

JUL 26 2011

ITEM NO. 8B

Staff Report

City of Rolling Hills Estates

DATE: JULY 26, 2011

TO: MAYOR AND CITY COUNCIL

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

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

OVERVIEW

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

BACKGROUND AND DISCUSSION

This item was last heard at the City Council meeting of June 14, 2011. Minutes of that meeting are included herein as Attachment 1. Public testimony and Council discussion continued for the project, and the City Council directed staff to prepare the appropriate resolution and ordinances approving the project, certifying the project's Final Environmental Impact Report and adopting a Statement of Overriding Considerations for tonight's meeting.

Los Angeles Unified School District (LAUSD)

As discussed at the last meeting, staff continued to work with the applicant and LAUSD to determine if a portion of the project site area is within the district's boundaries. Attachment 2 provides a map showing the LAUSD boundaries as provided by the District. As shown, it appears that approximately five lots are within the LAUSD boundaries. Accordingly, staff provides amendments to the Traffic and Air Quality sections of the Final Environmental Impact Report (see Attachment 3) to analyze this minor change. Supplemental analysis to the Noise section will be provided under separate cover as further discussed below. It can be noted that no new impacts will occur due to the location of these five lots in the LAUSD boundaries. Also,

Attachment 4 provides a revised Errata Sheet to the Public Services Section of the Final Environmental Impact Report noting the inclusion of some homes in LAUSD as well as a revised Public Services Section.

Traffic Impact Analysis Peer Review

Good Local Planning Inc. submitted a peer review prepared by Kunzman Associates, Inc. of the Traffic Impact Analysis included in the Draft Environmental Impact Report. This analysis and an associated cover letter are included as Attachment 5. City Traffic Engineer Erik Zandvliet and Traffic Consultant Ruth Smith have evaluated Kunzman's comments and provide a response included herein as Attachment 6. Please note that revisions included in the response necessitate slight adjustments in the project's noise analysis. It is anticipated that a memorandum for the Noise consultant addressing this issue as well as the school district issue will be delivered to the City Council and posted on the City's website no later than Monday, July 25, 2011.

Comment letters received since the last City Council meeting are included herein as Attachment 7.

As you know, the entire project site area is within the City's Horse (H) Overlay Zone in the General Plan Land Use Element and Municipal Code. The applicant initially proposed to remove the entire project site area from the H Overlay. In the course of public hearings, the applicant amended this request to propose that the golf course and clubhouse facility (i.e., the site area to be designated Commercial Recreation on the Zoning Map) remain in the H Overlay, and that the site area for 113 homes of the 114 homes (i.e., the project area to be designated Residential Planned Development on the Zoning Map) be removed from the H Overlay prior to construction of the homes. Accordingly, staff has included Condition of Approval No. 109 in Resolution No. 2260 requiring that the project applicant petition the City for a General Plan Amendment and Zone Change to remove the RPD-designation portion of the project site from the H Overlay prior to Zone Clearance of plans for residential construction.

RECOMMENDATION

The Public Hearing for this item remains open. Staff recommends the City Council:

1. Continue to Take Public Testimony;
2. Discuss the Issues;
3. Close the Public Hearing; and
4. Take the Following Actions:
 - A. Adopt Resolution No. 2258 certifying the Final Environmental Impact Report and adopting the associated Findings, Statement of Overriding Considerations, and Mitigation Monitoring Program;
 - B. Adopt Resolution No. 2259 amending certain land use designations in the Land Use Element of the General Plan for the project site area, deleting certain policies related to such prior land use designations, and amending the General Plan Equestrian Trails map to conform to the project;

- C. Introduce Ordinance No. 678 amending certain zoning designations of the City's Zoning Map related to the project;
- D. Introduce Ordinance No. 679 amending Section 17.22.050(D) and (E) of Chapter 17.22 (Commercial Recreation District) of Title 17 (Zoning) of the Rolling Hills Estates Municipal Code related to maximum building coverage and maximum building or structure height for first reading;
- E. Adopt Resolution No. 2260 approving Vesting Tentative Tract Map No. 61287, Grading Plan, Conditional Use Permits, an Annexation/Deannexation for the project; and
- F. Introduce Ordinance No. 680 adopting the Development Agreement for the project for first reading.

Exhibits

Attached

1. Minutes Excerpt – City Council Meeting (June 14, 2011)
2. Map of LAUSD Boundaries
3. Supplemental Analysis to the Traffic and Air Quality sections of the Final Environmental Impact Report Related to School District Trip Distribution
4. Revised Errata Sheet to the Final Environmental Impact Report – Public Services Section and Revised Section 3.12 (Public Services) to the Final Environmental Impact Report
5. Letter from Good Local Planning, Inc. and Traffic Impact Analysis Peer Review from Kunzman Associates, Inc.
6. Memorandum from Erik Zandvliet, T.E. City Traffic Engineer and Ruth Smith, TE, PTP, Traffic Engineering Consultant Regarding Chandler Ranch/Rolling Hills Country Club Project Traffic Impact Report Response to Comments – Kunzman Associates, Inc. Peer Review, 7/6/2011
7. Comment Letters

CITY COUNCIL STAFF REPORT

ATTACHMENT 1

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

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

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

MAYOR ZUCKERMAN informed everyone the public hearing was continued and called for those interested to speak.

Bob Bennett, PVPHA, stated he was impressed with how the community came together on this project. He commented that he is excited, as is the equestrian community, about moving forward and was pleased to endorse the donation to the City for equestrian-related purposes.

Carole Hoffman commented that she is a member of the Rolling Hills Country Club and a life-long equestrian. She believed this project should be approved, but felt that the equestrian trail and horse overlay should be eliminated because it is not compatible with the neighborhood. She noted that Rolling Hills Estates is not only an equestrian city, but is "modest to mansion" in its diversity. She was pleased to say that the project will be a crown jewel to the City.

Larry Hadley noted his support. He commented that the equestrians and golfers have gotten together and made great compromises for this development and advised the COUNCIL not to be persuaded to oppose this project.

Mike Russo, Bridlewood Circle HOA President, noted he is impacted more than anyone by this development. He commended Mr. Cope for doing a fine job.

Gil Houle, PVPHA, stated that their board unanimously voted to support this project, and after several meetings with the equestrian community, they also were behind the project.

Mitch Carson, Good Local Planning, spoke regarding concerns about traffic. He noted that they would like to conduct their own study believing that the EIR analysis was inaccurate.

Linda Retz commented that the design is about aesthetics and not the magnitude of the project. She noted her concern about disturbance to the peace and tranquility of the area and her lifestyle.

Kirk Retz noted he reviewed the development agreement. Since he has experience in this area, he believed there is a significant difference in the standard language between the Applicant and the City and had several questions regarding timeframes, changes to the document, etc. Additionally, he noted his concern to the disruption of his lifestyle.

Scott Wildman commented that this project will be the City's legacy and he favors the golf course upgrade although he did note his concern with traffic and other issues.

John Bellas, Willdan, noted that 46 students are estimated to be generated by this project with students being split between Torrance Unified School District and Peninsula Unified School District.

COUNCILMAN ZERUNYAN requested clarification on the existing air and traffic studies. Mr. Bellas noted that from their standpoint the analysis followed every recommendation available at the time and utilized the more stringent threshold recommended by the AQMD.

Erik Zandvliet, Traffic Engineer, stated that Chandler's has generated approximately 800 trips a day and the new trips would generate about 1,400 trips. He noted that the quarry trucks would be off the streets. Additionally, he stated that there are mitigation measures planned.

Discussion ensued regarding the infiltration plan where Mr. Bellas noted that a condition of approval could be incorporated into the final decision of the project.

COUNCILWOMAN MITCHELL inquired as to the noise level during and after construction.

Mr. Bellas noted that construction noise would be short-lived but that operational noise generated from the golf course maintenance equipment would exceed allowable levels, and therefore, would be limited during the early morning hours.

Dean Shear, EIR Consultant, Willdan, noted there are going to be lingering effects from an operational aspect that will include construction as well as maintenance equipment noise.

COUNCILMAN ZERUNYAN then asked City Attorney Tyson about the language Mr. Retz referred to in the development agreement.

City Attorney Tyson noted that Co-City Attorney Davis is very experienced in this area. He noted that the length of the timeframe is not uncommon, particularly in light of the direction the real estate market is headed.

In response to MAYOR ZUCKERMAN, Principal Planner Cutler noted that it appears there are three school districts involved, but it is unclear whether a small portion belongs to the Los Angeles Unified School District. Principal Planner Cutler stated she will investigate this further.

COUNCILMAN ZERUNYAN commented on his appreciation and cooperation for the hard work the Rolling Hills Country Club has shown and stated that the public has been well served.

