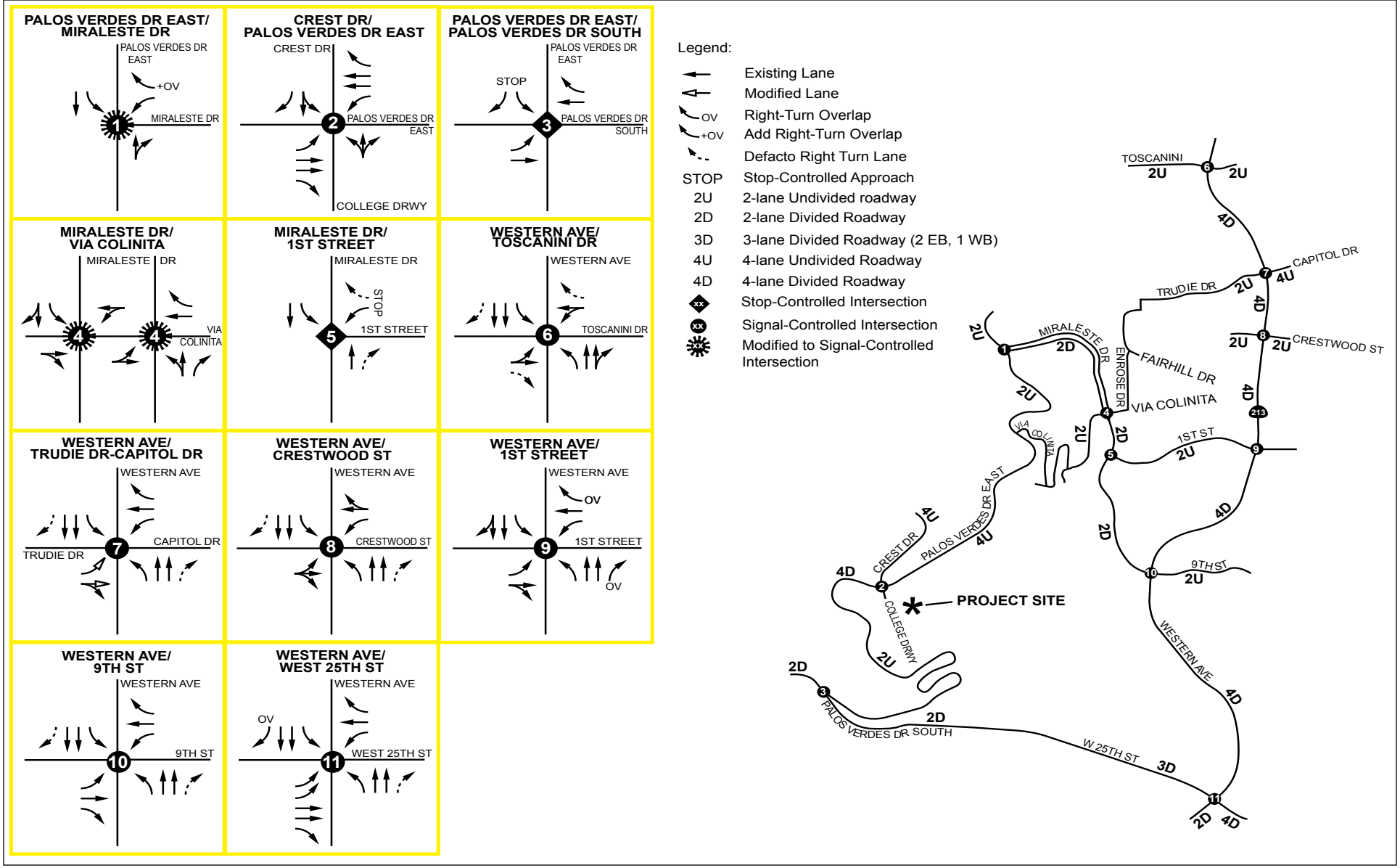
Mitigation measures, which involve improvements to the following intersections, are recommended to eliminate significant traffic impacts for existing plus Project conditions:

- Palos Verdes Drive East/Miraleste Drive; and
- Western Avenue (SR-213)/Trudie Drive-Capitol Drive.

Exhibit 5.3-15, *Mitigated Forecast Existing Plus Project Study Intersection/Roadway Geometry*, illustrates mitigated forecast existing plus Project conditions study intersection geometry.

Mitigated Existing Plus Project Weekday Intersection LOS

Table 5.3-37, *City of Rancho Palos Verdes Mitigated Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes existing plus Project weekday conditions AM and PM peak hour LOS of the City of RPV study intersections assuming full implementation of the recommended mitigation measures; detailed LOS analysis sheets are contained in Appendix C of the TIA.



Not to Scale

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MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Mitigated Forecast Existing Plus Project Study Intersection/Roadway Geometry

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Exhibit 5.3-15

Table 5.3-36
Existing Plus Project Traffic Signal Warrant Analysis Summary

Study Intersection	Warrant Type			Signalization of Intersection Warranted?
	Minimum Vehicular Traffic Warrant Satisfied?	Interruption of Continuous Traffic Warrant Satisfied?	Combinations Warrant Satisfied?	
Palos Verdes Drive East/Miraleste Drive				
-Weekday Conditions	Yes	No	N/A	Yes
-Saturday Conditions	No	No	No	No
Palos Verdes Drive East/Palos Verdes Drive South				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	No	No	No	No
Miraleste Drive/Via Colinita				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	No	No	No	No
Miraleste Drive/1st Street				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	N/A	N/A	N/A	N/A

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable.

Table 5.3-37
City of Rancho Palos Verdes
Mitigated Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Existing Weekday		Mitigated Existing Plus Project Weekday Conditions		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/ Miraleste Drive	N/A – 287.9 – F	N/A – 414.9 – F	0.92 – N/A – E	0.85 – N/A – D	No
Western Avenue (SR-213)/ Trudie Drive-Capitol Drive	0.91 – N/A – E	0.80 – N/A – C	0.86 – N/A – D	0.78 – N/A – C	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections.
Delay is shown in seconds.

As indicated in Table 5.3-37, no significant impacts are forecast to occur at City of RPV study intersections assuming full implementation of the recommended mitigation measures (TR-2 and TR-3) for the existing plus Project weekday conditions AM and PM peak hour.

Table 5.3-38, *City of Los Angeles Mitigated Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes existing plus Project weekday conditions AM and PM peak hour LOS of the Western Avenue (SR-213)/Trudie Drive-Capitol Drive intersection assuming full implementation of the recommended mitigation measure; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-38
City of Los Angeles
Mitigated Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Existing Weekday		Mitigated Existing Plus Project Weekday Conditions		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	
Western Avenue (SR-213)/ Trudie Drive-Capitol Drive	0.912 – E	0.788 – C	0.852 – D	0.759 – C	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

As indicated in Table 5.3-38, no significant impacts are forecast to occur at City of Los Angeles study intersections assuming full implementation of the recommended mitigation measure (TR-3) for the existing plus Project weekday conditions AM and PM peak hour.

Table 5.3-39, *City of Rancho Palos Verdes Mitigated Existing Plus Project Weekday Mid-Day and Afternoon Peak Hour Intersection LOS*, summarizes existing plus Project weekday conditions mid-day and afternoon peak hour LOS of the Palos Verdes Drive East/Miraleste Drive intersection, assuming full implementation of the recommended mitigation measures; detailed LOS analysis sheets are contained in Appendix C of the TIA.

As indicated in Table 5.3-39, no significant impacts are forecast to occur at City of RPV study intersections assuming full implementation of the recommended mitigation measures for the existing plus Project weekday conditions mid-day and afternoon peak hour.

Mitigated Existing Plus Project Saturday Intersection LOS

Table 5.3-40, *City of Rancho Palos Verdes Mitigated Existing Plus Project Saturday Mid-Day Peak Hour Intersection LOS*, summarizes existing plus Project Saturday conditions mid-day peak hour LOS of the Palos Verdes Drive East/Miraleste Drive intersection assuming full implementation of the recommended mitigation measures; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-39
City of Rancho Palos Verdes
Mitigated Existing Plus Project Weekday Mid-Day
Peak Hour and Afternoon Peak Hour Intersection LOS

Study Intersection	Existing Weekday		Mitigated Existing Plus Project Weekday Conditions		Significant Impact?
	Mid-day Peak Hour (11 AM to 1 PM)	Afternoon Peak Hour (2 PM to 4 PM)	Mid-day Peak Hour (11 AM to 1 PM)	Afternoon Peak Hour (2 PM to 4 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/ Miraleste Drive	N/A – 169.3 – F	N/A – 250.5 – F	0.74 – N/A – C	0.84 – N/A – D	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections.
Delay is shown in seconds.

Table 5.3-40
City of Rancho Palos Verdes
Mitigated Existing Plus Project Saturday Mid-Day Peak Hour Intersection LOS

Study Intersection	Existing Saturday Conditions	Mitigated Existing Plus Project Saturday Conditions	Significant Impact?
	Mid-day Peak Hour (11 AM to 1 PM)	Mid-day Peak Hour (11 AM to 1 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/Miraleste Drive	N/A – 25.9 – D	0.64 – N/A – B	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections.
Delay is shown in seconds.

As indicated in Table 5.3-40, no significant impacts are forecast to occur at City of RPV study intersections assuming full implementation of the recommended mitigation measure (TR-2) for the existing plus Project Saturday conditions mid-day peak hour.

Mitigation Measures:

TR-2 Prior to issuance of any Certificate of Occupancy, the Applicant shall implement the following improvement and may be eligible for reimbursement from future projects that result in impacts on this intersection:

- Palos Verdes Drive East/Miraleste Drive – Signalize the intersection. The intersection traffic signal shall be designed to include a

westbound right-turn overlap, which would preclude u-turn movement from southbound to northbound Palos Verdes Drive East; and

TR-3 Prior to issuance of any Certificate of Occupancy, the Applicant shall implement the following improvement and may be eligible for reimbursement from future projects that result in impacts on this intersection:

- Western Avenue (SR-213)/Trudie Drive-Capitol Drive – Re-stripe the eastbound Trudie Drive approach from one shared left-turn/through lane and one de-facto right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. The Project Applicant shall coordinate with the City of Los Angeles and Caltrans regarding implementation of this mitigation.

TR-4 For purposes of this analysis, the traffic impacts and corresponding mitigation measures assume the Marymount College student enrollment at a maximum of 793 weekday students (based on the formula allowing 750 full-time students, 20 part-time students, and a marginal difference of 3.0 percent), and 83 weekend students. Therefore, prior to issuance of any Certificate of Occupancy, student enrollment shall be limited to a maximum of 793 weekday students and 83 weekend students, including full- and part-time students.

Level of Significance: Less Than Significant With Mitigation Incorporated.

5.3.4.3 COUNTY OF LOS ANGELES CONGESTION MANAGEMENT PROGRAM

❑ **PROJECT TRAFFIC COULD CAUSE AN INCREASE IN TRAFFIC THAT WOULD EXCEED A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTYOF LOS ANGELES CONGESTION MANAGEMENT PROGRAM.**

Impact Analysis: Utilizing CMP guidelines, the following intersections are included in the CMP study area:

- Western Avenue (SR-213)/Toscanini Drive; and
- Western Avenue (SR-213)/9th Street.

Existing Plus Project Weekday AM and PM Peak Hour CMP Intersection LOS

Table 5.3-41, *Existing Plus Project Weekday AM and PM Peak Hour CMP Intersection LOS*, summarizes the existing plus Project weekday AM peak hour and PM peak hour LOS of the CMP study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

As indicated in Table 5.3-41, the addition of Project-generated trips at the CMP study intersections is forecast to result in no significant impacts for existing plus Project conditions.

Table 5.3-41
Existing Plus Project Weekday AM and PM Peak Hour CMP Intersection LOS

CMP Study Intersection	Existing Weekday		Existing Plus Project Weekday		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C –LOS	V/C –LOS	V/C -LOS	V/C -LOS	
Western Avenue (SR-213)/ Toscanini Drive	0.81 – D	0.70 – B	0.82 – D	0.71 – B	No
Western Avenue (SR-213)/ 9th Street	0.64 – B	0.82 – D	0.64 – B	0.82 – D	No
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.					

Forecast Year 2012 With Project Weekday AM & PM Hour CMP Intersection Peak Hour LOS

Table 5.3-42, *Forecast Year 2012 With Project Weekday AM and PM Peak Hour CMP Intersection LOS*, summarizes the forecast year 2012 with Project weekday AM peak hour and PM peak hour LOS of the CMP study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-42
Forecast Year 2012 With Project Weekday AM and PM Peak Hour CMP Intersection LOS

CMP Study Intersection	Forecast Year 2012 Without Project Weekday		Forecast Year 2012 With Project Weekday		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C –LOS	V/C -LOS	V/C -LOS	V/C -LOS	
Western Avenue (SR-213)/ Toscanini Drive	0.90 – D	0.79 – C	0.91 – E	0.80 – C	No
Western Avenue (SR-213)/ 9th Street	0.69 – B	0.87 – D	0.69 – B	0.87 – D	No
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.					

As indicated in Table 5.3-42, the addition of Project-generated trips at the CMP study intersections are forecast to result in no significant impacts for forecast year 2012 with Project conditions.

Mitigation Measures: No mitigation measures are recommended.

Level of Significance: Less Than Significant Impact.

5.3.4.4 STATE HIGHWAY

❑ **PROJECT TRAFFIC COULD CAUSE AN INCREASE IN TRAFFIC THAT WOULD EXCEED A LEVEL OF SERVICE STANDARD ESTABLISHED BY CALTRANS.**

Impact Analysis:

Existing Weekday AM and PM Peak Hour Intersection LOS

Table 5.3-43, *State Highway Existing Weekday AM and PM Peak Hour Intersection LOS*, summarizes existing weekday conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-43
State Highway Existing
Weekday AM and PM Peak Hour Intersection LOS

State Highway Study Intersection	Weekday AM Peak Hour (7 AM to 10 AM)	Weekday PM Peak Hour (4 PM to 6 PM)
	Delay -LOS	Delay -LOS
Western Avenue (SR-213)/Toscanini Drive	17.5 – B	9.8 – A
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	23.0 – C	22.4 – C
Western Avenue (SR-213)/Crestwood Street	17.4 – B	13.6 – B
Western Avenue (SR-213)/1st Street	**68.9 – E**	**86.6 – F**
Western Avenue (SR-213)/9th Street	21.8 – C	23.4 – C
Western Avenue (SR-213)/25th Street	25.6 – C	24.9 – C
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.		
Delay is shown in seconds.		

As indicated in Table 5.3-43, the Western Avenue (SR-213)/1st Street intersection is currently operating at a deficient LOS (LOS D or worse) according to Caltrans performance criteria for weekday conditions.

Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS

Table 5.3-44, *State Highway Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes existing plus Project weekday conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-44
State Highway Existing Plus Project Weekday AM and PM Peak Hour Intersection LOS

State Highway Study Intersection	Existing Weekday		Existing Plus Project Weekday		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	Delay –LOS	Delay -LOS	Delay -LOS	Delay -LOS	
Western Avenue (SR-213)/ Toscanini Drive	17.5 – B	9.8 – A	17.5 – B	9.8 – A	No
Western Avenue (SR-213)/ Trudie Drive-Capitol Drive	23.0 – C	22.4 – C	23.7 – C	23.1 – C	No
Western Avenue (SR-213)/ Crestwood Street	17.4 – B	13.6 – B	17.4 – B	13.6 – B	No
Western Avenue (SR-213)/ 1st Street	**68.9 – E**	**86.6 – F**	**67.8 – E**	**88.4 – F**	No
Western Avenue (SR-213)/ 9th Street	21.8 – C	23.4 – C	21.8 – C	23.5 – C	No
Western Avenue (SR-213)/ 25th Street	25.6 – C	24.9 – C	25.7 – C	25.1 – C	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
Delay is shown in seconds.

As indicated in Table 5.3-44, with the addition of Project-generated trips, the Western Avenue (SR-213)/1st Street intersection is forecast to continue to operate at a deficient LOS (LOS D or worse) according to Caltrans performance criteria for existing plus Project weekday conditions. As also indicated in Table 5.3-44, the addition of Project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for existing plus Project weekday conditions.

Forecast Year 2012 Without Project Weekday AM & PM Peak Hour Intersection LOS

Table 5.3-45, *State Highway Forecast Year 2012 Without Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes forecast year 2012 without Project weekday conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

As indicated in Table 5.3-45, the Western Avenue (SR-213)/1st Street intersection is forecast to operate at a deficient LOS (LOS D or worse) according to Caltrans performance criteria for forecast year 2012 without Project weekday conditions.

Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS

Table 5.3-46, *State Highway Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project weekday conditions AM and PM peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-45
State Highway Forecast Year 2012 Without Project
Weekday AM and PM Peak Hour Intersection LOS

State Highway Study Intersection	Weekday AM Peak Hour (7 AM to 10 AM)	Weekday PM Peak Hour (4 PM to 6 PM)
	Delay -LOS	Delay -LOS
Western Avenue (SR-213)/Toscanini Drive	18.3 – B	10.3 – B
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	34.9 – C	**35.9 – D**
Western Avenue (SR-213)/Crestwood Street	22.7 – B	20.5 – C
Western Avenue (SR-213)/1st Street	**85.8 – F**	**117.6 – F**
Western Avenue (SR-213)/9th Street	22.2 – C	24.5 – C
Western Avenue (SR-213)/25th Street	27.3 – C	27.0 – C
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.		
Delay is shown in seconds.		

Table 5.3-46
State Highway Forecast Year 2012 With Project
Weekday AM and PM Peak Hour Intersection LOS

State Highway Study Intersection	Forecast Year 2012 Without Project Weekday		Forecast Year 2012 With Project Weekday		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	Delay –LOS	Delay -LOS	Delay -LOS	Delay -LOS	
Western Avenue (SR-213)/ Toscanini Drive	18.3 – B	10.3 – B	18.3 – B	10.3 – B	No
Western Avenue (SR-213)/ Trudie Drive-Capitol Drive	34.9 – C	**35.9 – D**	**37.3 – D**	**38.2 – D**	Yes
Western Avenue (SR-213)/ Crestwood Street	22.7 – B	20.5 – C	22.9 – C	20.8 – C	No
Western Avenue (SR-213)/ 1st Street	**85.8 – F**	**117.6 – F**	**84.7 – F**	**119.6 – F**	No
Western Avenue (SR-213)/ 9th Street	22.2 – C	24.5 – C	22.2 – C	24.5 – C	No
Western Avenue (SR-213)/ 25th Street	27.3 – C	27.0 – C	27.5 – C	27.2 – C	No
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.					
Delay is shown in seconds.					

As indicated in Table 5.3-46, with the addition of Project-generated trips, the following study intersections are forecast to operate at a deficient LOS (LOS D or worse) according to Caltrans performance criteria for forecast year 2012 with Project weekday conditions:

- Western Avenue (SR-213)/Trudie Drive-Capitol Drive (both AM and PM peak hour); and

- Western Avenue (SR-213)/1st Street (both AM and PM peak hour).

As also indicated in Table 5.3-46, the addition of Project-generated trips is forecast to result in a significant impact at the Western Avenue (SR-213)/Trudie Drive-Capitol Drive intersection for forecast year 2012 with Project weekday conditions.

Forecast Year 2012 With Project Recommended Mitigation Measures

Mitigation measures, which involve improvements to the following intersection, are recommended to eliminate significant traffic impacts for forecast year 2012 with Project conditions:

- Western Avenue (SR-213)/Trudie Drive-Capitol Drive

Mitigated Forecast Year 2012 With Project Weekday AM & PM Peak Hour Intersection LOS

Table 5.3-47, *State Highway Mitigated Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project weekday conditions AM and PM peak hour LOS of the Western Avenue (SR-213)/Trudie Drive-Capitol Drive intersection assuming full implementation of the recommended mitigation measure; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-47
State Highway Mitigated Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS

State Highway Study Intersection	Forecast Year 2012 Without Project Weekday		Mitigated Forecast Year 2012 With Project Weekday		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	Delay –LOS	Delay -LOS	Delay -LOS	Delay -LOS	
Western Avenue (SR-213)/ Trudie Drive-Capitol Drive	34.9 – C	**35.9 – D**	27.9 – C	32.5 – C	No
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.					
Delay is shown in seconds.					

As indicated in Table 5.3-47, no significant impacts are forecast to occur at the State Highway Western Avenue (SR-213)/Trudie Drive-Capitol Drive intersection, assuming full implementation of recommended Mitigation Measure TR-3 for the forecast year 2012 with Project conditions AM and PM peak hour.

Mitigation Measures: Refer to Mitigation Measure TR-3, which specifies the recommended improvements to Western Avenue (SR-213)/Trudie Drive-Capitol Drive.

Level of Significance: Less Than Significant With Mitigation Incorporated.

5.3.4.5 PARKING CAPACITY

❑ **PROJECT IMPLEMENTATION COULD RESULT IN INADEQUATE PARKING CAPACITY.**

Impact Analysis: The purpose of this section is to document forecast parking conditions associated with the proposed Marymount College Facilities Expansion Project and determine the adequacy of parking provided upon completion of the proposed Project.

Existing Plus Project On-Site Parking Required According to City Code

Table 5.3-48, *Forecast Parking Spaces Required Per City Code*, summarizes the parking capacity required, according to City of RPV Parking Code, to accommodate existing College uses, as well as the Project's proposed components. It should be noted, strict interpretation of the City Code to the proposed Project components may double count students in the College category and the Dormitory category.

As indicated in Table 5.3-48, according to the City of RPV Parking Code, 621 parking spaces are currently required to accommodate the existing Marymount College without the proposed Project parking demand. As also indicated in Table 5.3-48, according to the City of RPV Parking Code, 351 additional parking spaces would be required to accommodate the proposed Project. A range between 972 and 847 parking spaces would be required, according to City of RPV Parking Code, to meet the parking demand at Marymount College assuming completion of the proposed Project.

Table 5.3-48
Forecast Parking Spaces Required Per City Code

City Parking Code Requirement	Existing Marymount College Conditions		Proposed Expansion Project		Existing With Expansion Project Marymount College		Modified Existing With Expansion Project Marymount College[3]	
	Quantity	Parking Spaces Required	Quantity	Parking Spaces Required	Quantity	Parking Spaces Required	Quantity	Parking Spaces Required
College								
1 Space per 2 stu	793 stu	397	0 New stu	0	793 stu	397	543 stu	272
1 Space per 2 E/F	215 E/F	108	12 New E/F	6	227 E/F	114	227 E/F	114
1 Space per 5 stu seats	578 stu seats	116	131 Net stu seats	26	709 stu seats	142	709 stu seats	142
Dormitory								
1 Space per Bedroom Unit[1]	0 Residential du	0	128 New Residential du	255[2]	128 Residential du	255[2]	128 Residential du	255[2]
Guest Space: 25% of total Multiple-Family parking required	0.25 * 0 spaces	0	0.25 * 255 parking spaces	64	0.25 * 255 parking spaces	64	0.25 * 255 parking spaces	64
Parking Spaces Requires		**621**		**351**		**972**		**847**

du = dwelling units; stu = Students; E/F = Employees/Faculty.

1 City of Rancho Palos Verdes Parking Code for Multiple-Family category.
2 Assumes dual occupancy of 127 bedroom units and single occupancy of 1 bedroom unit.
3 Parking calculation accounts for 250 students living in dormitory to avoid potential double-counting of students between College and Dormitory.

Table 5.3-49, *Adequacy of Parking Spaces Based on City Code,* summarizes the number of parking spaces required versus parking spaces provided at the Marymount College, as well as the number of parking spaces planned to be provided at the Marymount College assuming completion of the proposed Project.

Table 5.3-49
Adequacy of Parking Spaces Based on City Code

Parking Spaces	Existing Without Expansion Project Marymount College	Proposed Expansion Project	Existing With Expansion Project Marymount College	Modified Existing With Expansion Project Marymount College[3]
Forecast Parking Spaces Required	621 existing spaces[1]	351 additional spaces	972 total spaces[1]	847 total spaces
Parking Spaces Provided	343 existing spaces	120 additional spaces	463 total spaces	463 total spaces
Forecast Surplus/ Deficient Parking Spaces Provided	-278 spaces	-231 spaces	-509 spaces	-384 spaces
Sufficient Parking Spaces Provided	No	No	No	No
Observed Overflow Parking Demand on Adjacent Streets	49 vehicles[2]	N/A	N/A	N/A

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable
1 = Based on 793 regularly enrolled students.
2 = Based on Fall 2005 parking demand counts at 2:00 PM
3 = Parking calculation accounts for 250 students living in dormitory.

As indicated in Table 5.3-49, because the proposed Project is planned to add 120 parking spaces, a 231 parking space deficiency is forecast to occur based on City of RPV Parking Code. As also indicated in Table 5.3-49, because the entire Marymount College assuming completion of the proposed Project is planned to provide 463 parking spaces, between a 509 and 384 parking space deficiency is forecast to occur based on City of RPV Parking Code.

Because parking deficiencies are forecast to occur for existing and future conditions based on calculations using City Code rather than observed parking counts, an alternate parking analysis has been prepared to more accurately portray future parking conditions assuming completion of the proposed Project. It is worth noting parking required based on City code indicates between 972 and 847 parking spaces may be required and is based on the strict interpretation of code.

Existing Plus Project On-Site Parking Required Based on Observed Counts

This section reviews parking spaces needed for the proposed Project taking into account observed College-related parking counts, including forecast demand associated with the two proposed Project components (i.e., junior college and dormitory/apartments).

Table 5.3-50, *Existing Marymount College Weekday Parking Demand*, summarizes the observed Marymount College-related weekday parking demand for existing conditions, based on the observed parking activity during the Fall 2005 semester. As indicated in Table 5.3-50, a peak Marymount College-related weekday parking demand of 372 parked vehicles was observed at 11:00 AM for existing conditions.

Table 5.3-50
Existing Marymount College Weekday Parking Demand

Time	Existing Weekday Off-Street Parking Demand[1]	Existing Weekday On-Street Parking Demand[1]	Total Weekday Observed Parking Demand (On-Street & Off-Street)
7:00 AM	91	7	98
8:00 AM	117	10	127
9:00 AM	257	23	280
10:00 AM	287	36	323
11:00 AM	**326**	**46**	**372**
12:00 PM	317	46	363
1:00 PM	304	48	352
2:00 PM	289	49	338
3:00 PM	284	48	332
4:00 PM	235	30	265
5:00 PM	204	24	228
6:00 PM	141	16	157
7:00 PM	89	7	96
8:00 PM	38	4	42
9:00 PM	28	4	32
10:00 PM	24	4	28
11:00 PM	20	4	24

Note: Bold indicates peak parking demand.
1 = Based on Fall 2005 parking demand counts of College off-street parking and College-associated on-street parking.

Table 5.3-51, *Existing Marymount College Saturday Parking Demand*, summarizes the observed Marymount College-related Saturday parking demand, based on observed parking activity during the Fall 2005 semester. As indicated in Table 5.4-47, a peak Marymount College-related Saturday parking demand of 87 parked vehicles was observed at 12:00 PM for existing conditions.

Table 5.3-51
Existing Marymount College Saturday Parking Demand

Time	Existing Saturday Off-Street Parking Demand [1]	Existing Saturday On-Street Parking Demand [1]	Total Saturday Observed Parking Demand (On-Street & Off-Street)
7:00 AM	8	6	14
8:00 AM	14	8	22
9:00 AM	59	8	67
10:00 AM	64	8	72
11:00 AM	73	8	81
12:00 PM	78	**9**	**87**
1:00 PM	67	9	76
2:00 PM	51	9	60
3:00 PM	32	7	39
4:00 PM	27	7	34

Table 5.3-51 [continued]
Existing Marymount College Saturday Parking Demand

Time	Existing Saturday Off-Street Parking Demand [1]	Existing Saturday On-Street Parking Demand [1]	Total Saturday Observed Parking Demand (On-Street & Off-Street)
5:00 PM	16	7	23
6:00 PM	21	7	28
7:00 PM	63	5	68
8:00 PM	**79**	7	86
9:00 PM	70	7	77
10:00 PM	33	7	40
11:00 PM	21	7	28

Note: Bold indicates peak parking demand.
1 = Based on Fall 2005 parking demand counts of College off-street parking and College-associated on-street parking.

Table 5.3-52, *Existing Marymount College Peak Hour Parking Ratio*, summarizes the Marymount College-related weekday and Saturday peak hour parking ratio for existing conditions, based on observed parking demand during the Fall 2005 semester when weekday student enrollment was 658 students and weekend student enrollment was 80 students. As indicated in Table 5.3-52, the existing peak parking ratio at Marymount College is 0.57 parked vehicles/student during weekday conditions and 0.12 parked vehicles/student during Saturday conditions. It is noted the parking ratio identified above assumes all on-street parking associated with Marymount College is included, and therefore, forecast demand using these ratios assume all Marymount College-related on-street parking activity is relocated on-campus.

Table 5.3-52
Existing Marymount College Peak Hour Parking Ratio

Parking Component	Weekday	Saturday
Observed Peak Hour Parking Demand	372 vehicles[1] (11 AM)	87 vehicles[1] (12 PM)
Student Enrollment (Fall 2005)	658 Students	738 Students[2]
Peak Hour Parking Ratio (demand/student)	**0.57 parked vehicles/student**	**0.12 parked vehicles/student**

1 = Based on Fall 2005 parking demand counts.
2 = 738 students accounts for 658 weekday enrolled students and 80 weekend enrolled students.

Forecast parking demand for weekday and Saturday conditions has been prepared utilizing the following assumptions:

- Maximum weekday student enrollment is 793 students (based on the formula allowing 750 full-time students, 20 part-time students and a marginal difference of 3.0 percent);
- Maximum weekend student enrollment is 83 students (based on highest average enrollment during last three years);

- Each resident living in campus dormitories requires a parking space;
- Parking spaces required for guests in dormitories is based on City of Rancho Palos Verdes Parking Code for multiple-family category;
- Students not living on campus would park at the campus, based on the observed vehicle to student peak parking ratios;
- Calculations of parking spaces required assumes no Marymount College-related parking on adjacent streets, i.e., all on-street parking demand is relocated to on-campus parking areas;
- Parking spaces required for new student seats is based on City of Rancho Palos Verdes Parking Code for colleges and universities;
- Addition of 12 new security, custodial, and maintenance staff; and
- The cumulative projects identified within the TIA are not forecast to increase parking demand at the parking study area.

Table 5.3-53, *Forecast Weekday Parking Demand Based on Observed Parking Ratio and City Code*, summarizes the forecast parking capacity required for existing plus Project weekday peak hour conditions, assuming a maximum weekday enrollment of 793 students, based on the observed weekday parking ratio and City of Rancho Palos Verdes Parking Code.

Table 5.3-53
Forecast Weekday Parking Demand Based on Observed Parking Ratio and City Code

Parking Component	Peak Hour Parking Space Demand
250 Students Living in Campus Dormitory (Plus 5 Adult Supervisors) [1]	255
Dormitory Guests (City Code: 25% of total Multiple-Family parking required) [2,3]	64
12 New Employees/Faculty [4]	6
543 Students Not Living On-Campus (543 students * 0.57 parked vehicles/student)	310
131 Net New Student Seats (City Code: 1 parking space per 5 student seats) [5]	26
Forecast Parking Spaces Required	*661*
Parking Spaces Provided (343 existing + 120 added by proposed Project) [6]	463
Parking Surplus/Deficiency	**-198**

1 = Conservatively assumes each resident/supervisor living on campus requires a parking space.
2 = City of Rancho Palos Verdes Parking Code for Multiple-Family category.
3 = Conservatively assumes no guests are students at the College.
4 = Based on City of Rancho Palos Verdes Parking Code for Colleges and Universities for employee/faculty category.
5 = Based on City of Rancho Palos Verdes Parking Code for Colleges and Universities; 205 new minus 74 existing seats.
6 = Based on Site Plan (Rasmussen and Associates, November 2005).

As indicated in Table 5.3-53, since the proposed Project is planned to add 120 parking spaces to the existing 343 parking spaces, a 198 parking space deficiency is

forecast to occur during the weekday peak hour, based on the observed weekday parking ratio and City of Rancho Palos Verdes Parking Code.

Table 5.3-54, *Forecast Saturday Parking Demand Based on Observed Parking Ratio and City Code*, summarizes the forecast parking capacity required for existing plus Project Saturday peak hour conditions, assuming a maximum enrollment of 83 students, based on the observed Saturday parking ratio and City of Rancho Palos Verdes Parking Code. Since weekday enrolled students utilize the campus during weekend conditions, the 793 maximum enrolled weekday students are included in the Table 5.3-54 Saturday parking demand forecast.

Table 5.3-54
Forecast Saturday Parking Demand Based on Observed Parking Ratio and City Code

Parking Component	Peak Hour Parking Space Demand
250 Students Living in Campus Dormitory (Plus 2 Adult Supervisors)[1]	255
Dormitory Guests (City Code: 25% of total Multiple-Family parking required)[2,3]	64
12 New Employees/Faculty[4]	6
626 Students Not Living On-Campus (626 students * 0.12 parked vehicles/student)[5]	75
131 Net New Student Seats (City Code: 1 parking space per 5 student seats)[6]	26
Forecast Parking Spaces Required	*426*
Parking Spaces Provided (343 existing + 120 added by proposed Project)[7]	463
Parking Surplus/Deficiency	**+37**

1 = Conservatively assumes each resident/supervisor living on campus requires a parking space.
2 = City of Rancho Palos Verdes Parking Code for Multiple-Family category.
3 = Conservatively assumes no guests are students at the College.
4 = Based on City of Rancho Palos Verdes Parking Code for Colleges and Universities for employee/faculty category.
5 = 626 students not living on-campus accounts for 543 weekday enrolled students and 83 weekend enrolled students.
6 = Based on City of Rancho Palos Verdes Parking Code for Colleges and Universities; 205 new minus 74 displaced seats.
7 = Based on Site Plan (Rasmussen and Associates, November 2005).

As indicated in Table 5.3-54, since the proposed Project is planned to add 120 parking spaces to the existing 343 parking spaces, a 37 parking space surplus is forecast to occur during the Saturday peak hour based on the observed Saturday parking ratio and City of Rancho Palos Verdes Parking Code.

Mitigated Existing Plus Marymount Project Parking Conditions

Mitigation measures have been identified, which involve restricted guest parking and a parking management strategy to reduce parking demand associated with Marymount College, assuming implementation of the proposed Project.

Table 5.3-55, *Mitigated Forecast Parking Demand Based on Observed Parking Ratio and City Code*, indicates the mitigated forecast parking capacity required for existing plus Project weekday conditions, based on the observed parking ratio, as well as land uses planned as part of the proposed Project, assuming implementation of the parking mitigation measures.

As indicated in Table 5.3-55, assuming implementation of the parking mitigation measures, a parking surplus of three (3) spaces is forecast to occur during the weekday peak hour, based on the observed weekday parking ratio and City of Rancho Palos Verdes Parking Code. To further ensure that potential parking impacts on local streets surrounding the College are minimized, the City Council could consider establishing one or more restricted parking permit programs pursuant to Title 10 of the City's Municipal Code. A neighborhood parking program is an option for City Council and residents to restrict non-resident (including residents of the proposed Residence Halls) related parking on designated streets based on petition to the Council by residents. The City Council can form districts for enforcement of a neighborhood parking permit program. Thus, with implementation of the recommended mitigation and establishment of a parking permit program, an adequate amount of parking would be provided at completion of the proposed Project and a less than significant impact would occur in this regard.

Table 5.3-55
Mitigated Forecast Parking Demand Based on Observed Parking Ratio and City Code

Parking Component	Peak Hour Parking Space Demand
250 Students Living in Campus Dormitory (Plus 5 Adult Supervisors)[1]	255
Dormitory Guests (City Code: 25% of total Multiple-Family parking required)[2,3]	64
12 New Employees/Faculty[4]	6
543 Students Not Living On-Campus (543 students * 0.57 parked vehicles/student)	310
131 Net New Student Seats (City Code: 1 parking space per 5 student seats)[5]	26
Mitigation Measure: Restrict Guest Parking between 10 AM and 3 PM	-64
Forecast Parking Spaces Required	*597*
Mitigation Measure: Parking Management Strategy (23% Reduction applied to 597 demand)	-137
Total Forecast Parking Spaces Required	**460**
Parking Spaces Provided (343 existing + 120 added by proposed Project)[6]	463
Parking Surplus/Deficiency	**+3**

1 = Conservatively assumes each resident/supervisor living on campus requires a parking space.
2 = City of Rancho Palos Verdes Parking Code for Multiple-Family category.
3 = Conservatively assumes no guests are students at the College.
4 = Based on City of Rancho Palos Verdes Parking Code for Colleges and Universities for employee/faculty category.
5 = Based on City of Rancho Palos Verdes Parking Code for Colleges and Universities; 205 new minus 74 displaced seats.
6 = Based on Site Plan (Rasmussen and Associates, November 2005).

Mitigation Measures:

TR-5 Prior to issuance of any Certificate of Occupancy, the Applicant shall institute, to the satisfaction of the Director of Planning, Building, and Code Enforcement and the Public Works Director, a parking management program, which prohibits dormitory guest parking on weekdays during the peak parking demand periods between 10:00 AM and 3:00 PM.

TR-6 Prior to issuance of any Certificate of Occupancy, the Applicant shall institute, to the satisfaction of the Director of Planning, Building, and Code

Enforcement and the Public Works Director, parking management strategies to reduce weekday College-related parking demand by the following values:

- 23 percent or greater for student enrollment between 751 and 793;
- 19 percent or greater for student enrollment between 701 and 750;
- 15 percent or greater for student enrollment between 651 and 700;
- 10 percent or greater for student enrollment between 601 and 650;
- 5 percent or greater for student enrollment between 551 and 600; and
- 0 percent or greater for student enrollment of 550 or less.

Potential parking management strategies may include, but are not limited to, the following:

- Provision of "carpool only" parking spaces;
- Implementation of parking pricing for campus parking permits;
- Utilization of remote parking;
- Provision of increased shuttle services;
- Offering financial incentives;
- Implementation of restrictions on parking allowed by dormitory residents;
- Implementation of restrictions on parking allowed by residents of the Palos Verdes North Facility.

TR-7 A Parking Management Strategy Program shall be prepared and submitted by the Applicant for review to the Director of Planning, Building, and Code Enforcement, by July 1st of every year. Said Program shall:

- Document the prior-year's achieved parking demand reductions.
- Identify strategies for use in the upcoming academic school year.
- Be modified on an as needed basis, as deemed necessary by the Director of Planning, Building, and Code Enforcement.

TR-8 The parking impacts and corresponding mitigation measures assume the Marymount College student enrollment at a maximum of 793 weekday students (based on the formula allowing 750 full-time students, 20 part-time students, and a marginal difference of 3.0 percent) and 83 weekend students. Therefore, prior to issuance of any Certificate of Occupancy, student enrollment shall be limited to a maximum of 793 weekday students and 83 weekend students, including full- and part-time students.

Level of Significance: Less Than Significant With Mitigation Incorporated.

5.3.4.6 ALTERNATIVE TRANSPORTATION

❑ **PROJECT IMPLEMENTATION COULD CONFLICT WITH ADOPTED PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (I.E., BUS ROUTES).**

Impact Analysis: As previously noted, the following transit services are available in the vicinity of the proposed Project site:

- Palos Verdes Peninsula Transit Authority (PVPTA) Gold, Orange and Green Lines;
- Metro Bus Lines 205, 447 and 550; and
- Marymount College Shuttle Service.

The College provides a shuttle bus service operating on a set schedule to transport students and faculty to and from the two housing facilities (Palos Verdes North and Pacific View) and the campus, a distance of approximately six miles. The shuttle operates between 7:00 AM and 10:00 PM Monday through Friday, and operates on a limited schedule on the weekends during the last week of each semester, finals week, and for special occasions or events. Based on shuttle ridership information provided by the College, approximately 136 students/faculty utilize the shuttle on a typical weekday to arrive on campus from the Palos Verdes North housing facility and 76 students/faculty utilize the shuttle on a typical weekday to arrive on campus from the Pacific View housing facility. Shuttle ridership leaving the campus shows lower usage, likely due to carpooling with students driving in their own vehicles.

The proposed Project is forecast to generate approximately 1,561 weekday daily trips, which includes approximately 120 weekday AM peak hour trips and approximately 129 weekday PM peak hour trips. As per CMP guidelines, person trips can be estimated using a 1.4 factor to convert total vehicle trips to person trips, which results in a total of 168 AM peak hour person trips, 181 PM peak hour person trips and 2,185 daily person trips generated by the Project.

Based on the CMP guidelines for determining trips assigned to transit, the following factor applicable to the proposed Project is utilized:

- 3.5 percent of Total Person Trips Generated.

Table 5.3-56, *CMP Transit Trip Generation of Proposed Project*, indicates the calculation of Project-generated transit trips, utilizing CMP guidelines.

Table 5.3-56
CMP Transit Trip Generation of Proposed Project

Trips	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	Daily Trips
Trip Generation of Proposed Project (Vehicles)	120	129	1,561
Person Trips Conversion Factor	1.4	1.4	1.4
Person Trips of Proposed Project	168	181	2,185
3.5% Transit Trips Conversion Factor	3.5%	3.5%	3.5%
Total Transit Trips of Proposed Project	**6**	**6**	**76**

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

As indicated in Table 5.3-56, based on the CMP guidelines, and the proximity of the various Project land uses in relation to available transit in the Project vicinity, the proposed Project is forecast to generate approximately 6 AM peak hour transit trips, approximately 6 PM peak hour transit trips, and approximately 76 daily transit trips.

This analysis conservatively assumes no reduction of forecast trip generation of the proposed Project associated with reduced traffic and parking related to parking management strategies.

Mitigation Measures: No mitigation measures are recommended.

Level of Significance: Less Than Significant Impact.

5.3.5 CUMULATIVE (FORECAST YEAR 2012) CONDITIONS

❑ **PROJECT TRAFFIC AND OTHER RELATED CUMULATIVE PROJECTS COULD CAUSE A SIGNIFICANT INCREASE IN TRAFFIC WHEN COMPARED TO THE TRAFFIC CAPACITY OF THE STREET SYSTEM AND COULD EXCEED AN ESTABLISHED STANDARD.**

Impact Analysis:

FORECAST YEAR 2012 WITHOUT PROJECT

This section evaluates study area traffic conditions in forecast year 2012 without the proposed Project. To determine the impacts of the proposed Project, which is planned to be substantially completed by 2012, forecast year 2012 without Project conditions are analyzed prior to forecast year 2012 with Project conditions. While the proposed Project is phased for demolition and construction activities between 2008 and 2015, impacts and mitigation measures are identified for year 2012 to ensure mitigation measures are implemented at the opening of Phase II, which is identified as 2012.