MAYOR ZUCKERMAN requested that Traffic Engineer Zandvliet look at the need for wheelstops in the interior of the proposed parking lot as they can be an impediment to ease of circulation.

COUNCILMAN ADDLEMAN moved, seconded by COUNCILWOMAN MITCHELL

TO CONTINUE THE PUBLIC HEARING AND DIRECT STAFF TO PREPARE THE APPROPRIATE RESOLUTIONS AND ORDINANCES APPROVING THE PROJECT, CERTIFYING THE PROJECT'S FINAL ENVIRONMENTAL IMPACT REPORT, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE JULY 26, 2011 MEETING.

AYES: Addleman, Mitchell, Zerunyan, Zuckerman
ABSTAIN: Seamans

15. ADJOURNMENT IN MEMORY OF JOSEPH VALENTI, LONG-TIME MAESTRO OF THE PENINSULA SYMPHONY AND JULIUS HEICHMAN, FATHER OF PLANNING SECRETARY HOLLIS JACKSON

At 10:35 p.m., MAYOR ZUCKERMAN formally adjourned the City Council meeting to Tuesday, June 21, 2011 at 6:00 p.m. for the purpose of continuing the Budget Study Session.

Submitted by,

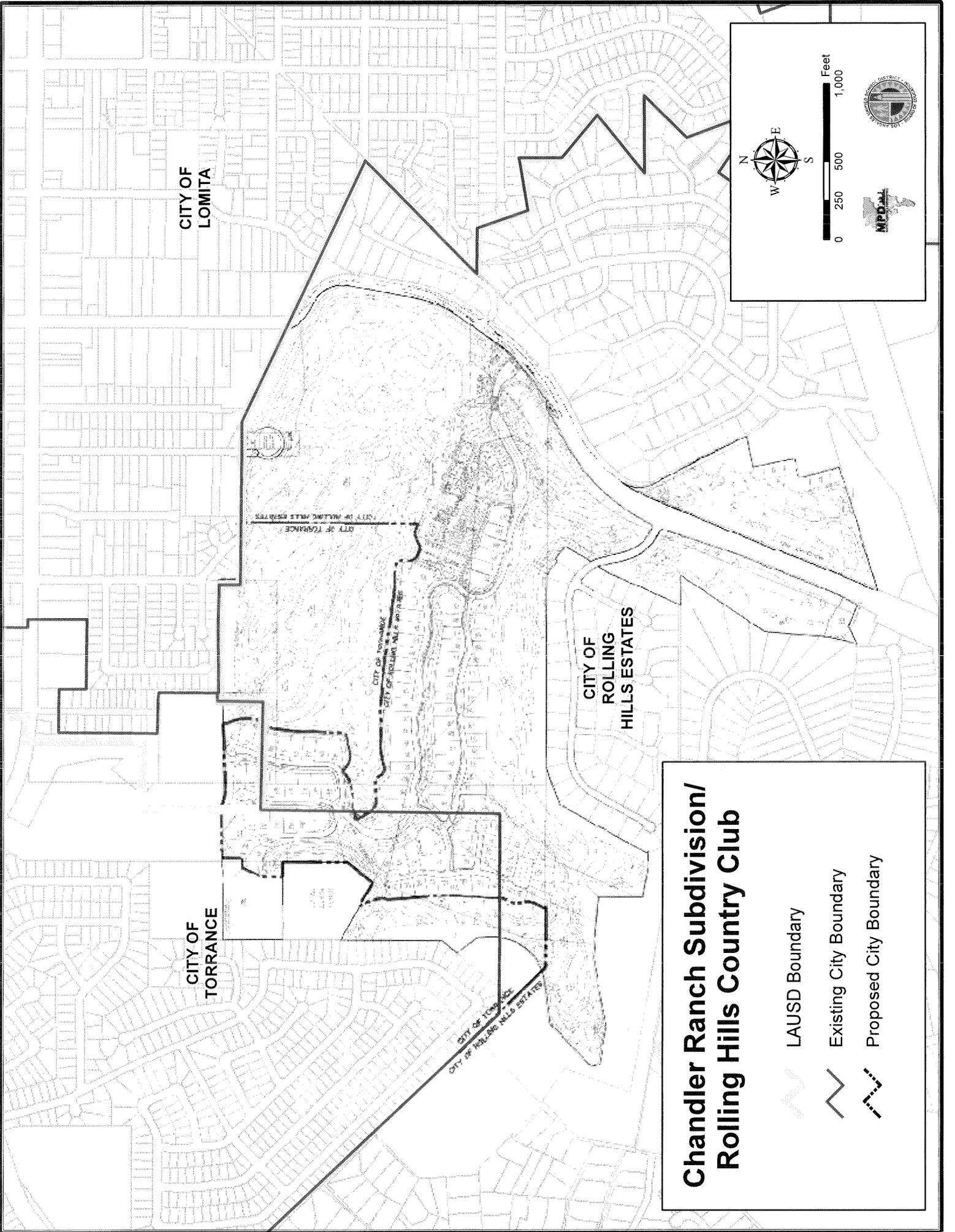
Approved by,

Hope J. Nolan
Deputy City Clerk
CITY COUNCIL MINUTES
JUNE 14, 2011

Douglas R. Prichard
City Clerk

CITY COUNCIL STAFF REPORT

ATTACHMENT 2



Chandler Ranch Subdivision/ Rolling Hills Country Club

-  LAUSD Boundary
-  Existing City Boundary
-  Proposed City Boundary

CITY COUNCIL STAFF REPORT

ATTACHMENT 3

Memorandum

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

FROM: Erik Zandvliet, T.E. City Traffic Engineer

DATE: July 19, 2011

SUBJECT: School District Trip Distribution Supplemental Analysis to the April 2009
Chandler Ranch/Rolling Hills Country Club Project Traffic Impact Report

Willdan Engineering has prepared a supplemental traffic impact analysis in response to the potential impacts of school district boundaries within the Chandler Ranch/Rolling Hills Country Club project. The findings of the analysis are summarized below. Traffic study assumptions, explanations of methodologies, and the previous analyses and findings can be referenced in Willdan Engineering's April 2009 traffic impact report.

Existing School District Boundaries

Due to the location of the existing school district boundaries, approximately 61 new single-family homes will be built within the Palos Verdes Peninsula Unified School District (PVPUSD), 48 within the Torrance Unified School District (TUSD), and 5 within the Los Angeles Unified School District (District 8). Adjustments for partial lot boundaries were made based on assumptions made in the Public Services portion of the FEIR Errata Sheet Section 3.12. Pursuant to the respective school district student generation rates published by each district, the following school trip generation would be expected:

SCHOOL DISTRICT	STUDENT GENERATION RATE (Students per Household)	HOUSING UNITS	TOTAL STUDENTS (Percent of Total)
PVPUSD (South of Project)	0.3318 per household	61	20 (43%)
TUSD (North of Project)	Elementary-0.1950 per household Middle-0.1181 per household High School – 0.1773 per household	48	24 (51%)
LAUSD (North of Project)	Elementary-0.2024 per household Middle-0.1979 per household High School – 0.1119 per household	5	3 (6%)
TOTAL		114	47

The Institute of Transportation Engineers Trip Generation Rates for Single Family Detached Housing (ITE Code 210) are calculated based on actual survey data that counts all trip types originating or departing from residential units, including trips for work, school, maintenance, home services, shopping, etc. Therefore, school related trips are inclusive of the total trip generation for single family housing and do not generate additional trips on the roadway network above those calculated for single family housing.

School Trip Distribution

Depending on the school location in relation to the project site, the trip distribution for school related trips may be affected. If the existing school boundaries are to remain within the project, then students living within the Torrance and Los Angeles Unified School Districts would attend schools north of the project site. Those students living in the Palos Verdes Peninsula Unified School District would attend schools located south of the project site.

Since the project site is located more than ½ mile from schools in any of the three school districts, it can be assumed in a worst case scenario that all students would be driven to school, thereby equating student distribution with trip distribution. A review of the proposed trip distribution at the main project access (“A” Street) on Palos Verdes Drive East indicates that the residential trip distribution (75% North, 25% South) is similar to the expected school trip distribution (57% North, 43% South). The margin of error would be equivalent to an additional 15 trips headed to the north instead of the south.

If all students were to attend schools in PVPUSD to the south of the project site, the maximum change in student distribution would be 27 students headed south instead of north in the AM peak hour. The PM peak hour is not affected by student trips because school is dismissed before the PM peak period.

Potential Impact Threshold

A sensitivity analysis was conducted at the five study intersections potentially affected by either school redistribution scenario to determine how many trips would cause a significant impact in the AM peak hour. It was found that no new significant impacts would be caused by a redistribution of school trips, either within the margin of error between the proposed residential trip distribution and existing school distribution, or if all students attended PVPUSD schools. This is because none of the critical movements at any study intersections were affected by school trip distribution changes.