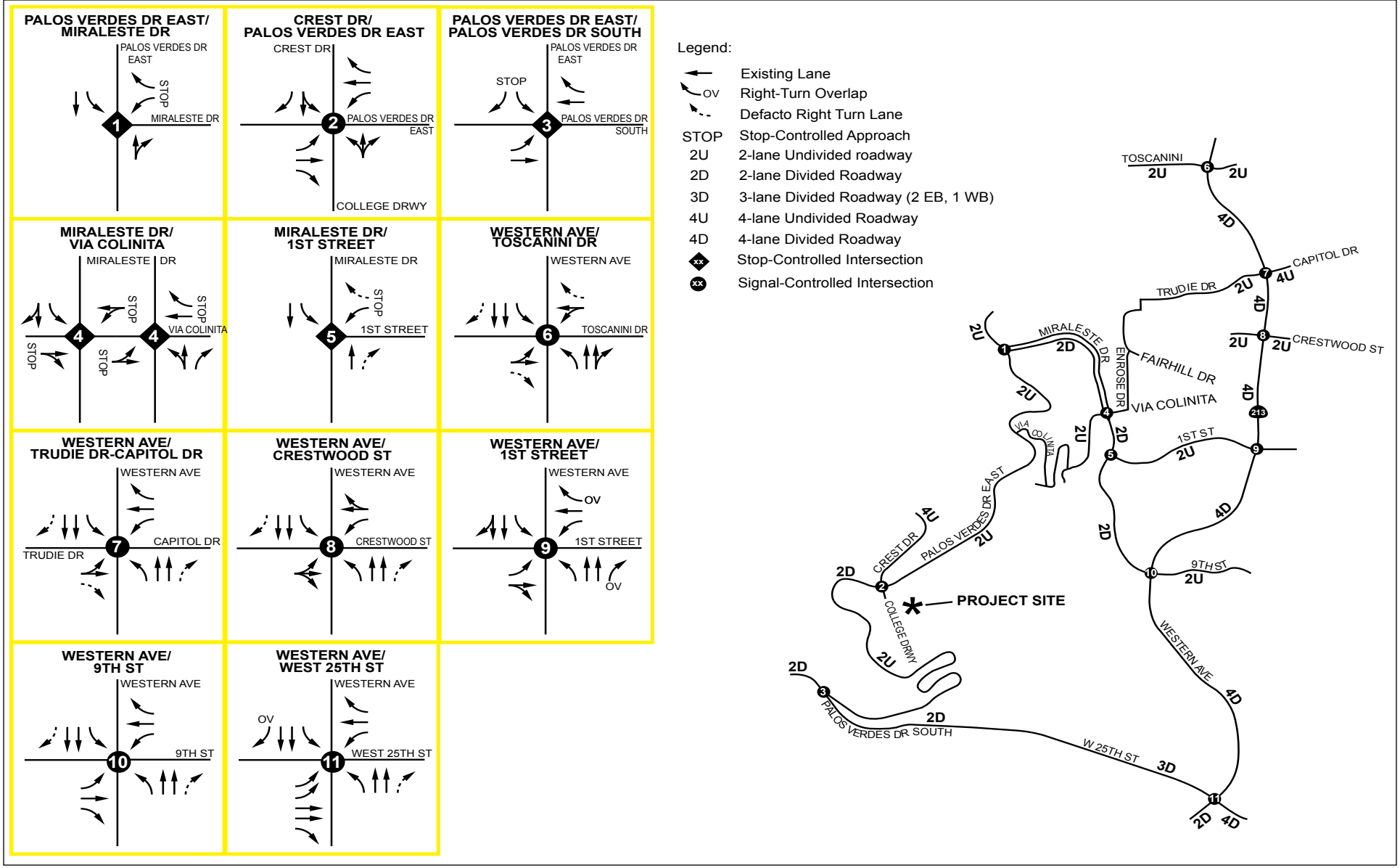
Forecast year 2012 without Project conditions does not assume the recommended mitigation measures identified for existing plus Project conditions. Forecast year 2012 without Project conditions include the following City-planned modification at the Palos Verdes Drive East/Crest Road-College Entrance intersection associated with narrowing of Palos Verdes Drive East in the Project vicinity from four lanes to two lanes:

- Narrowing the eastbound and westbound Palos Verdes Drive East approaches at the Palos Verdes Drive East/Crest Road-College Entrance intersection from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, one through lane and one right-turn lane.

Exhibit 5.3-16, *Forecast Year 2012 Study Intersection/Roadway Geometry*, illustrates forecast year 2012 without Project conditions study intersection geometry.

Forecast Year 2012 Without Project Traffic Volumes

Forecast year 2012 without Project traffic volumes were derived by applying an annual growth rate of 0.6 percent per year to existing traffic volumes at intersections along Western Avenue (SR-213) in accordance with the 2004 Congestion Management Program for Los Angeles County (Metropolitan Transportation Authority, July 2004) to account for forecast cumulative traffic growth in the South Bay area. This is a conservative assumption, because the growth rate factor is applied to all vehicle movements at the study intersections.



Not to Scale

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Forecast Year 2012 Study Intersection/Roadway Geometry

Exhibit 5.3-16

Additionally, trips were added from 16 cumulative projects in the vicinity of the Project site identified by City of RPV staff and City of Los Angeles staff, which have either already been approved, but have not yet been constructed or are pending jurisdictional approvals. Table 4-1, *Cumulative Projects List*, summarizes the cumulative projects used in this analysis.

Exhibit 5.3-17, *Forecast Cumulative Projects Weekday AM/PM Peak Hour Trip Assignment*, illustrates forecast trip assignment of cumulative projects-generated weekday conditions AM and PM peak hour trips. Exhibit 5.3-18, *Forecast Cumulative Projects Weekday Mid-Day and Afternoon Peak Hour Trip Assignment*, illustrates forecast trip assignment of cumulative projects-generated weekday conditions mid-day and afternoon peak hour trips. Exhibit 5.3-19, *Forecast Cumulative Projects Saturday Mid-Day Peak Hour Trip Assignment*, illustrates forecast trip assignment of cumulative projects-generated Saturday conditions mid-day peak hour trips.

Exhibit 5.3-20, *Forecast Year 2012 Without Project Weekday AM/PM Peak Hour Intersection Volumes*, illustrates forecast year 2012 without Project conditions weekday AM and PM peak hour volumes at the study intersections. Exhibit 5.3-21, *Forecast Year 2012 Without Project Weekday Mid-Day and Afternoon Peak Hour Intersection Volumes*, illustrates forecast year 2012 without Project conditions weekday mid-day and afternoon peak hour volumes. Exhibit 5.3-22, *Forecast Year 2012 Without Project Saturday Mid-Day Peak Hour Intersection Volumes*, illustrates forecast year 2012 without Project conditions Saturday mid-day peak hour volumes at the study intersections.

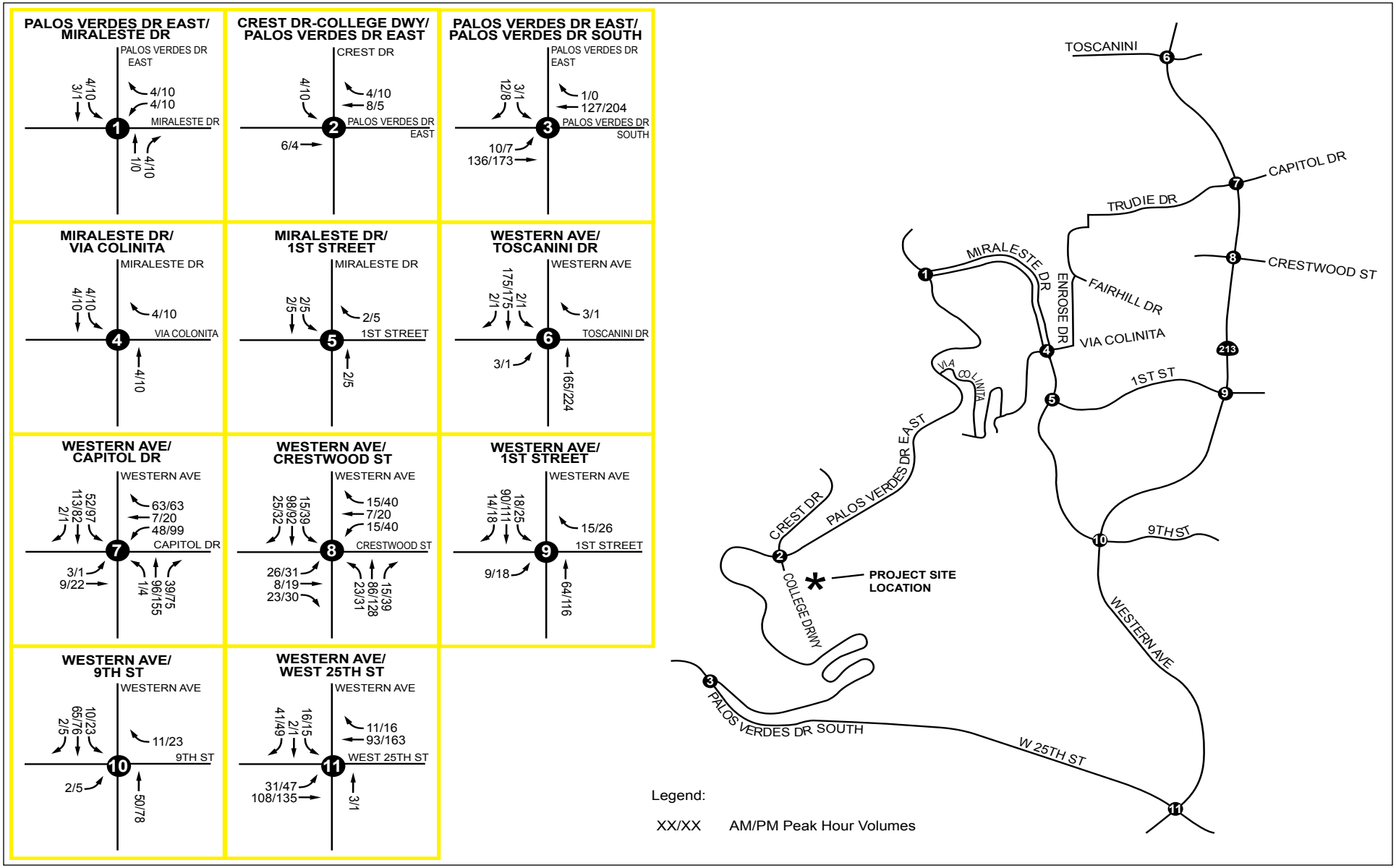
Forecast Year 2012 Without Project Weekday AM and PM Peak Hour Intersection LOS

Table 5.3-57, *City of Rancho Palos Verdes Forecast Year 2012 Without Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes forecast year 2012 without Project weekday conditions AM/PM peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-57
City of Rancho Palos Verdes
Forecast Year 2012 Without Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Weekday AM Peak Hour (7 AM to 10 AM)			Weekday PM Peak Hour (4 PM to 6 PM)		
	V/C	Delay	LOS	V/C	Delay	LOS
Palos Verdes Drive East/Miraleste Drive	N/A	311.7	F	N/A	469.2	F
Palos Verdes Drive East/Crest Dr-College Entrance	0.50	N/A	A	0.39	N/A	A
Palos Verdes Drive East/Palos Verdes Drive South	N/A	28.2	D	N/A	31.9	D
Miraleste Drive/Via Colinita	N/A	23.5	C	N/A	19.7	C
Miraleste Drive/1st Street	N/A	14.8	B	N/A	14.9	B
Western Avenue (SR-213)/Toscanini Drive	0.90	N/A	D	0.79	N/A	C
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	1.06	N/A	F	1.03	N/A	F
Western Avenue (SR-213)/Crestwood Street	0.98	N/A	E	0.98	N/A	E

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.



Not to Scale

ENVIRONMENTAL IMPACT REPORT
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Forecast Cumulative Projects Weekday AM/PM Peak Hour Trip Assignment

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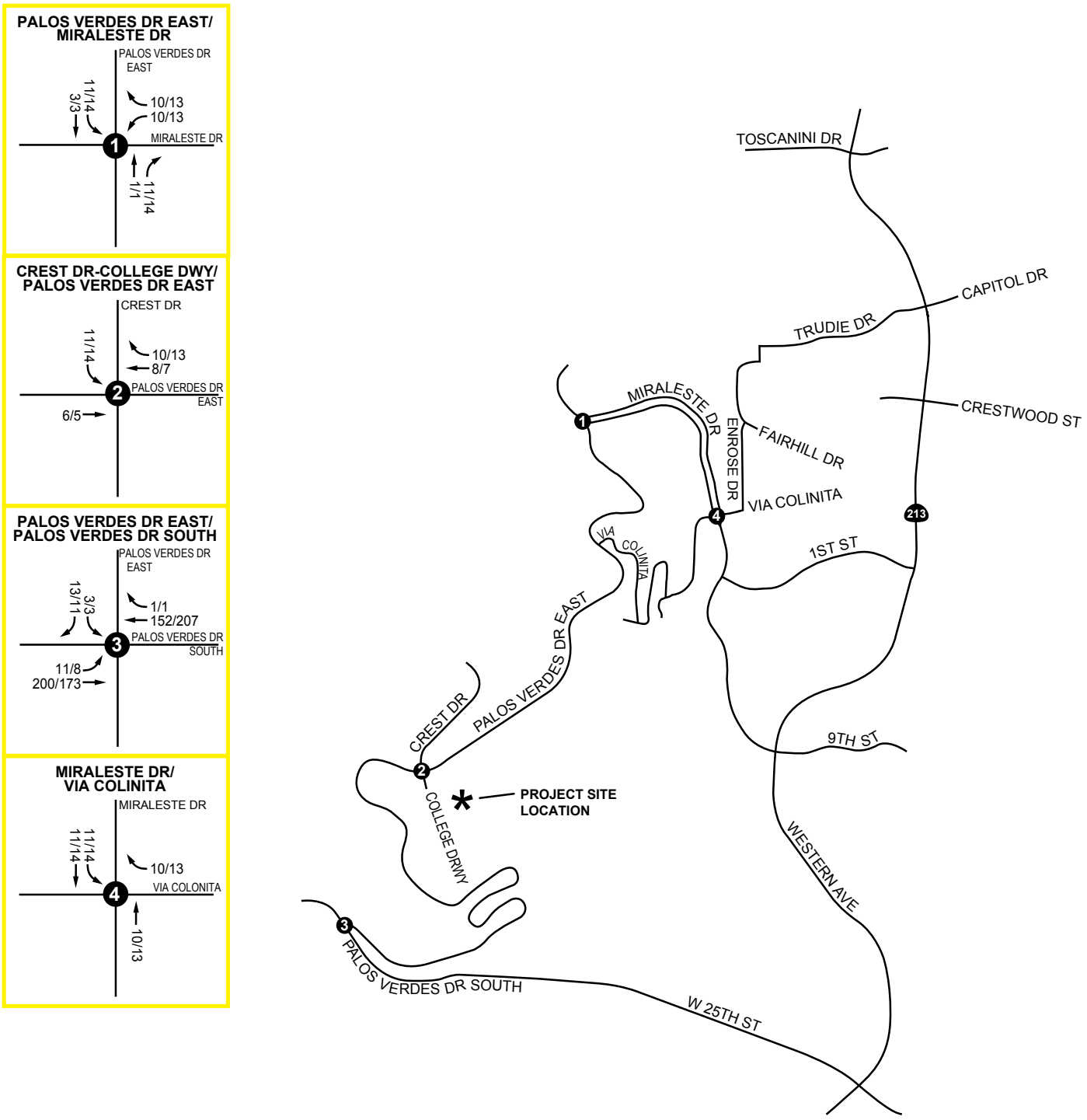
Exhibit 5.3-17



Legend:

XX/XX Weekday Mid-Day 11:00 AM-1:00 PM/Afternoon 2:00-4:00 PM Peak Hour Volumes

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Not to Scale

Forecast Cumulative Projects Weekday Mid-Day and Afternoon Peak Hour Trip Assignment

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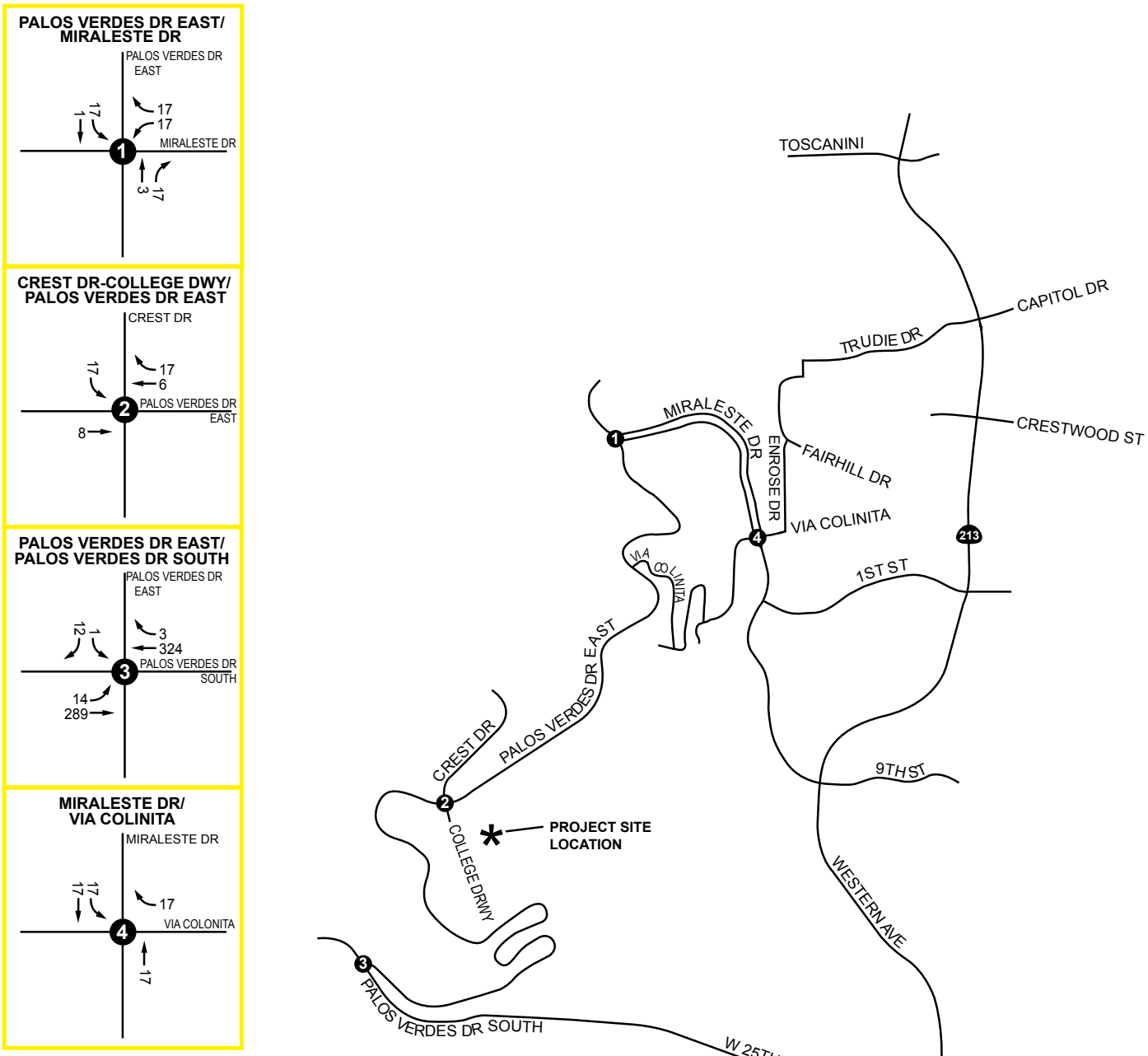
Exhibit 5.3-18



Legend:

XX Saturday Mid-Day Peak Hour Volumes

Not to Scale

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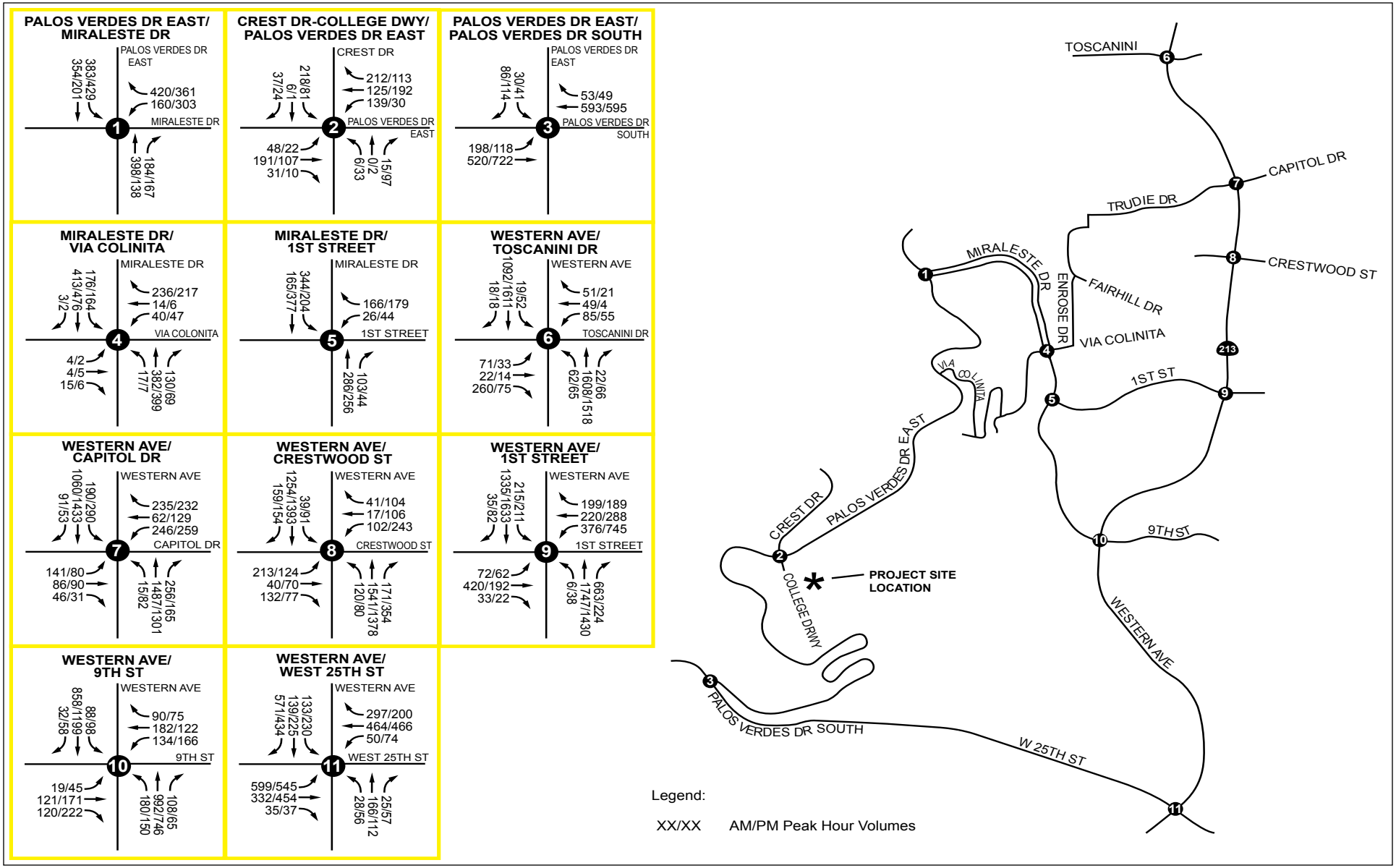
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Forecast Cumulative Projects Saturday Mid-Day Peak Hour Trip Assignment

Exhibit 5.3-19



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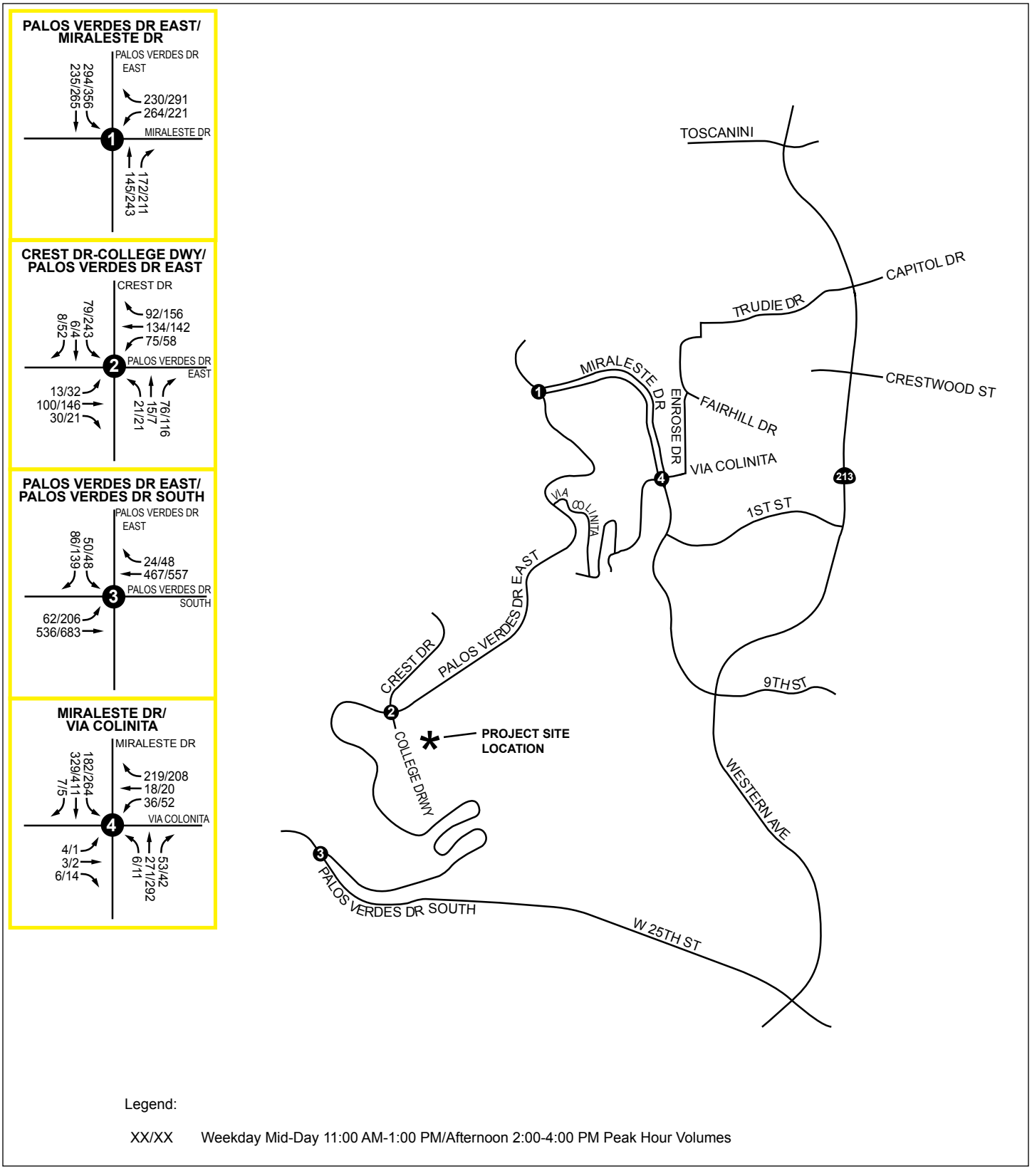
Forecast Year 2012 Without Project Weekday AM/PM Peak Hour Intersection Volumes

Exhibit 5.3-20



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MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

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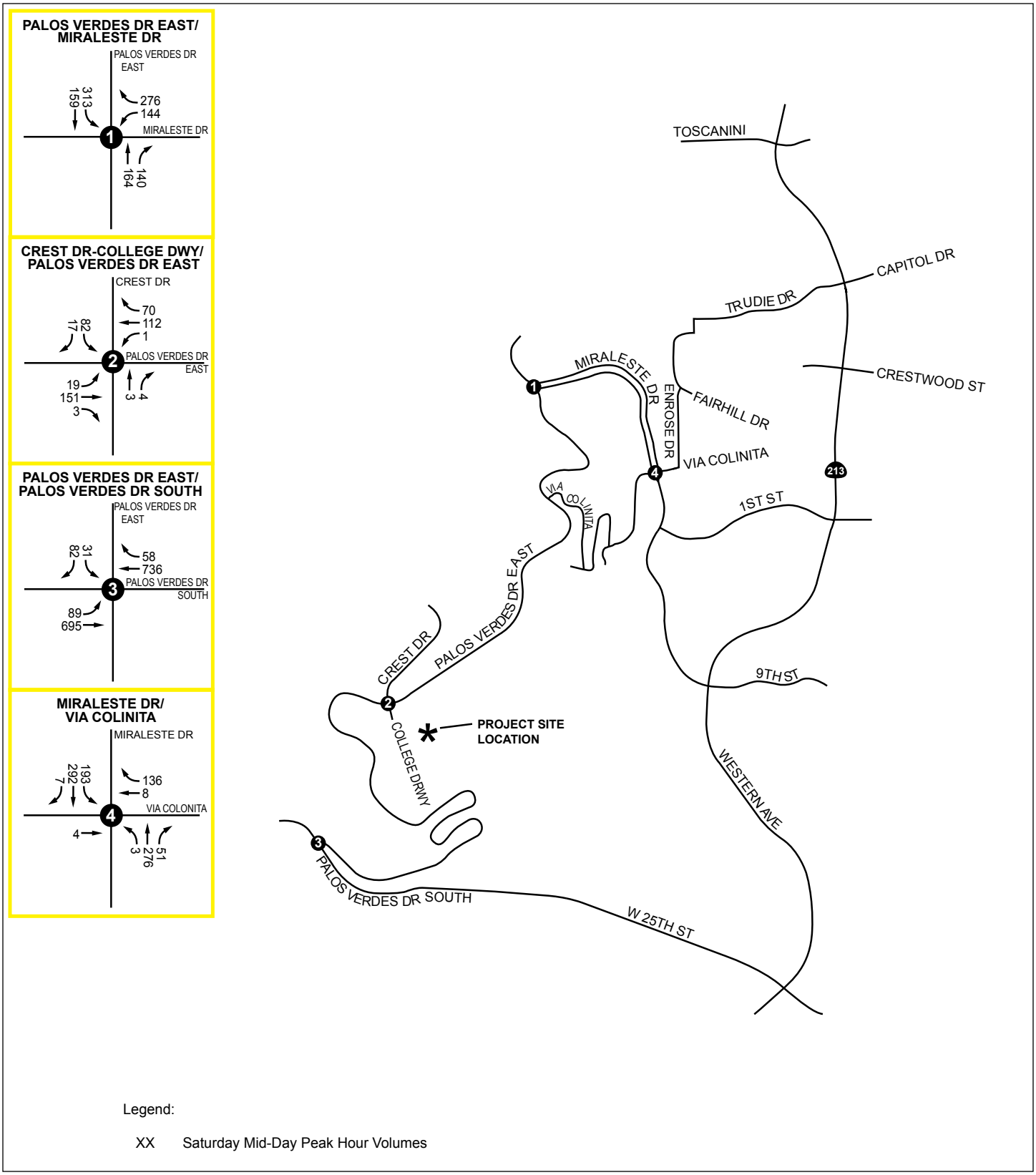
Forecast Year 2012 Without Project Weekday Mid-Day and Afternoon Peak Hour Intersection Volumes