Intersection	School Trip Redistribution	Change in LOS (AM Peak Hour)	Traffic Impact after Proposed Mitigations?
2. PCH / Narbonne Ave.*	+8 trips NB +7 trips NBRT	0.00	No
4. PVDE / Project Entrance	+27 Trips EBRT - 27 trips EBLT	Improved	No
5. PVDE / Club View Ln.	+27 trips SB	0.00	No
10. PVDE / Dapplegray School	+14 WBRT +13 WB	0.00	No
11 . PVDE / PVDN	+27 Trips SBRT	0.00	No

Note* - Trip Distribution change based on margin of error of 15 students.

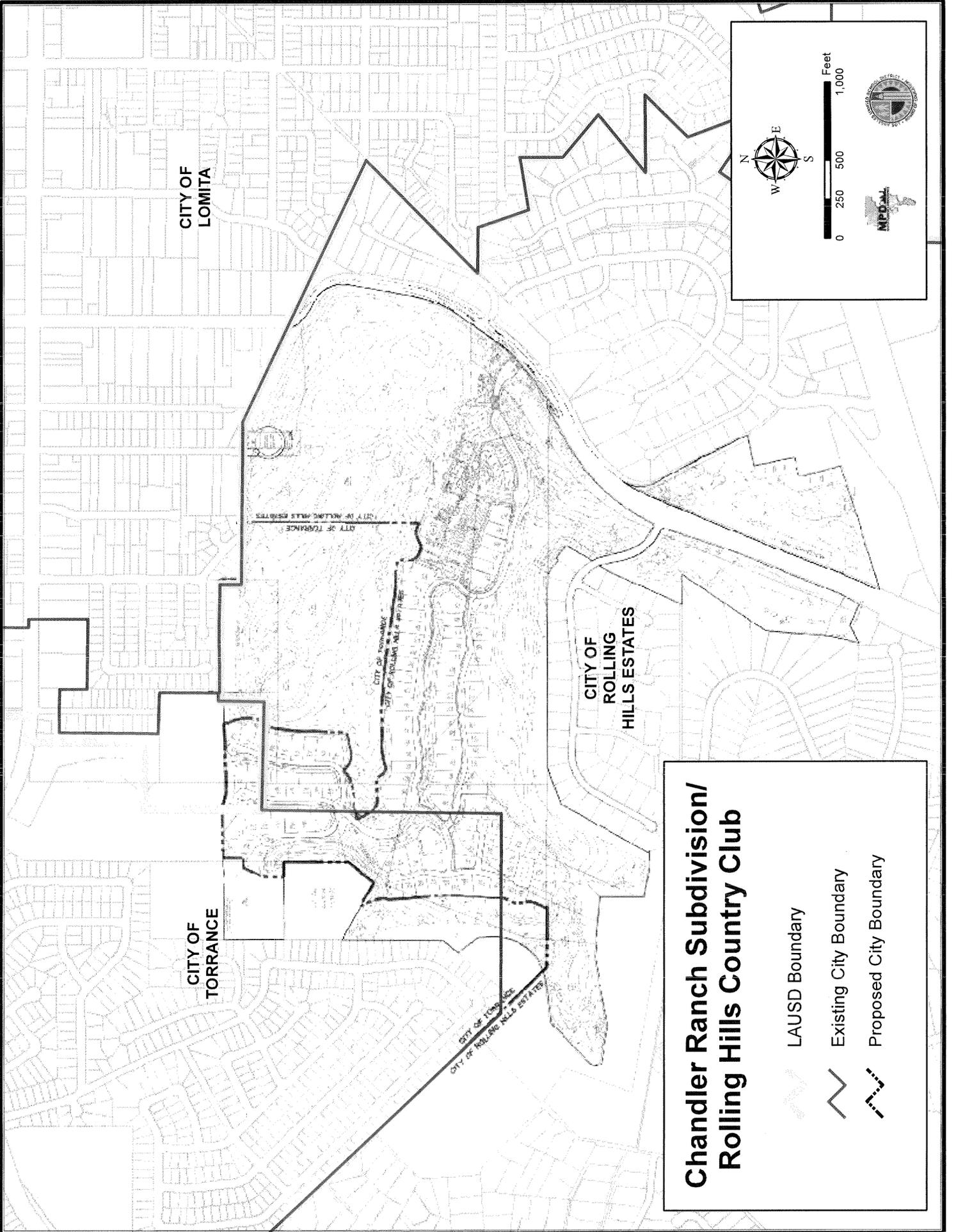
Summary

The supplemental traffic analysis for school trip distribution showed that the April 2009 traffic impact report accounts for school related trips and is generally consistent with the expected trip distribution patterns for three school districts that serve the project. In addition, any difference in trip distribution caused by changes in school district enrollment is expected to be less than significant. Therefore, no additional mitigation measures, beyond those identified in the project’s Draft EIR, are necessary.

We appreciate this opportunity to be of continuing service to the City of Rolling Hills Estates. Please contact me at (562) 908-6254 if you have any questions.

ATTACHMENT 1

EXISTING AND PROPOSED CITY/SCHOOL DISTRICT BOUNDARY MAP



CITY OF LOMITA

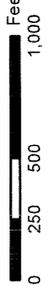
CITY OF TORRANCE

CITY OF ROLLING HILLS ESTATES

**Chandler Ranch Subdivision/
Rolling Hills Country Club**

-  LAUSD Boundary
-  Existing City Boundary
-  Proposed City Boundary









6549 Mission Gorge Road #101 • San Diego, California 92120

Date: July 19, 2011

To: Niki Cutler, City of Rolling Hills Estates

From: Scott Cohen

Cc: John Bellas, Willdan

Re: School Trip Distribution

Air quality, health risk and greenhouse gas (GHG) emissions impacts that were assessed in the Draft Environmental Impact Report (DEIR) are each unaffected by variation of trip end location. Rather, emissions impacts are influenced by the number and length of trips which in turn affect vehicle miles traveled (VMT). VMT is the basis for emissions from vehicles on roads.

The number of trips is not affected by varying the school destination. The maximum school trips would be 94 trip ends per day. These school trips are a subset of the 2,382 trips per day analyzed in the DEIR and represent less than 4% of Project trips. Emissions from the 94 trips represent an even smaller percentage of the overall Project emissions because on-site source emissions are also included in that amount.

The length of trips may be slightly changed but not to the extent that would affect the significance of impacts assessed in the DEIR. This is particularly true for air quality and health risk impacts because the DEIR accounts for removal of heavy-heavy duty truck (HHDT) trips from the area. Reduction in air emissions due to removal of HHDTs far exceed any potential increase in emissions that may result from clarifying the school trip distribution. In addition, default trip lengths in the emissions modeling software (URBEMIS) were used and distinguish only between commute, non-work, and customer trip types.

California Climate Action Registry (CCAR) General Reporting Protocol (Version 3.1) sets a de minimis level of five percent (5%) for GHG emissions reporting. The school trips would be considered a de minimis source under the CCAR protocol. Therefore, slight variation in the length of the trips would also be considered de minimis and need not be reported.

In summary, potential changes in emissions that may result from clarifying the school trip distribution are considered de minimis and would not affect significance determinations in the DEIR. Air quality along local roads will be improved with the Project.

CITY COUNCIL STAFF REPORT

ATTACHMENT 4

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

INTRODUCTION

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

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

ERRATA TO THE FINAL EIR

3.12 PUBLIC SERVICES

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

Impact PS-3: The proposed project would be expected to generate students at the Palos Verdes Peninsula Unified School District~~and, the Torrance Unified School District, and the Los Angeles Unified School District (Local District 8).~~ Though the school district is not operating above capacity, the **The generation of additional students would increase the use of the schools in the districts. This is considered a significant but mitigable impact.**

The proposed project would add 61~~63~~114 new single-family residential units within the Palos Verdes Peninsula Unified School District (PVPUSD)~~and 51~~, 48 new single-family residential units within the Torrance Unified School District (TUSD), and 5 new single-family residential units within the Los Angeles Unified School District (LAUSD) in Local District 8¹. Based on the respective Districts' ~~District's~~ student generation rates² ~~of 0.3318~~

¹ This analysis assumes that the school district boundary lines would continue to follow the existing City boundary line after the proposed project is approved and constructed, except where the existing LAUSD Local District 8 boundary exist, which would also remain unchanged. Based on the proposed Tentative Tract Map, 55 of the proposed residential parcels would be entirely within the PVPUSD (based on City boundary lines), 41 would be entirely within the TUSD, 3 would be entirely within the LAUSD, 10 would span the PVPUSD/TUSD boundary; 3 would span the TUSD/LAUSD boundary, 1 would span the PVPUSD/LAUSD boundary, and 1 would span across all 3 districts. This analysis assumes

~~students per household, the project would generate a total of 47 46 38 students, of which 20 21 would be within the PVPUSD and, 24 26 would be within the TUSD, and 3 would be within the LAUSD.~~

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

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

~~that 1/2 and of the proposed residential parcels that span across 2 school districts would be dedicated to each district, and that 1/3 of the proposed residential parcel that span all 3 school district would be dedicated to each district. Based on the proposed Tentative Tract Map, 57 of the proposed residential parcels are within the existing limits of the City of Rolling Hills Estates, 45 are within the existing limits of the City of Torrance, and 12 span across the existing City boundary line. This analysis assumes that 6 (i.e., 50%) of the 12 proposed residential parcels that span across the existing City boundary line would be dedicated to the PVPUSD, with the remaining 6 parcels dedicated to the TUSD.~~

²~~Published student generation rates for the PVPUSD and TUSD are as follows: PVPUSD = 0.3318 total students per household; TUSD = 0.1950 elementary school students per household, 0.1181 middle school students per household, and 0.1773 high school students per household. Student generation rates for the LAUSD for single-family detached homes are as follows: 0.2024 elementary school students per household, 0.0979 middle school students per household, and 0.1119 high school students per household (LAUSD, *School Facilities Needs Analysis*, 2006).~~

3.12 PUBLIC SERVICES

3.12.1 INTRODUCTION

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

3.12.2 ENVIRONMENTAL SETTING

FIRE SERVICES

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

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

POLICE SERVICES

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

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

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

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

SCHOOLS

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

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

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

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

Table 3.12.1
School Enrollment

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

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

LIBRARIES

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

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

Table 3.12.2
Palos Verdes Library District Facilities

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

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

3.12.3 THRESHOLDS OF SIGNIFICANCE

The project would have a significant impact if it will:

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

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

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

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

3.12.4 IMPACT DISCUSSION

TOPICS FOR WHICH THE PROJECT WOULD HAVE NO IMPACT

None.

TOPICS FOR WHICH THE PROJECT WOULD HAVE POTENTIAL IMPACTS

FIRE PROTECTION (THRESHOLD 1)

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

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

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

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

POLICE PROTECTION (THRESHOLD 2)

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

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

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

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

SCHOOLS (THRESHOLD 3)

Impact PS-3: The proposed project would be expected to generate students at the Palos Verdes Peninsula Unified School District ~~and, the Torrance Unified School District, and the Los Angeles Unified School District (Local District 8).~~ Though the school district is not operating above capacity, the The generation of additional students would increase the use of the schools in the districts. This is considered a significant but mitigable impact.

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

The proposed project would add ~~61~~ ~~63~~ ~~114~~ new single-family residential units within the Palos Verdes Peninsula Unified School District (PVPUSD) ~~and~~ ~~51~~, ~~48~~ new single-family residential units within the Torrance Unified School District (TUSD), and 5 new single-family residential units within the Los Angeles Unified School District (LAUSD) in Local District 8⁵. Based on the respective Districts' ~~District's~~ student generation rates⁶ ~~of~~ ~~0.3318~~ students per household, the project would generate a total of ~~47~~ ~~46~~ ~~38~~ students, of which ~~20~~ ~~21~~ would be within the PVPUSD ~~and~~, ~~24~~ ~~26~~ would be within the TUSD, and 3 would be within the LAUSD.

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

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

OTHER PUBLIC FACILITIES (THRESHOLD 4)

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

⁵ This analysis assumes that the school district boundary lines would continue to follow the existing City boundary line after the proposed project is approved and constructed, except where the existing LAUSD Local District 8 boundary exist, which would also remain unchanged. Based on the proposed Tentative Tract Map, 55 of the proposed residential parcels would be entirely within the PVPUSD (based on City boundary lines), 41 would be entirely within the TUSD, 3 would be entirely within the LAUSD, 10 would span the PVPUSD/TUSD boundary; 3 would span the TUSD/LAUSD boundary, 1 would span the PVPUSD/LAUSD boundary, and 1 would span across all 3 districts. This analysis assumes that 1/2 and of the proposed residential parcels that span across 2 school districts would be dedicated to each district, and that 1/3 of the proposed residential parcel that span all 3 school district would be dedicated to each district. Based on the proposed Tentative Tract Map, 57 of the proposed residential parcels are within the existing limits of the City of Rolling Hills Estates, 45 are within the existing limits of the City of Torrance, and 12 span across the existing City boundary line. This analysis assumes that 6 (i.e., 50%) of the 12 proposed residential parcels that span across the existing City boundary line would be dedicated to the PVPUSD, with the remaining 6 parcels dedicated to the TUSD.

⁶ Published student generation rates for the PVPUSD and TUSD are as follows: PVPUSD = 0.3318 total students per household; TUSD = 0.1950 elementary schools students per household, 0.1181 middle schools students per household, and 0.1773 high schools students per household. Student generation rates for the LAUSD for single-family detached homes are as follows: 0.2024 elementary school students per household, 0.0979 middle school students per household, and 0.1119 high school students per household (LAUSD, *School Facilities Needs Analysis*, 2006).

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

3.12.5 CUMULATIVE IMPACTS

FIRE SERVICES

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

POLICE SERVICES

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

SCHOOLS

Cumulative development within the Palos Verdes Peninsula Unified School District will continue to increase enrollment in local public schools. Since local schools are near capacity, cumulative impacts to schools are considered potentially significant. Payment of statutory school impact fees, as required by ~~MM PS-4~~ MM PS-18, would mitigate the proposed project's contribution to cumulative impacts on schools to a level that is less than considerable.

LIBRARIES

Cumulative development on the Palos Verdes Peninsula will continue to increase the population served by the PVL D. The fair-share library fees established in the City of Rolling Hills Estates' Public Facilities Impact Fee Report (City of Rolling Hills Estates, 2008) are based on future growth projections in the PVL D's service area. These projections account for cumulative growth. As such,

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

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

payment of library fees, as required by ~~MM PS-2~~ MM PS-19, would mitigate the proposed project's contribution to cumulate impacts on libraries to a level that is less than considerable.

3.12.6 MITIGATION MEASURES

- MM PS-1:** The City of Rolling Hills Estates shall not approve the project's Final Tract Map before the Los Angeles County Fire Department recommends approval of the project.
- MM PS-2:** Access shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
- MM PS-3:** Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.
- MM PS-4:** Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed, and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- MM PS-5:** Private driveways shall be indicated on the final map as "Private Driveway and Fire lane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested, and accepted prior to construction.
- MM PS-6:** Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested, and accepted prior to construction.
- MM PS-7:** Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- MM PS-8:** The project shall comply with all the water system requirements identified by the Los Angeles County Fire Department. The City shall not issue a certificate of occupancy for the proposed clubhouse or any residential units until such compliance is verified.
- MM PS-9:** Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an approved all weather surface of not less than the prescribed width, unobstructed, clear to sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. The applicant shall provide the City and the Fire Department with an exhibit of the clubhouse and surrounding structures that clearly shows the required access and dimensions.

- MM PS-10:** Bridge—When a bridge is required to be used as part of a fire access road it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds. All water crossing designs are required to be certified by a licensed civil engineer to meet or exceed the current standards. See 2007 California Fire Code (CFC) 503.2.6 for additional information. The cross section for the proposed bridge shows 18 feet width for each direction of travel. The bridge shall provide 20 feet minimum travel width in each direction of travel. The cross section shall be corrected to show 20 feet of travel width for each direction of travel and shall be submitted to the City and the Fire Department prior to approval of the Final Tract Map.
- MM PS-11:** Turning radii shall not be less than 32 feet for all turns associated with Fire Department access. This measurement shall be determined at the centerline of the road. The Final Tract Map shall clearly depict the required 32-foot on centerline turning radius for all turns associated with Fire Department access. This includes all the proposed cul-de-sac designs.
- MM PS-12:** Prior to approval of the Final Tract Map and to the satisfaction of the City and the Fire Department, the applicant shall clarify the raised median design feature east of the proposed bridge.
- MM PS-13:** Streets or driveways within the development shall be provided with the following:
- Provide 36 feet in width on all streets where parking is allowed on both sides.
 - Provide 34 feet in width on cul-de-sacs up to 700 feet in length. This allows parking on both sides of the street.
 - Provide 36 feet in width on cul-de-sacs from 701-1,000 feet in length. This allows parking on both sides of the street.
 - For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating “NO PARKING FIRE LANE” in three inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
 - Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road.
- MM PS-14:** Traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review and approval, prior to approval of the Final Tract Map.