Exhibit 5.3-21



Legend:

XX Saturday Mid-Day Peak Hour Volumes

ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Not to Scale

Forecast Year 2012 Without Project
Saturday Mid-Day Peak Hour Intersection Volumes

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Exhibit 5.3-22

Table 5.3-58, *City of Los Angeles Forecast Year 2012 Without Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes forecast year 2012 without Project weekday conditions AM and PM peak hour LOS of the City of Los Angeles study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-58
City of Los Angeles
Forecast Year 2012 Without Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Weekday AM Peak Hour (7 AM to 10 AM)		Weekday PM Peak Hour (4 PM to 6 PM)	
	V/C	LOS	V/C	LOS
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	1.074	F	1.048	F
Western Avenue (SR-213)/Crestwood Street	0.939	E	0.938	E
Western Avenue (SR-213)/1st Street	1.516	F	1.438	F
Western Avenue (SR-213)/9th Street	0.659	B	0.868	D
Western Avenue (SR-213)/25th Street	0.813	D	0.805	D

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Forecast Year 2012 Without Project Weekday Mid-day and Afternoon Peak Hour Intersection LOS

Table 5.3-59, *City of Rancho Palos Verdes Forecast Year 2012 Without Project Weekday Mid-day and Afternoon Peak Hour Intersection LOS*, summarizes forecast year 2012 without Project weekday conditions mid-day and afternoon peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-59
City of Rancho Palos Verdes
Forecast Year 2012 Without Project Weekday Mid-day
and Afternoon Peak Hour Intersection LOS

Study Intersection	Weekday Mid-day-Peak Hour (11 AM to 1 PM)			Weekday Afternoon Peak Hour (2 PM to 4 PM)		
	V/C	Delay	LOS	V/C	Delay	LOS
Palos Verdes Drive East/Miraleste Drive	N/A	205.6	F	N/A	313.3	F
Palos Verdes Drive East/Crest Dr-College Entrance	0.36	N/A	A	0.51	N/A	A
Palos Verdes Drive East/Palos Verdes Drive South	N/A	19.7	C	N/A	46.4	E
Miraleste Drive/Via Colinita	N/A	17.6	C	N/A	18.2	C

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections.
Delay is shown in seconds.

Forecast Year 2012 Without Project Saturday Mid-day Intersection LOS

Table 5.3-60, *City of Rancho Palos Verdes Forecast Year 2012 Without Project Saturday Mid-Day Peak Hour Intersection LOS*, summarizes forecast year 2012 without Project Saturday conditions mid-day peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-60
City of Rancho Palos Verdes
Forecast Year 2012 Without Project Saturday
Mid-Day Peak Hour Intersection LOS

Study Intersection	Saturday Mid-day Peak Hour (11 AM to 1 PM)		
	V/C	Delay	LOS
Palos Verdes Drive East/Miraleste Drive	N/A	36.5	E
Palos Verdes Drive East/Crest Dr-College Entrance	0.26	N/A	A
Palos Verdes Drive East/Palos Verdes Drive South	N/A	31.8	D
Miraleste Drive/Via Colinita	N/A	17.3	C
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.			
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.			

Forecast Year 2012 Without Project Signal Warrant Analysis

A *MUTCD* signal warrant analysis was prepared to determine if signalization is warranted at the four unsignalized study intersections for weekday and Saturday conditions for the following the signal warrants:

- Minimum Vehicular Traffic Warrant;
- Interruption of Continuous Traffic Warrant; and
- Combinations Warrant.

Table 5.3-61, *Forecast Year 2012 Without Project Traffic Signal Warrant Analysis Summary*, summarizes the results of the forecast year 2012 without Project traffic signal warrants for the unsignalized study intersections during conditions; detailed traffic signal warrant sheets are contained in Appendix D of the TIA.

As indicated in Table 5.3-61, the traffic signal warrant is satisfied at Palos Verdes Drive East/Miraleste Drive intersection for forecast year 2012 without Project weekday conditions.

FORECAST YEAR 2012 WITH PROJECT

This section analyzes the impact of adding trips forecast to be generated by the proposed Project to forecast year 2012 without Project traffic conditions, because the proposed Project is planned to open in 2012.

Table 5.3-61
Forecast Year 2012 Without Project Traffic Signal Warrant Analysis Summary

Study Intersection	Warrant Type			Signalization of Intersection Warranted?
	Minimum Vehicular Traffic Warrant Satisfied?	Interruption of Continuous Traffic Warrant Satisfied?	Combinations Warrant Satisfied?	
Palos Verdes Drive East/Miraleste Drive				
-Weekday Conditions	Yes	No	N/A	Yes
-Saturday Conditions	No	No	No	No
Palos Verdes Drive East/Palos Verdes Drive South				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	No	No	No	No
Miraleste Drive/Via Colinita				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	No	No	No	No
Miraleste Drive/1st Street				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	N/A	N/A	N/A	N/A

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not applicable.

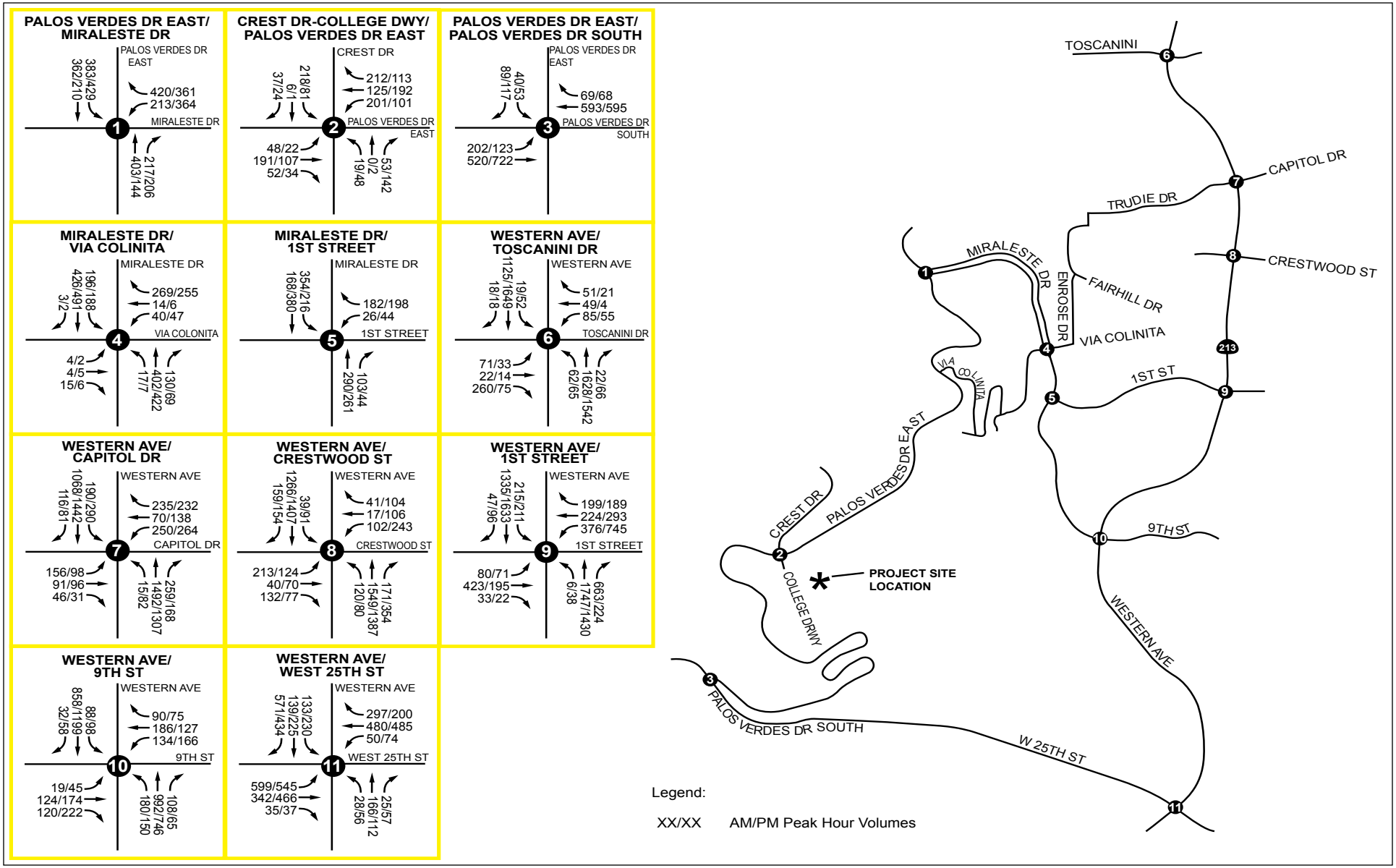
Forecast Year 2012 With Project Peak Hour Traffic Volumes

Forecast year 2012 with Project traffic volumes were derived by adding Project-generated trips to forecast year 2012 without Project traffic volumes.

Exhibit 5.3-23, *Forecast Year 2012 With Project Weekday AM/PM Peak Hour Intersection Volumes*, illustrates forecast year 2012 with Project conditions weekday AM and PM peak hour volumes. Exhibit 5.3-24, *Forecast Year 2012 With Project Weekday Mid-Day and Afternoon Peak Hour Intersection Volumes*, illustrates forecast year 2012 with Project conditions weekday mid-day and afternoon peak hour volumes. Exhibit 5.3-25, *Forecast Year 2012 With Project Saturday Mid-Day Peak Hour Intersection Volumes*, illustrates forecast year 2012 with Project conditions Saturday mid-day peak hour volumes.

Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS

Table 5.3-62, *City of Rancho Palos Verdes Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS*, Table 5.3-62 summarizes forecast year 2012 with Project weekday conditions AM and PM peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.



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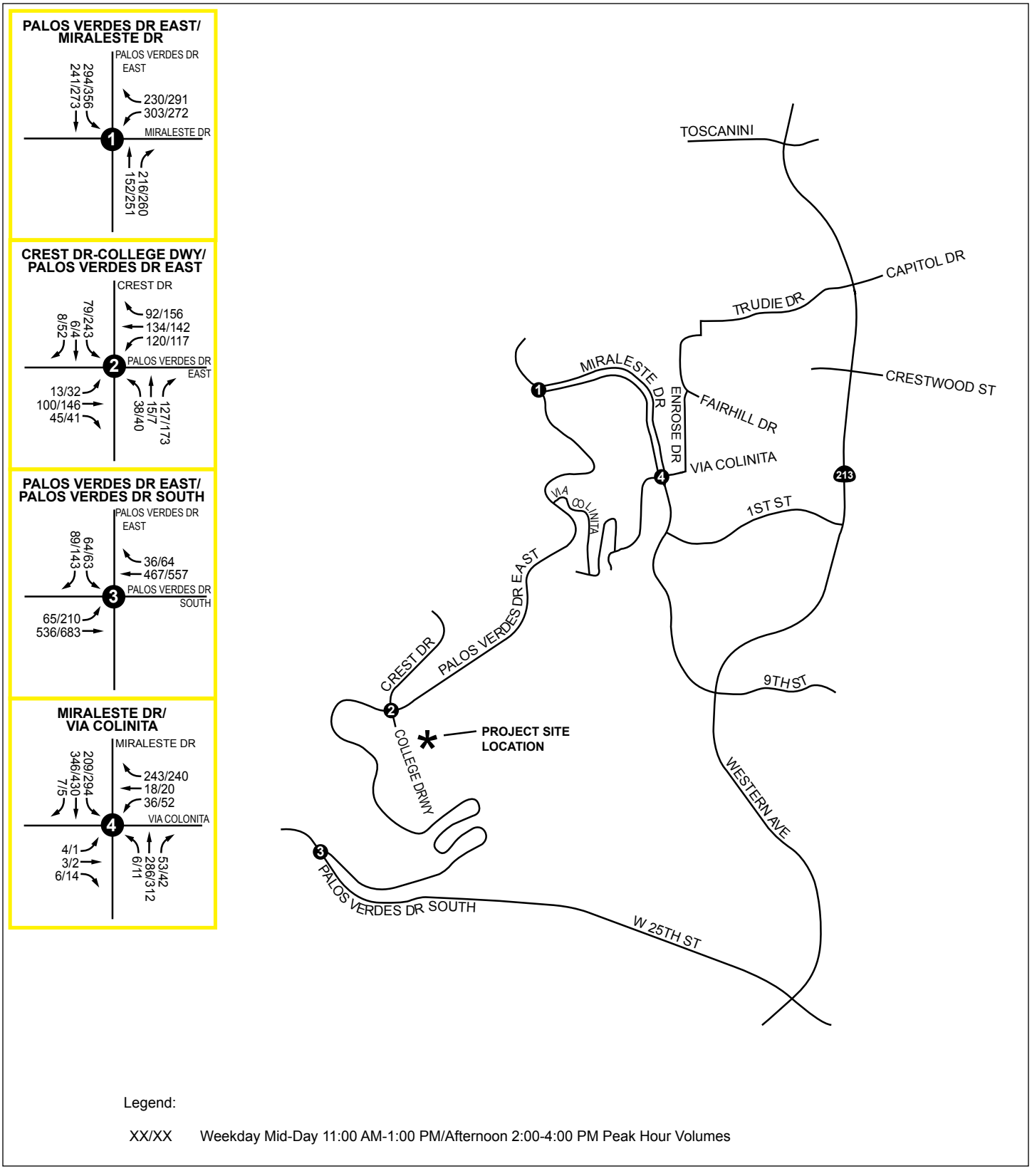
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Forecast Year 2012 With Project Weekday AM/PM Peak Hour Intersection Volumes

Exhibit 5.3-23



Legend:

XX/XX Weekday Mid-Day 11:00 AM-1:00 PM/Afternoon 2:00-4:00 PM Peak Hour Volumes

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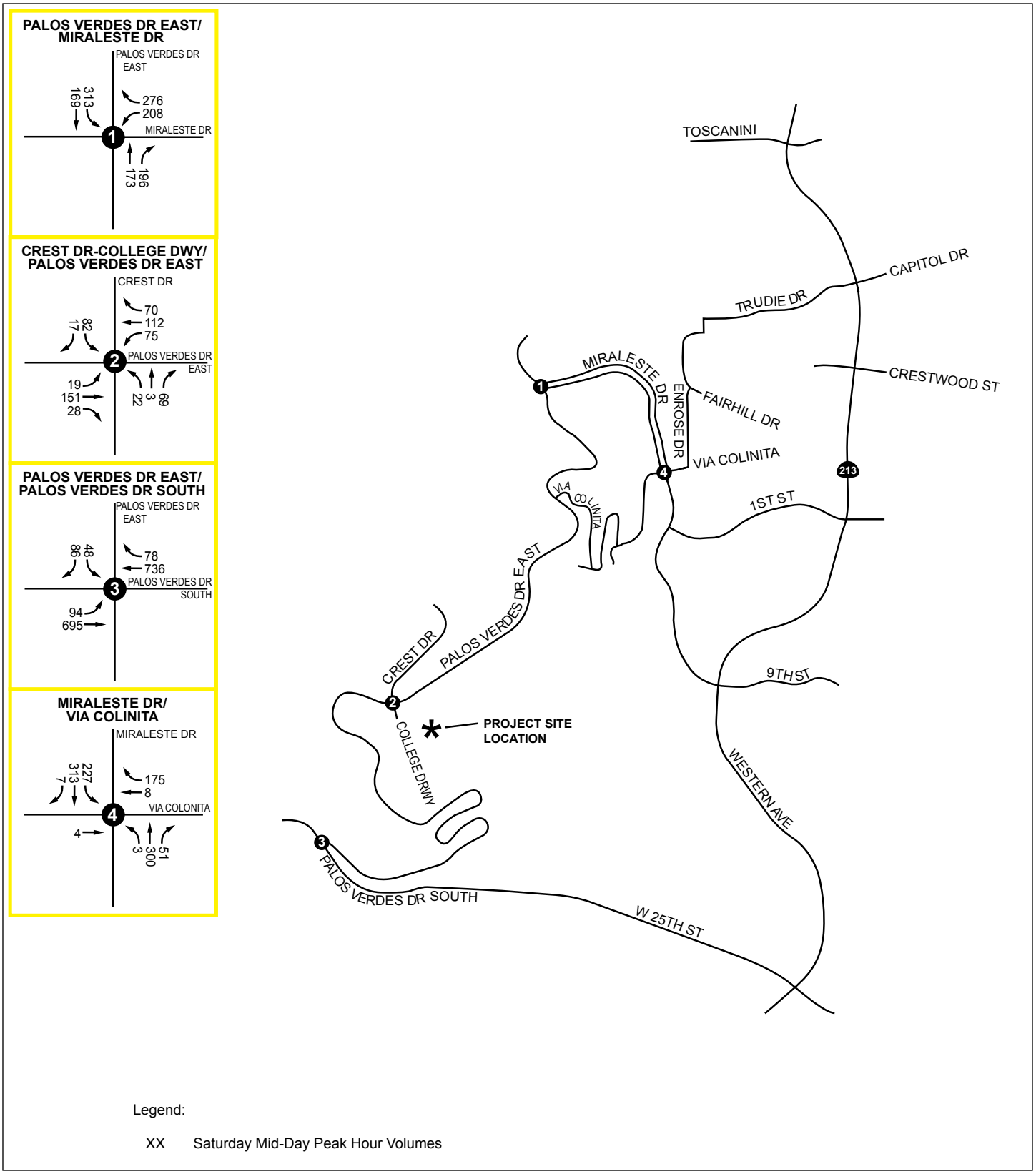
Forecast Year 2012 With Project Weekday Mid-Day and Afternoon Peak Hour Intersection Volumes

Exhibit 5.3-24



Legend:

XX Saturday Mid-Day Peak Hour Volumes

ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Not to Scale

Forecast Year 2012 With Project
Saturday Mid-Day Peak Hour Intersection Volumes

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Exhibit 5.3-25

Table 5.3-62
City of Rancho Palos Verdes
Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2012 Without Project		Forecast Year 2012 With Project		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/ Miraleste Drive	N/A – 311.7 – F	N/A – 469.2 – F	N/A – 541.6 – F	N/A – 669.3 – F	Yes
Palos Verdes Drive East/ Crest Dr-College Entrance	0.50 – N/A – A	0.39 – N/A – A	0.56 – N/A – A	0.42 – N/A – A	No
Palos Verdes Drive East/ Palos Verdes Drive South	N/A – 28.2 – D	N/A – 31.9 – D	N/A – 34.0 – D	N/A – 39.7 – E	Yes
Miraleste Drive/ Via Colinita	N/A – 23.5 – C	N/A – 19.7 – C	N/A – 17.7 – C	N/A – 28.5 – D	No
Miraleste Drive/ 1st Street	N/A –14.8 – B	N/A – 14.9 – B	N/A – 14.9 – B	N/A – 15.1 – C	No
Western Avenue (SR-213)/ Toscanini Drive	0.90 – N/A – D	0.79 – N/A – C	0.91 – N/A – E	0.80 – N/A – C	No
Western Avenue (SR-213)/ Trudie Drive-Capitol Drive	1.06 – N/A – F	1.03 – N/A – F	1.07 – N/A – F	1.05 – N/A – F	Yes
Western Avenue (SR-213)/ Crestwood Street	0.98 – N/A – E	0.98 – N/A – E	0.98 – N/A – E	0.98 – N/A – E	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.

As indicated in Table 5.3-62, based on City of RPV established thresholds of significance, the addition of Project-generated trips is forecast to result in a significant impact at the following study intersections for forecast year 2012 with Project weekday conditions:

- Palos Verdes Drive East/Miraleste Drive (AM and PM peak hours);
- Palos Verdes Drive East/Palos Verdes Drive South (PM peak hour only); and
- Western Avenue (SR-213)/Trudie Drive-Capitol Drive (AM and PM peak hours).

Table 5.3-63, *City of Los Angeles Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project weekday conditions AM and PM peak hour LOS of the City of Los Angeles study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

As indicated in Table 5.3-63, based on City of Los Angeles established thresholds of significance, the addition of Project-generated trips is forecast to result in a significant impact at the following study intersection for forecast year 2012 with Project weekday conditions:

- Western Avenue (SR-213)/Trudie Drive-Capitol Drive (AM and PM peak hours).

Table 5.3-63
City of Los Angeles
Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2012 Without Project		Forecast Year 2012 With Project		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	1.074 – F	1.048 – F	1.091 – F	1.068 – F	Yes
Western Avenue (SR-213)/Crestwood Street	0.939 – E	0.938 – E	0.941 – E	0.940 – E	No
Western Avenue (SR-213)/1st Street[1]	1.516 – F	1.438 – F	1.464 – F	1.440 – F	No
Western Avenue (SR-213)/9th Street	0.659 – B	0.868 – D	0.660 – B	0.868 – D	No
Western Avenue (SR-213)/25th Street	0.813 – D	0.805 – D	0.825 – D	0.817 – D	No
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.					
1 = V/C ratio improves with addition of Project-generated trips to underutilized intersection movements.					

Forecast Year 2012 With Project Weekday Mid-Day and Afternoon Peak Hour Intersection LOS

Table 5.3-64, *City of Rancho Palos Verdes Forecast Year 2012 With Project Weekday Mid-Day and Afternoon Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project weekday conditions mid-day and afternoon peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-64
City of Rancho Palos Verdes Forecast Year 2012 With Project Weekday Mid-Day and Afternoon Peak Hour Intersection LOS

Study Intersection	Forecast Year 2012 Without Project		Forecast Year 2012 With Project		Significant Impact?
	Mid-day Peak Hour (11 AM to 1 PM)	Afternoon Peak Hour (2 PM to 4 PM)	Mid-day Peak Hour (11 AM to 1 PM)	Afternoon Peak Hour (2 PM to 4 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/ Miraleste Drive	N/A – 205.6 – F	N/A – 313.3 – F	N/A – 306.1 – F	N/A – 471.9 – F	Yes
Palos Verdes Drive East/ Crest Dr-College Entrance	0.36 – N/A – A	0.51 – N/A – A	0.43 – N/A – A	0.59 – N/A – A	No
Palos Verdes Drive East/ Palos Verdes Drive South	N/A – 19.7 – C	N/A – 46.4 – E	N/A – 21.9 – C	N/A – 67.9 – F	Yes
Miraleste Drive/ Via Colinita	N/A –17.6 – C	N/A – 18.2 – C	N/A – 21.9 – C	N/A – 20.1 – C	No
Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.					
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.					

As indicated in Table 5.3-64, based on City of RPV established thresholds of significance, the addition of Project-generated trips is forecast to result in a significant impact at the following study intersections for forecast year 2012 with Project weekday conditions:

- Palos Verdes Drive East/Miraleste Drive (mid-day and afternoon peak hours); and
- Palos Verdes Drive East/Palos Verdes Drive South (afternoon peak hour only).

Forecast Year 2012 With Project Saturday Mid-day Peak Hour Intersection LOS

Table 5.3-65, *City of Rancho Palos Verdes Forecast Year 2012 With Project Saturday Mid-Day Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project Saturday conditions mid-day peak hour LOS of the City of RPV study intersections; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-65
City of Rancho Palos Verdes
Forecast Year 2012 With Project Saturday Mid-Day Peak Hour Intersection LOS

Study Intersection	Forecast Year 2012 Without Project	Forecast Year 2012 With Project	Significant Impact?
	Mid-day Peak Hour (11 AM to 1 PM)	Mid-day Peak Hour (11 AM to 1 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/Miraleste Drive	N/A – 36.5 – E	N/A – 82.7 – E	Yes
Palos Verdes Drive East/Crest Dr-College Entrance	0.26 – N/A – A	0.34 – N/A – A	No
Palos Verdes Drive East/Palos Verdes Drive South	N/A – 31.8 – D	N/A – 41.7 – E	Yes
Miraleste Drive/Via Colinita	N/A – 17.3 - C	N/A – 18.7 – C	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.

As indicated in Table 5.3-65, based on City of RPV established thresholds of significance, the addition of Project-generated trips is forecast to result in a significant impact at the following study intersections for forecast year 2012 with Project Saturday conditions:

- Palos Verdes Drive East/Miraleste Drive (mid-day peak hour); and
- Palos Verdes Drive East/Palos Verdes Drive South (mid-day peak hour).

Forecast Year 2012 With Project Signal Warrant Analysis

A MUTCD signal warrant analysis was prepared to determine if signalization is warranted at the four unsignalized study intersections for weekday and Saturday conditions for the following the signal warrants:

- Minimum Vehicular Traffic Warrant;
- Interruption of Continuous Traffic Warrant; and
- Combinations Warrant.

Table 5.3-66, *Forecast Year 2012 With Project Traffic Signal Warrant Analysis Summary*, summarizes the results of the forecast year 2012 with Project traffic signal

warrants for the unsignalized study intersections; detailed traffic signal warrant sheets are contained in Appendix D of the TIA.

Table 5.3-66
Forecast Year 2012 With Project Traffic Signal Warrant Analysis Summary

Study Intersection	Warrant Type			Signalization of Intersection Warranted?
	Minimum Vehicular Traffic Warrant Satisfied?	Interruption of Continuous Traffic Warrant Satisfied?	Combinations Warrant Satisfied?	
Palos Verdes Drive East/Miraleste Drive				
-Weekday Conditions	Yes	No	N/A	Yes
-Saturday Conditions	No	No	No	No
Palos Verdes Drive East/Palos Verdes Drive South				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	No	No	No	No
Miraleste Drive/Via Colinita				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	No	No	No	No
Miraleste Drive/1st Street				
-Weekday Conditions	No	No	No	No
-Saturday Conditions	N/A	N/A	N/A	N/A

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable.

As indicated in Table 5.3-66, traffic signal warrants are satisfied at the following intersection for forecast year 2012 with Project weekday conditions:

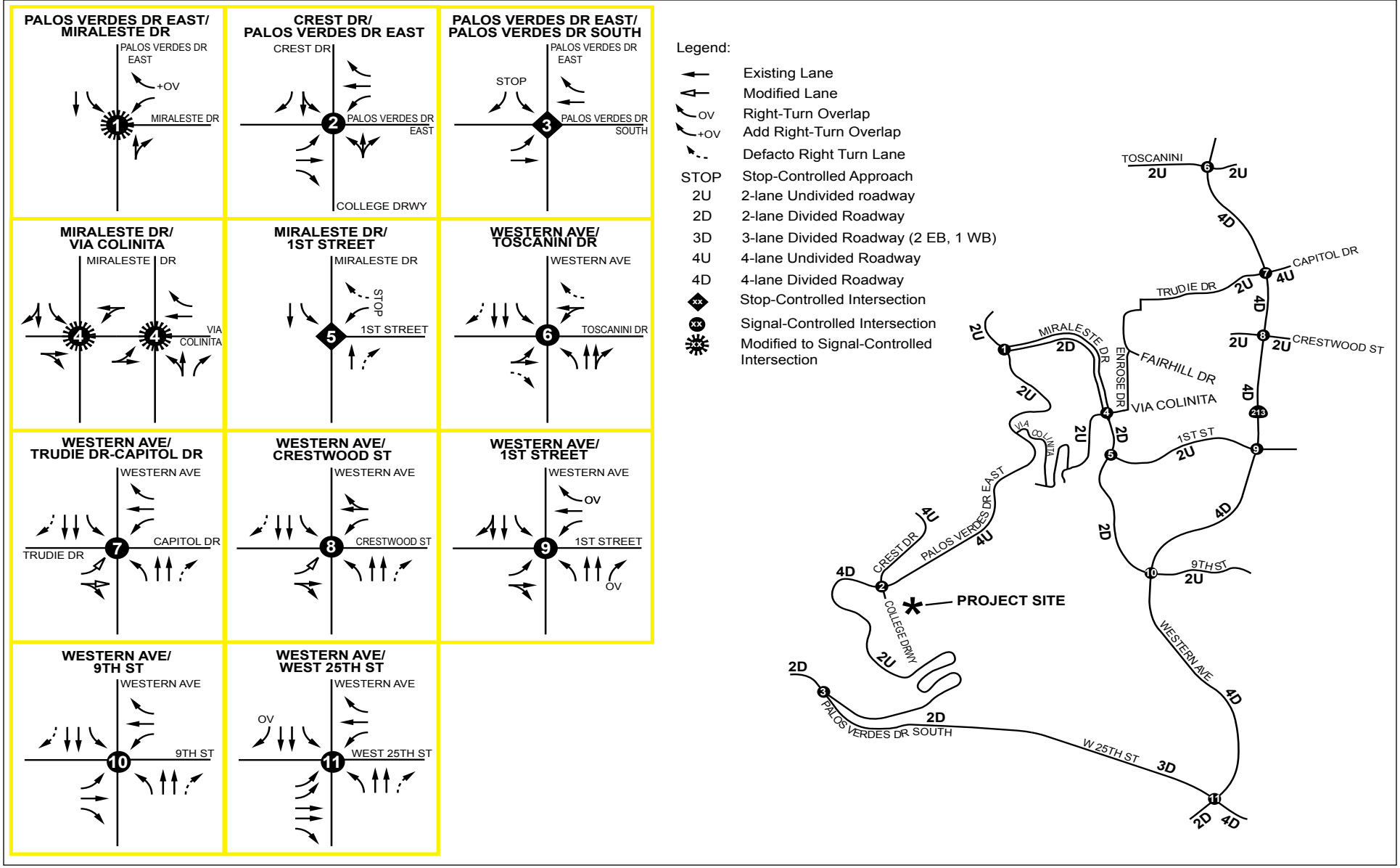
- Palos Verdes Drive East/Miraleste Drive (weekday conditions only).