- MM PS-15:** Street “C” is of a cul-de-sac design and is approximately 950 feet in length. Street “C” shall provide 36 feet in width.
- MM PS-16:** Prior to approval of the Final Tract Map, the applicant shall provide a cross section for each proposed “motor court” and cul-de-sac” design with a raised median to the City and the Fire Department for review and approval.
- MM PS-17:** Prior to approval of the Final Tract Map, the applicant shall submit the site plan (four copies) and architectural elevations (one set) for the proposed clubhouse and all associated structures to the Fire Department for review and approval. Said plans shall show the type of construction, occupancy classification, square footage of proposed structure per floor, and number of floors. Fire Department vehicular access shall be cross-hatched or shaded.
- MM PS-18:** Prior to issuance of a building permit, the applicant shall pay the established school fee rate for new residential construction.
- MM PS-19:** Prior to issuance of a building permit, the applicant shall pay the library facilities fee rate for new residential construction established in the City of Rolling Hills Estates’ Public Facilities Impact Fee Report (City of Rolling Hills Estates, 2008) and any corresponding City ordinance.

3.12.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

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

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

Table 3.12.3
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance
for Public Service Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.		
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	MM PS-18 (see Section 3.12.6, above)	Less than significant after mitigation
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.	MM PS-19: (see Section 3.12.6, above)	Less than significant after mitigation

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CITY COUNCIL STAFF REPORT

ATTACHMENT 5

GOOD LOCAL PLANNING, INC.

Making Real Planning a Reality

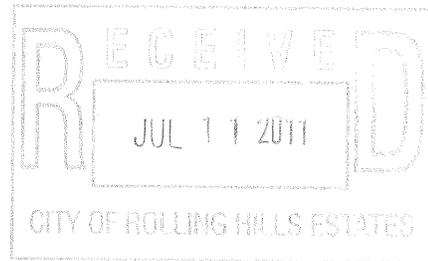
9909 Topanga Canyon Blvd., Suite 339

Chatsworth, CA 91311

818.355.5130

July 8, 2011

City Councilmembers
City of Rolling Hills Estates
City Hall
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274



Re: Chandler Estates Project

Ladies and Gentlemen:

Our organization has previously complained to you that the traffic analysis was insufficient in the Environmental Impact Report for the Chandler Ranch project. The City has prepared an additional traffic analysis in response to our suggestion that a proper traffic analysis be completed with a baseline that complies with the recent holding in the *Sunnyvale* case. However, that analysis was both under-inclusive and incomplete. As a result, we have had to look more carefully at the traffic analysis that underlies the environmental impact report for the proposed project.

We have had the traffic engineering firm of Kunzman Associates, Inc. complete a peer review of the traffic analysis in the EIR. Kunzman is a certified traffic engineering firm with over 30 years of experience. You may confirm their credentials at <http://www.traffic-engineer.com>. Based upon their expert opinion, the traffic analysis in the EIR is fatally flawed. For your review, we attach to this letter as Exhibit "A" a complete copy of the Kunzman Traffic Study Peer Review.

Accordingly, we hereby request (and CEQA requires) that the City cause a new traffic study to be performed for the proposed project, that the traffic section in the EIR be redrafted based on the results of the new study, and that each section of the EIR that is affected by the traffic analysis similarly be revised (including, for example, the air quality and noise sections). Then, the entire draft EIR should be re-circulated for public comment and a new Final EIR prepared and disseminated, based upon the comments the City may receive for the new Draft EIR.

Thank you for your consideration of this request.

Sincerely,

Good Local Planning, Inc.

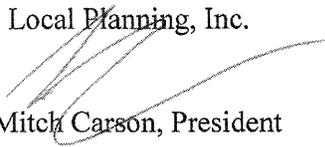
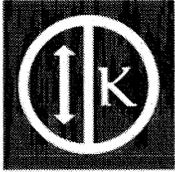
By:  Mitch Carson, President

EXHIBIT "A"



KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

July 6, 2011

Mr. Mitch Carson
MITCH CARSON
9909 Topanga Canyon Boulevard, Suite 339
Chatsworth, CA 91311

Dear Mr. Carson:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide a traffic impact analysis peer review for the Chandler Ranch & Rolling Hills Country Club Traffic Impact Analysis prepared by Willdan Engineering (April 29, 2009). This peer review provides Kunzman Associates, Inc. comments regarding the traffic impact analysis. The traffic impact analysis generally follows standard practice in the City of Rolling Hills Estates and County of Los Angeles Congestion Management Program requirements.

The project site is generally located along Palos Verdes Drive East between Palos Verdes Drive North and the City of Rolling Hills Estates northerly city limit. The majority of the proposed project is on the west side of Palos Verdes Drive East, with access provided by "A" Street. The proposed development will reconfigure/relocate the existing golf course and adds a residential community consisting of 114 new single-family homes.

COMMENT 1

Page 9. The intersection of Hawthorne Boulevard/Palos Verde Drive North is shown with a northbound free right turn lane. The right turn lane is signed with a Yield control and does not provide a sufficient acceleration lane length to function as a free right turn lane. It should further be noted that the two eastbound through lanes on Palos Verde Drive North immediately transition to one lane at this location.

COMMENT 2

Page 14. The site plan should be provided at sufficient scale to review the circulation patterns within the clubhouse area.

COMMENT 3

Page 14. The site plan shows the only access will be provided via "A" Street to Palos Verdes Drive East. The Fire Department should review the access plan to assure that sufficient emergency access and escapement is provided via the one entry for the single-family homes and clubhouse uses.

Mr. Mitch Carson
MITCH CARSON
July 6, 2011

COMMENT 4

Page 14. The site plan shows "A" Street located on the inside of a curve along Palos Verdes Drive East. A sight distance analysis should be conducted to meet the City of Rolling Hills Estates sight distance standards for the posted speed limit of 40 MPH with the existing landscaping, slope, fencing, and tree obstructions. The sight distance standard for the vertical and horizontal sight distance, safe stopping sight distance, and decision sight distance should be met.

COMMENT 5

Page 17. Table 3 shows the trip generation daily rate for health/fitness club matches the Institute of Transportation Engineers (ITE), Trip Generation, 8th Edition, 2008, land use category 492. However, the peak hour rates differ from ITE. Please explain.

COMMENT 6

Page 17. Table 3 shows the tennis court trip generation rates have been adjusted per the health/fitness club rates. The SANDAG trip generation rates for tennis courts can be used per the City of Rolling Hills Estates Traffic Impact Analysis Methodology Guidelines.

COMMENT 7

Page 17 and Appendix C. The trip generation table and worksheets denote the Chandler Quarry traffic counts. The existing sand and gravel facility trip generation should be denoted in Passenger Car Equivalents from the Highway Capacity Manual. However, it should be noted that the traffic count worksheets for the study area intersections in Appendix C do not separate cars versus trucks by axle.

COMMENT 8

Page 23. The proposed residential trip distribution shows 15% of project traffic distributed on Palos Verdes Drive North between Hawthorne Boulevard and Crenshaw Boulevard. Please correct to 10%.

COMMENT 9

Page 29. Table 4 shows the Residential Condo daily rate as 5.86. The ITE daily rate is 5.81. Please explain.

COMMENT 10

Page 29. Table 4 shows the Senior Housing – Detached AM outbound rate as 0.12 and the ITE AM outbound rate is 0.14. Also, the PM outbound rate as 0.10 and the ITE AM outbound rate is 0.11. Please explain.

Mr. Mitch Carson
MITCH CARSON
July 6, 2011

COMMENT 11

Page 29. Table 4 shows the Medical Office AM inbound/outbound rates and PM inbound/outbound rates differ from ITE. Please explain.

COMMENT 12

Page 29. Table 4 shows the Commercial AM inbound/outbound rates and PM inbound/outbound rates differ from ITE. Please explain.

COMMENT 13

Page 29. Table 4 shows the Bank daily, AM inbound, and PM inbound/outbound rates differ from ITE. Please explain.

COMMENT 14

Page 29. Table 4 does not show a footnote reference for the daily and AM inbound/outbound rates for the Vehicle Service Center use.

COMMENT 15

Pages 30 to 32. Table 5 inbound/outbound trip generation volumes do not match their totals for cumulative projects no. 3, 5, 7, 15, 19, 21, 22, 23, 24, 25, and 32. Please correct.

COMMENT 16

Pages 33. Table 5 should provide a total for the cumulative project trip generation.

COMMENT 17

Page 39. The Pacific Coast Highway/Crenshaw Boulevard intersection would increase the ICU by 0.005 not 0.05 as stated.

COMMENT 18

Page 47. The Pacific Coast Highway/Crenshaw Boulevard intersection would increase the ICU by 0.004 not 0.04 as stated.

COMMENT 19

Page 53. The improvements for Crenshaw Boulevard/Pacific Coast Highway and Narbonne Avenue/Pacific Coast Highway affect intersections within the California Department of Transportation

Mr. Mitch Carson
MITCH CARSON
July 6, 2011

jurisdiction. Any work performed within the California Department of Transportation right-of-way will require discretionary review and approval by the California Department of Transportation and an encroachment permit will be required prior to construction.

COMMENT 20

Page 56. The PM peak hour traffic volumes do not match the Appendix F/G worksheets for intersection no. 6, 7, and 11.

COMMENT 21

Appendix D. Palos Verdes Drive East between Pacific Coast Highway and Palos Verdes Drive North is shown with traffic volumes from 11,880 to 12,888 for existing traffic conditions. These volumes are projected to grow to 14,638 to 16,126 for Year 2025 traffic conditions. Palos Verdes Drive East is a 2 lane undivided roadway for portions between Pacific Coast Highway and Palos Verdes Drive North. These traffic volumes exceed the typical roadway capacities for a 2 lane undivided roadway.

COMMENT 22

Palos Verdes Drive East is classified as an Arterial Roadway adjacent to the project site on the City of Rolling Hills Estates General Plan Circulation Element. The proposed development should be conditioned to construct Palos Verdes Drive East at its ultimate half-section width adjacent to the project site.

COMMENT 23

Appendix E to G. The City of Rolling Hills Estates Traffic Impact Analysis Methodology Guidelines recommends that the intersection level of service calculations include a peak hour factor specific to each subject intersection.

COMMENT 24

Appendix F. The intersection analysis worksheets for Crenshaw Boulevard/Palos Verdes Drive North and Dapplegray School Road/Palos Verdes Drive North are depicted with traffic signal split phasing. The traffic signal phasing should be changed for the intersections of Hawthorne Boulevard/Palos Verdes Drive North and Rolling Hills Road/Palos Verdes Drive North to denote split phasing for all analysis years.

COMMENT 25

Appendix H. The Palos Verdes Drive East/Street "A" (Project Access) is approaching the need for a traffic signal for future traffic conditions. The project should be conditioned to conduct a traffic signal warrant for Opening Year traffic conditions at the project access to Palos Verdes Drive East.

Mr. Mitch Carson
MITCH CARSON
July 6, 2011

COMMENT 26

General. The construction phase of the project development should be discussed in the traffic study. Specifically, the import/export of fill material for the proposed golf course at the existing Chandler Quarry should be analyzed within the proposed development.

It has been a pleasure to serve your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.

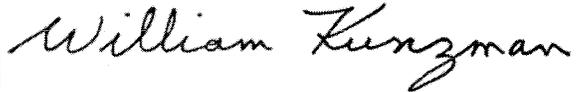


Carl Ballard
Principal Associate

#4950



KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.
Principal

CITY COUNCIL STAFF REPORT

ATTACHMENT 6

Memorandum

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

FROM: Erik Zandvliet, TE, City Traffic Engineer
Ruth Smith, TE, PTP, Traffic Engineering Consultant

DATE: July 20, 2011

SUBJECT: *Chandler Ranch/Rolling Hills Country Club Project Traffic Impact Report*
Response to Comments – Kunzman Associates, Inc. Peer Review, 7-6-2011

Willdan Engineering has prepared the following responses to comments submitted by Good Local Planning, Inc. on July 8, 2011, related to a peer review conducted by Kunzman Associates, Inc. dated July 6, 2011. Upon review of the submitted comments, it was found that additional analysis or revision of the project's traffic impact report is not necessary. All comments have been addressed or are included in the environmental documents. Specific responses to the comments are summarized below:

COMMENT 1

Page 9. The intersection of Hawthorne Boulevard/Palos Verde Drive North is shown with a northbound free right turn lane. The right turn lane is signed with a Yield control and does not provide a sufficient acceleration lane length to function as a free right turn lane. It should further be noted that the two eastbound through lanes on Palos Verde Drive North immediately transition to one lane at this location.

The northbound right turn operates functionally as a free-right and is not within the signalized portion of the intersection, therefore, the lane assignments are correctly depicted.

COMMENT 2

Page 14. The site plan should be provided at sufficient scale to review the circulation patterns within the clubhouse area.

The internal circulation is evaluated and discussed fully in Section VIII. A larger scale map is provided in the EIR as Figure 2.9.

COMMENT 3

Page 14. The site plan shows the only access will be provided via "A" Street to Palos Verdes Drive East. The Fire Department should review the access plan to assure that sufficient emergency access and escapement is provided via the one entry for the single-family homes and clubhouse uses.

COMMENT 3 (continued)

The Fire Department has reviewed the project and provided input to the EIR. Fire access is addressed in Section 3.12 of the EIR, and all roadways will comply with Fire Department standards per mitigation measures PS-1 to 17.

COMMENT 4

Page 14. The site plan shows "A" Street located on the inside of a curve along Palos Verdes Drive East. A sight distance analysis should be conducted to meet the City of Rolling Hills Estates sight distance standards for the posted speed limit of 40 MPH with the existing landscaping, slope, fencing, and tree obstructions. The sight distance standard for the vertical and horizontal sight distance, safe stopping sight distance, and decision sight distance should be met.

All roadway design will meet current City standards and must be approved by the City Traffic Engineer and City Engineer. Adequate sight distance will be confirmed by the City Traffic Engineer at the time of engineering design.

COMMENT 5

Page 17. Table 3 shows the trip generation daily rate for health/fitness club matches the Institute of Transportation Engineers (ITE), Trip Generation, 8th Edition, 2008, land use category 492. However, the peak hour rates differ from ITE. Please explain.

The analysis was originally prepared using the trip generation rates from the 7th Edition of ITE's *Trip Generation*. Rates were updated when the 8th Edition came out so that some were from the 7th Edition and some from the 8th Edition. All of the rates have been updated with this addendum, as shown in Table 3 (project rates) and Table 4 (cumulative project rates). The updated cumulative project trips are shown in Table 5.

Since the tennis court rates were based on the health/fitness club rates, they and the resulting project trips have also been updated. As shown in Table 3, the result is a net increase of project AM peak hour trips of 1 inbound and 8 outbound, and a net decrease of project PM peak hour trips of 1 inbound and 5 outbound.

The impact of these changes on a signalized intersection would be the change in peak hour trips divided by the capacity of the affected lane(s), multiplied by the project's percent trip distribution for each affected turning movement. Since the project's PM peak hour trips were reduced, the effect of these changes would result in no change or a minor decrease in the project's impact. For the purposes of this response to comments, only possible increases in the project's impact are addressed. The table below shows the changes in project volumes for each intersection. Those that are less than 0.5 trips are shown as 0. For the unsignalized intersections, which were analyzed using the HCM delay methodology, the ICU column is not applicable and they have been assessed based on how close the Baseline + Project values in Tables 6 and 7 of the report are to the next higher LOS.

Intersection	Project Trip Addition	Max. Increase in ICU (AM Peak Hour)	Traffic Impact after Proposed Mitigations?
1. PCH / Crenshaw Bl. (CMP)	+0 trips SBLT +0 trips EBT +1 trip WBT +1 trip WBRT	0.00	No
2. PCH / Narbonne Ave.*	+2 trips NBLT +1 trip NBRT +0 trips EBRT +0 trips WBLT	0.001	No
3. PCH / Western Ave. (CMP)	+0 trips SBRT +0 trips EBLT +1 trip EBT +0 trips WBT	0.00	No
4. PVDE / Project Entrance	+1 trip NBLT +0 trips SBRT +3 Trips EBLT +5 trips EBRT	--	No
5. PVDE / Club View Ln.	+1 trip NB +5 trips SB	--	Yes (2025)
6. PVDN / Silver Spur Rd.	+0 trips NBRT +0 trips EBT +0 trips WBLT +1 trip WBT	--	No
7. PVDN / Hawthorne Bl.	+0 trips NBRT +0 trips EBT +1 trips WBLT +1 trips WBT	0.001	No
8. PVDN / Crenshaw Bl.	+0 trips NBRT +0 trips EBT +1 trip WBLT +2 trips WBT	0.001	No
9. PVDN / Rolling Hills Dr.	+0 trips NBRT +0 trips SBLT +0 trips EBT +0 trips WBLT +3 trips WBT +0 trips WBRT	0.002	No
10. PVDE / Dapplegray School	+1 EBT +4 WBT	0.003	No
11. PVDE / PVDN	+0 trips NBT +0 trips SBLT +1 trip SBT +4 trips SBRT +1 trip EBLT +0 trips WBRT	0.003	No
12. PVDN / Western Ave. (CMP)	+0 trips NBLT +0 trips EBRT	0.00	No

COMMENT 5 (continued)

For 2013 conditions (Table 6), none of the study intersections that would already be impacted by the project would require additional improvements and none of the other intersections would be impacted by the project enough to require mitigation. For 2025 conditions, it appears that the intersection of Palos Verdes Drive North/Club View Lane could require mitigation. Since the intersection previously required mitigation for 2013 conditions, the same mitigation measures would be applied to 2025 conditions, with no overall change in project impact.