Forecast Year 2012 With Project Recommended Mitigation Measures

Mitigation measures, which involve improvements to the following intersections, are recommended to eliminate significant traffic impacts for forecast year 2012 with Project conditions:

- Palos Verdes Drive East/Miraleste Drive;
- Palos Verdes Drive East/Palos Verdes Drive South; and
- Western Avenue (SR-213)/Trudie Drive-Capitol Drive.

Exhibit 5.3-26, *Mitigated Forecast Year 2012 With Project Study Intersection/ Roadway Geometry*, illustrates mitigated forecast year 2012 with Project conditions study intersection geometry. Exhibit 5.3-27, *Palos Verdes Drive East/Palos Verdes Drive South Identified Intersection Mitigation Measure*, illustrates mitigated forecast year 2012 with Project conditions study intersection geometry at the Palos Verdes Drive East/Palos Verdes Drive South intersection.



Not to Scale

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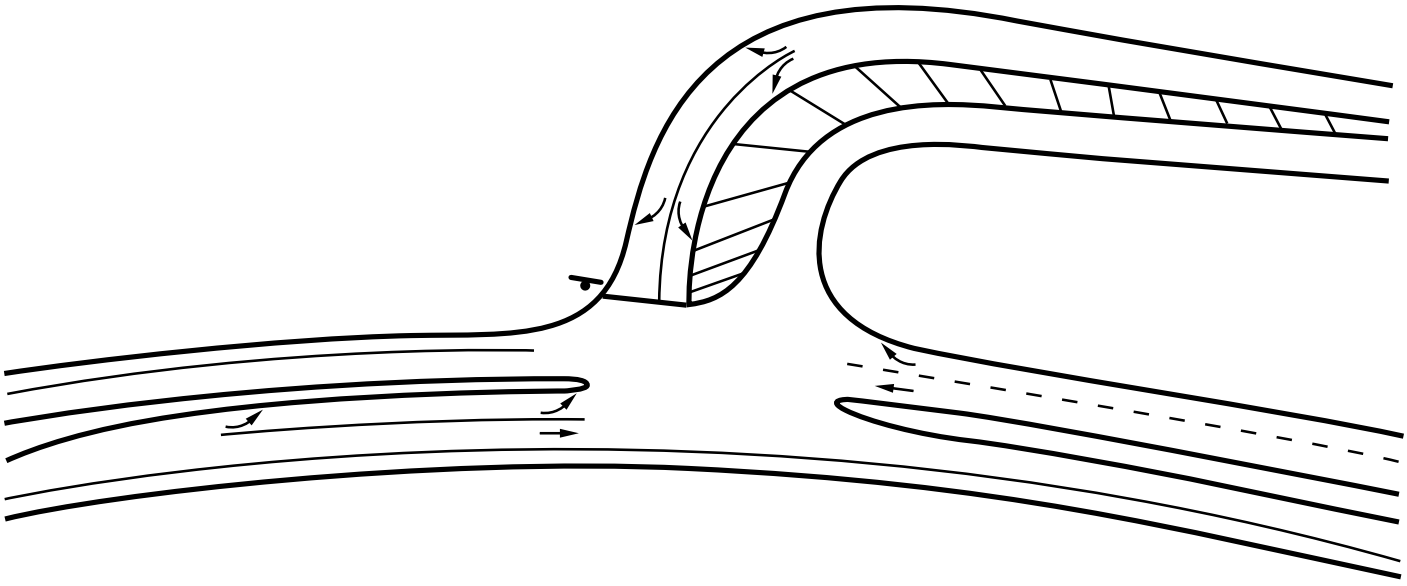
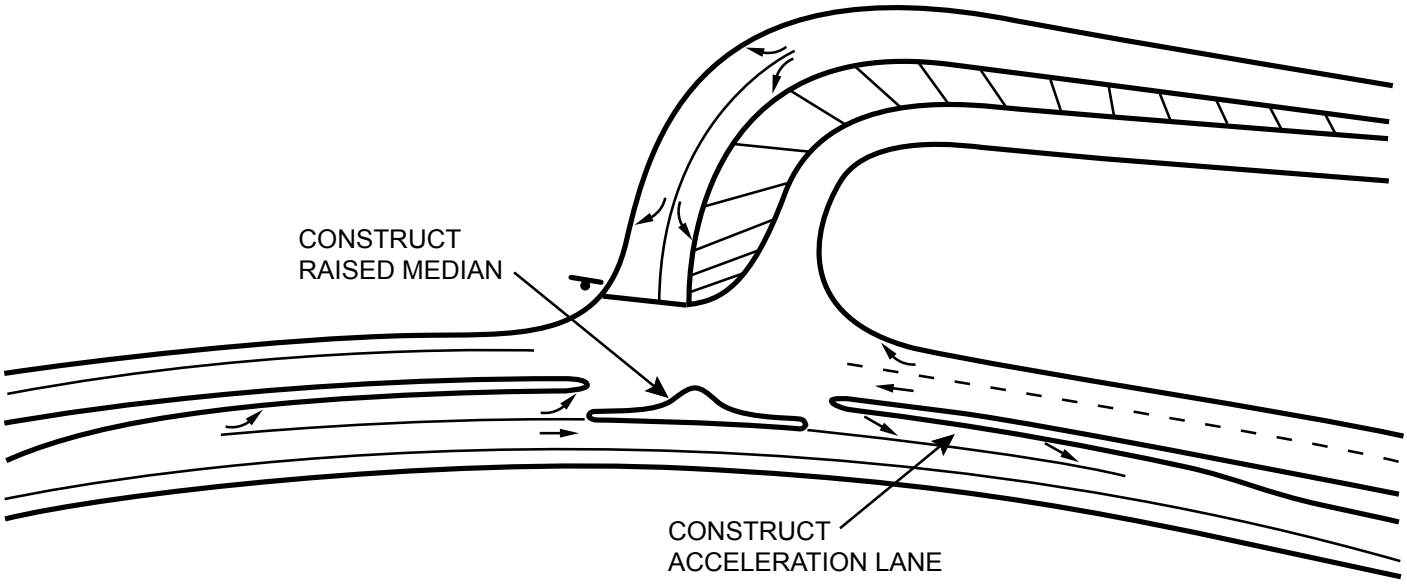
ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Mitigated Forecast Year 2012 With Project Study Intersection/Roadway Geometry

Exhibit 5.3-26



Pre-Mitigation Geometry



Identified Mitigation Measure Geometry

ENVIRONMENTAL IMPACT REPORT
MARYMOUNT COLLEGE FACILITIES EXPANSION PROJECT

Not to Scale

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Palos Verdes Drive East/Palos Verdes Drive South
Identified Intersection Mitigation Measure

Exhibit 5.3-27

Mitigated Forecast Year 2012 With Project Weekday Intersection LOS

Table 5.3-67, *City of Rancho Palos Verdes Mitigated Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project weekday conditions AM and PM peak hour LOS of the City of RPV study intersections assuming full implementation of the recommended mitigation measures; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Assuming full implementation of Mitigation Measure TR-9, LOS calculations at the Palos Verdes Drive East/Palos Verdes Drive South intersection are determined using the Highway Capacity Software (HCS) to take into account the two-stage gap acceptance.

Table 5.3-67
City of Rancho Palos Verdes Mitigated Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2012 Without Project		Mitigated Forecast Year 2012 With Project		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/Miraleste Drive	N/A – 311.7 – F	N/A – 469.2 – F	0.93 – N/A – E	0.87 – N/A – D	No
Palos Verdes Drive East/Palos Verdes Drive South	N/A – 28.2 – C	N/A – 31.9 – D	N/A – 18.7 – C	N/A – 19.5 – C	No
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	1.06 – N/A – F	1.03 – N/A – F	1.00 – N/A – E	1.01 – N/A – F	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections.

As indicated in Table 5.3-67, no significant impacts are forecast to occur at City of RPV mitigated study intersections assuming full implementation of the recommended mitigation measures for the forecast year 2012 with Project weekday conditions AM and PM peak hour.

Table 5.3-68, *City of Los Angeles Mitigated Forecast Year 2012 With Project Weekday AM and PM Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project weekday conditions AM and PM peak hour LOS of the Western Avenue (SR-213)/Trudie-Capitol Drive intersection assuming full implementation of the recommended mitigation measure; detailed LOS analysis sheets are contained in Appendix C of the TIA.

As indicated in Table 5.3-68, no significant impacts are forecast to occur at City of Los Angeles mitigated study intersections assuming full implementation of the recommended mitigation measure for the forecast year 2012 with Project weekday conditions AM and PM peak hour.

Table 5.3-68
City of Los Angeles Mitigated Forecast Year 2012 With Project
Weekday AM and PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2012 Without Project		Mitigated Forecast Year 2012 With Project		Significant Impact?
	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	AM Peak Hour (7 AM to 10 AM)	PM Peak Hour (4 PM to 6 PM)	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	
Western Avenue (SR-213)/Trudie Drive-Capitol Drive	1.074 – F	1.048 – F	1.010 – F	1.017 – F	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.

Table 5.3-69, *City of Rancho Palos Verdes Mitigated Forecast Year 2012 With Project Weekday Mid-Day and Afternoon Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project weekday conditions mid-day and afternoon peak hour LOS of the City of RPV study intersections assuming full implementation of the recommended mitigation measures; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-69
City of Rancho Palos Verdes Mitigated Forecast Year 2012 With Project
Weekday Mid-Day and Afternoon Peak Hour Intersection LOS

Study Intersection	Forecast Year 2012 Without Project		Mitigated Forecast Year 2012 With Project		Significant Impact?
	Mid-day Peak Hour (11 AM to 1 PM)	Afternoon Peak Hour (2 PM to 4 PM)	Mid-day Peak Hour (11 AM to 1 PM)	Afternoon Peak Hour (2 PM to 4 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/Miraleste Drive	N/A – 205.6 – F	N/A – 313.3 – F	0.76 – N/A – C	0.87 – N/A – D	No
Palos Verdes Drive East/Palos Verdes Drive South	N/A – 19.7 – C	N/A – 46.4 – E	N/A – 15.4 – C	N/A – 23.0 – C	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.

As indicated in Table 5.3-69, no significant impacts are forecast to occur at City of RPV mitigated study intersections assuming full implementation of the recommended mitigation measures for the forecast year 2012 with Project weekday conditions mid-day and afternoon peak hour.

Full implementation of Mitigation Measures TR-2 and TR-3 would reduce the significant impacts to a level considered less than significant at the following intersections for forecast year 2012 with Project weekday conditions:

- Palos Verdes Drive East/Miraleste Drive; and
- Western Avenue (SR-213)/Trudie Drive-Capitol Drive.

However, since proportionate share contribution to Mitigation Measure TR-9 would not fully implement the measure, the significant impact at the Palos Verdes Drive

East/Palos Verdes Drive South intersection would not be reduced to a level considered less than significant. Therefore, a significant and unavoidable traffic impact would remain at the Palos Verdes Drive East/Palos Verdes Drive South intersection for forecast year 2012 with Project weekday conditions.

Mitigated Forecast Year 2012 With Project Saturday Intersection LOS

Table 5.3-70, *City of Rancho Palos Verdes Forecast Year 2012 With Project Saturday Mid-Day Peak Hour Intersection LOS*, summarizes forecast year 2012 with Project Saturday conditions mid-day peak hour LOS of the Palos Verdes Drive East/Miraleste Drive intersection assuming full implementation of the recommended mitigation measures; detailed LOS analysis sheets are contained in Appendix C of the TIA.

Table 5.3-70
City of Rancho Palos Verdes Forecast Year 2012 With Project Saturday Mid-Day Peak Hour Intersection LOS

Study Intersection	Forecast Year 2012 Without Project Saturday	Mitigated Forecast Year 2012 With Project Saturday	Significant Impact?
	Mid-day Peak Hour (11 AM to 1 PM)	Mid-day Peak Hour (11 AM to 1 PM)	
	V/C – Delay – LOS	V/C – Delay – LOS	
Palos Verdes Drive East/Miraleste Drive	N/A – 36.5 – E	0.71 – N/A – C	No
Palos Verdes Drive East/Palos Verdes Drive South	N/A – 31.8 – D	N/A – 21.0 – C	No

Source: RBF Consulting, *Marymount College Facilities Expansion Project Traffic Impact Analysis*, September 28, 2007.
N/A = Not Applicable since delay is shown at unsignalized intersections and V/C ratio is shown at signalized intersections. Delay is shown in seconds.

As indicated in Table 5.3-70, no significant impacts are forecast to occur at City of RPV mitigated study intersections assuming full implementation of the recommended mitigation measures for the forecast year 2012 with Project Saturday conditions mid-day peak hour.

Full implementation of Mitigation Measures TR-2 and TR-9 would reduce the significant impacts to a level considered less than significant at the following intersections for forecast year 2012 with Project Saturday conditions:

- Palos Verdes Drive East/Miraleste Drive.

However, since proportionate share contribution to Mitigation Measure TR-9 would not fully implement the measure, the significant impact at the Palos Verdes Drive East/Palos Verdes Drive South intersection would not be reduced to a level considered less than significant. Therefore, a significant and unavoidable traffic impact would remain at the Palos Verdes Drive East/Palos Verdes Drive South intersection for forecast year 2012 with Project Saturday conditions.

Mitigation Measures:

TR-9 Prior to issuance of any Certificate of Occupancy, the Applicant shall make a proportionate share contribution to implement the following, in addition to improvements specified in Mitigation Measures TR-2 and TR-3:

- Palos Verdes Drive East/Palos Verdes Drive South – Modify the intersection to provide a two-stage gap acceptance design for southbound left-turning vehicles. A raised median refuge area shall be constructed for vehicles to turn left from Palos Verdes Drive East to cross westbound Palos Verdes Drive South while waiting for a gap in eastbound traffic to complete the turn to eastbound Palos Verdes Drive South. Additionally, the existing raised median shall be narrowed to provide an acceleration lane along Palos Verdes Drive South to accommodate vehicles accelerating to join eastbound Palos Verdes Drive South traffic flow. Modifications to the Palos Verdes Drive East/Palos Verdes Drive South intersection shall be designed taking into account truck turning radius requirements and shall be to the satisfaction of the Public Works Director. Since the Palos Verdes Drive East/Palos Verdes Drive South intersection is impacted by the proposed Project for cumulative with proposed Project conditions, a proportionate share contribution by the Project Applicant is applicable.

Level of Significance: Significant and Unavoidable Impact.

5.3.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts are forecast to occur at City of RPV study intersections assuming full implementation of the recommended mitigation measures for the forecast year 2012 plus Project weekday and the forecast year 2012 plus Project Saturday conditions. However, since proportionate share contribution to Mitigation Measure TR-9 would not fully implement the measure, the significant impacts would not be reduced to a level considered less than significant. Significant and unavoidable traffic impacts would remain at the Palos Verdes Drive East/Palos Verdes Drive South intersection.

If the City of Rancho Palos Verdes approves the proposed Project, the City would be required to adopt findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.