COMMENT 6

Page 17. Table 3 shows the tennis court trip generation rates have been adjusted per the health/fitness club rates. The SANDAG trip generation rates for tennis courts can be used per the City of Rolling Hills Estates Traffic Impact Analysis Methodology Guidelines.

The tennis courts will be limited to members only, and are used at the same time as the health/fitness club facility. Therefore, the City determined that adjusted Health/Fitness Club peak hour rates were the most appropriate for the project.

COMMENT 7

Page 17 and Appendix C. The trip generation table and worksheets denote the Chandler Quarry traffic counts. The existing sand and gravel facility trip generation should be denoted in Passenger Car Equivalent from the Highway Capacity Manual. However, it should be noted that the traffic count worksheets for the study area intersections in Appendix C do not separate cars versus trucks by axle.

Passenger Car Equivalent values were not used as a more conservative approach to overestimate the site's existing trip generation. By not using PCE values, the existing trip credits were minimized, resulting in higher net new trips than actually anticipated.

COMMENT 8

Page 23. The proposed residential trip distribution shows 15% of project traffic distributed on Palos Verdes Drive North between Hawthorne Boulevard and Crenshaw Boulevard. Please correct to 10%.

Typographical error noted. No recalculation is necessary.

COMMENT 9

Page 29. Table 4 shows the Residential Condo daily rate as 5.86. The ITE daily rate is 5.81. Please explain.

COMMENT 9 (continued)

See the response to Comment 5. The Residential Condo update affects cumulative project numbers 17 and 22, and reduces the cumulative projects' daily volumes by 7 and 18 trips, respectively. This change would not affect the traffic study findings since the traffic analysis is not based on daily traffic volumes. No recalculation is necessary.

COMMENT 10

Page 29. Table 4 shows the Senior Housing – Detached AM outbound rate as 0.12 and the ITE AM outbound rate is 0.14. Also, the PM outbound rate as 0.10 and the ITE AM outbound rate is 0.11. Please explain.

See the response to Comment 5. The Senior Housing – Detached update affects cumulative project number 22, and increases the cumulative project's AM peak hour inbound volume by 2 trips and the PM peak hour outbound volume by 1 trip. These minor changes would not change the traffic study's findings or recommendations. No recalculation is necessary.

COMMENT 11

Page 29. Table 4 shows the Medical Office AM inbound/outbound rates and PM inbound/outbound rates differ from ITE. Please explain.

See the response to Comment 5. The Medical Office update affects cumulative project numbers 23 and 24, and increases the cumulative projects' AM peak hour inbound volumes by 82 trips and the outbound volumes by 52 trips, and the PM peak hour inbound volumes by 123 trips and the outbound volumes by 233 trips.

Changes in cumulative project volumes can affect the baseline levels of service, but do not generally affect the project's traffic impacts on the signalized intersections shown in Tables 6 and 7 since the traffic impact is based on a project-related increase in ICU. It could affect the LOS for baseline conditions, however, by making the LOS higher or lower, which could change the stringency of the impact conditions, i.e. changing the baseline from LOS D to LOS E would require less of a project-related increase in ICU to trigger mitigation. For unsignalized intersections, the effect of changes in cumulative project volumes would depend on how close the baseline intersection delay is to the next LOS.

In this case, the two projects are in the City of Torrance and their trips would not affect all study intersections. Since the intersections they would affect would already operate at LOS F for 2013 and 2025 baseline conditions, the changes would not change the traffic study's findings or recommendations. No recalculation is necessary.

COMMENT 12

Page 29. Table 4 shows the Commercial AM inbound/outbound rates and PM inbound/outbound rates differ from ITE. Please explain.

See the response to Comment 5. The Commercial update affects cumulative project numbers 20 and 26, and decreases the cumulative projects' AM peak hour inbound volumes by 260 trips and the outbound volumes by 25 trips and increase the PM peak hour inbound volumes by 159 trips and decrease the outbound volumes by 158 trips. The two cumulative projects are in the Cities of Torrance and Lomita and their trips would not affect all study intersections. The signalized intersections they would affect already operate at LOS F for 2013 and 2025 conditions. The unsignalized intersections they would affect are already impacted by the project. Therefore, the changes would not change the traffic study's findings or recommendations. For a discussion of the impact these types of changes would have on the analysis, see the response to Comment 11.

COMMENT 13

Page 29. Table 4 shows the Bank daily, AM inbound, and PM inbound/outbound rates differ from ITE. Please explain.

See the response to Comment 5. The Bank update affects cumulative project number 19, and decreases the cumulative project's daily volume by 787 trips, the PM peak hour inbound volume by 80 trips and the PM peak hour outbound volume by 79 trips. Since the cumulative project's volumes are reduced, the changes would not worsen the project's traffic impact and could reduce it. No recalculation is necessary. For a discussion of the impact these types of changes would have on the analysis, see the response to Comment 11.

COMMENT 14

Page 29. Table 4 does not show a footnote reference for the daily and AM inbound/outbound rates for the Vehicle Service Center use.

Table 4 (attached) has been revised to include a footnote reference for the Vehicle Service Center use.

COMMENT 15

Pages 30 to 32. Table 5 inbound/outbound trip generation volumes do not match their totals for cumulative projects no. 3, 5, 7, 15, 19, 21, 22, 23, 24, 25, and 32. Please correct.

The noted cumulative project trip generation volumes were provided by the respective cities. Any inequities would be explained in the individual traffic studies that analyzed traffic impacts

for that particular related project. Possible causes are internal capture, multiple access points, and bypass trips.

COMMENT 16

Pages 33. Table 5 should provide a total for the cumulative project trip generation.

A total cumulative trip generation value was not provided, nor is it necessary due to the numerous project locations and streets upon which the trips are distributed.

COMMENT 17

Page 39. The Pacific Coast Highway/Crenshaw Boulevard intersection would increase the ICU by 0.005 not 0.05 as stated.

Typographical error noted. No recalculation is necessary since the actual increase is less than the noted value.

COMMENT 18

Page 47. The Pacific Coast Highway/Crenshaw Boulevard intersection would increase the ICU by 0.004 not 0.04 as stated.

Typographical error noted. No recalculation is necessary since the actual increase is less than the noted value.

COMMENT 19

Page 53. The improvements for Crenshaw Boulevard/Pacific Coast Highway and Narbonne Avenue/Pacific Coast Highway affect intersections within the California Department of Transportation jurisdiction. Any work performed within the California Department of Transportation right-of-way will require discretionary review and approval by the California Department of Transportation and an encroachment permit will be required prior to construction.

It is acknowledged that both intersections are located on State highways and are in the jurisdiction of the State of California Department of Transportation (Caltrans). Caltrans is aware of the proposed mitigation measures. Encroachment permits and other approvals will be required.

COMMENT 20

Page 56. The PM peak hour traffic volumes do not match the Appendix F/G worksheets for intersection no. 6, 7, and 11.

The values in the Appendix F/G worksheets are correct and Table 8 (attached) on page 56 has been revised to match the worksheets. In all cases, the project's fair share percentage was reduced since the Baseline + Project volumes increased.

COMMENT 21

Appendix D. Palos Verdes Drive East between Pacific Coast Highway and Palos Verdes Drive North is shown with traffic volumes from 11,880 to 12,888 for existing traffic conditions. These volumes are projected to grow to 14,638 to 16,126 for Year 2025 traffic conditions. Palos Verdes Drive East is a 2 lane undivided roadway for portions between Pacific Coast Highway and Palos Verdes Drive North. These traffic volumes exceed the typical roadway capacities for a 2 lane undivided roadway.

The City has not established a capacity standard or significant impact threshold for street section operational LOS. The capacity constraints for Palos Verdes Drive East are located at the signalized intersections, not mid-block. Therefore, an analysis of street segment volume was not required. The daily volumes are only provided for use as the basis of environmental studies.

COMMENT 22

Palos Verdes Drive East is classified as an Arterial Roadway adjacent to the project site on the City of Rolling Hills Estates General Plan Circulation Element. The proposed development should be conditioned to construct Palos Verdes Drive East at its ultimate half-section width adjacent to the project site.

The City determined that it is not the responsibility of the developer to widen or realign the street. The City does not have plans to widen or realign the street, therefore, no change to the existing condition is proposed at this time.

COMMENT 23

Appendix E to G. The City of Rolling Hills Estates Traffic Impact Analysis Methodology Guidelines recommends that the intersection level of service calculations include a peak hour factor specific to each subject intersection.

The Peak Hour Factor indicated in the Guidelines refers to the highest four consecutive 15-minute intervals for each peak period (AM or PM). This method was used for all intersections.

COMMENT 24

Appendix F. The intersection analysis worksheets for Crenshaw Boulevard/Palos Verdes Drive North and Dapplegray School Road/Palos Verdes Drive North are depicted with traffic signal split phasing. The traffic signal phasing should be changed for the intersections of Hawthorne Boulevard/Palos Verdes Drive North and Rolling Hills Road/Palos Verdes Drive North to denote split phasing for all analysis years.

When using ICU methodology as indicated in the City's TIA Guidelines, split phasing does not change ICU values. Therefore, while split phasing may be noted, no recalculation is necessary.

COMMENT 25

Appendix H. The Palos Verdes Drive East/Street "A" (Project Access) is approaching the need for a traffic signal for future traffic conditions. The project should be conditioned to conduct a traffic signal warrant for Opening Year traffic conditions at the project access to Palos Verdes Drive East.

The City's General Plan discourages additional traffic signals within the City. As such, the developer will not be required to conduct additional warrant studies because the study intersections will operate satisfactorily or are mitigated by other means.

COMMENT 26

General. The construction phase of the project development should be discussed in the traffic study. Specifically, the import/export of fill material for the proposed golf course at the existing Chandler Quarry should be analyzed within the proposed development.

The Traffic Impact Study does not analyze construction related traffic impacts on the basis of the existing nature of the current land use, which is primarily consists of importing and exporting fill material. Since the quarry has similar activities as those for construction of the proposed project, this operation will not change significantly and is considered an existing condition. In fact, the amount of import and export of fill material will largely be completed before actual project construction begins.

We appreciate this opportunity to be of continuing service to the City of Rolling Hills Estates. Please contact Erik Zandvliet at (562) 908-6254 or Ruth Smith at (714) 978-8225 if you have any questions.

**TABLE 3
TRIP GENERATION**

Trip Generation Rates¹

LAND USE	ITE CODE	QUANTITY ²			DAILY	AM PEAK HOUR RATES			PM PEAK HOUR RATES		
					RATE	In	Out	Total	In	Out	Total
Chandler Ranch Residential Units											
Single Family Detached	210	114	DUs	9.57	0.19	0.56	0.75	0.64	0.37	1.01	
Rolling Hills Country Club Expansion											
Quality Restaurant ³	931	338	Seat	2.43	N/A	N/A	N/A	0.17	0.09	0.26	
Health/Fitness Club	492	7,150	TSF	32.93	0.62	0.76	1.38	2.01	1.52	3.53	
Tennis Courts ⁴	490	5	TC	31.04	0.58	0.72	1.30	1.90	1.43	3.33	

New Project Trip Generation

LAND USE	ITE CODE	QUANTITY ²			DAILY	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
					TRIPS	In	Out	Total	In	Out	Total
Chandler Ranch Residential Units											
Single Family Detached	210	114	DUs	1,091	22	64	86	73	42	115	
Rolling Hills Country Club Expansion											
Added Dining ^{3,5}	931	338	Seat	821	N/A	N/A	N/A	57	30	87	
New Fitness Center	492	7,150	TSF	235	4	5	9	14	11	25	
New Tennis Courts	490	5	TC	155	3	4	7	10	7	17	
New Club Members ⁶	N/A	100	Mem	80	4	1	5	3	4	7	
RHCC Expansion Subtotal				1,291	11	10	21	84	52	136	
Total New Project Trips				2,382	33	74	107	157	94	251	

Proposed Project - Net Trip Generation

LAND USE	DAILY TRIPS	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
		In	Out	Total	In	Out	Total
Total New Project Trips	2,382	33	74	107	157	94	251
Chandler Quarry Trips (subtract out) ⁷	-801	-8	-24	-32	-6	-29	-35
NET TOTAL PROJECT TRIPS	1,486	25	50	75	151	65	216

Net Change Due to Updated Rates (+1) (+8) (+9) (-1) (-5) (-6)

¹ Source: Institute of Transportation Engineers (ITE) *Trip Generation*, 8th Edition, 2008

² DU = Dwelling Unit; TSF = Thousand Square Feet; TC = Tennis Court; Mem = Member

³ The AM peak hour trip generation is excluded since the Clubhouse dining rooms do not open until 11:00 am. The daily rate has been reduced by 15% for the same reason, based on the relative trip generation rates.

⁴ ITE Tennis Club Code (490) has no peak hour rates, but daily rates for Health/Fitness Club (492) are very similar and the uses would have similar patrons. Peak hour rates from ITE Code 492 adjusted based on ratio of daily rates.

⁵ To account for banquets/special events using the dining rooms, a worst-case condition was assumed, equal to the net additional seating without the Ballroom (+138) plus the new Ballroom seating (200), for a total of 338 (see below)

DINING AREA	EXISTING SEATING	PROPOSED SEATING	CHANGE
Casual Grille	52	54	+2
Bar/Grille	60	60	-60
Wine Cellar Dining	0	50	+50
Dining #1	0	42	+42
Dining #2	0	44	+44
Subtotal	412	450	+138
Ballroom		200	+200
TOTAL			338

⁶ ITE rates not available for clubhouses. New member trips calculated based on existing clubhouse trips

⁷ Estimate of daily trips based on averaged annual count information provided by Chandler; peak hour trips = traffic counts taken at the main Chandler driveway by Willdan Engineering in October 2007

TABLE 4

CUMULATIVE PROJECTS TRIP GENERATION RATES¹

LAND USE	ITE CODE	UNITS ²	DAILY	AM PEAK HOUR RATES			PM PEAK HOUR RATES		
				In	Out	Total	In	Out	Total
Single Family Residential	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Residential Condo	230	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Senior Housing - Detached	251	DU	3.71	0.08	0.14	0.22	0.16	0.11	0.27
General Office	710	TSF	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Medical Office	720	TSF	36.13	1.82	0.48	2.30	0.93	2.53	3.46
Commercial	820	TSF	42.94	0.61	0.39	1.00	1.83	1.90	3.73
Bank	912	TSF	148.15	6.92	5.43	12.35	12.91	12.91	25.82
Vehicle Service Center ³	943	TSF	40.70	2.52	1.36	3.88	1.87	2.59	4.46

¹ Source: Institute of Transportation Engineers (ITE) *Trip Generation*, 8th Edition, 2008

² DU = Dwelling Unit; TSF = Thousand Square Feet

³ Since AM peak hour rates are not available for ITE Code 943, the total AM peak hour rate is based on the ratio between the AM and PM peak hour rates for ITE Code 942, multiplied by the total PM rate for ITE Code 943. The AM in/out percentages are also from ITE Code 942.

TABLE 5

CUMULATIVE PROJECTS TRIP GENERATION

NO.	DESCRIPTION	ITE CODE	QUAN-TITY	UNITS	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
						In	Out	Total	In	Out	Total
City of Rolling Hills Estates¹											
1	Rolling Hills Villas (Peninsula Villas) (901 Deep Valley Dr.)				211	3	3	6	5	4	9
	- Senior Housing - Detached		41	DU							
	- Retail		1.215	TSF							
2	Silver Spur Court (981 Silver Spur Rd.)				105	1	7	8	6	3	9
	- Condominiums		18	DU							
3	627 Deep Valley Dr. Mixed-Use				858	-3	26	26	46	29	72
	- Condominiums		58	DU							
	- Commercial		5.810	TSF							
4	827 Deep Valley Dr. Condos				128	1	8	9	8	4	12
	- Condominiums		16	DU							
5	Mediterranean Village (927 Deep Valley Dr.)				-42	41	27	-14	17	-34	-17
	- Condominiums		75	DU							
	- Commercial		2.000	TSF							
6	Silverdes Medical/Retail Building (828 Silver Spur Rd.)				943	55	14	69	26	73	99
	- Medical Office		22.247	TSF							
	- General Office		4.166	TSF							
7	655 Deep Valley Dr				1584	15	54	65	64	48	112
	- Condominiums/Townhouse		148	DU							
	- Retail		14.200	TSF							
8	Silver Center Project (449 Silver Spur Rd.)				686	28	9	37	22	45	67
	- Commercial		19.213	TSF							
9	5883 Crest Rd.				247	4	2	6	10	12	22
	- Commercial		5.760	TSF							
10	Promenade on the Peninsula (550 Deep Valley Dr.)				1242	14	39	53	61	49	110
	- Condominiums		66	DU							
	- Commercial		16.620	TSF							
11	Butcher Subdivision				124	2	7	9	8	5	13
	- Single Family Detached		13	DU							
12	2901 Palos Verdes Dr North				29	1	1	2	2	1	3
	- Single Family Residential		3	DU							
13	Tanglewood Subdivision				29	1	1	2	2	1	3
	- Single Family Residential		3	DU							

TABLE 5
(Page 2 of 4)

CUMULATIVE PROJECTS TRIP GENERATION (Cont)

NO.	DESCRIPTION	ITE CODE	QUAN-TITY	UNITS	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
						In	Out	Total	In	Out	Total
City of Rolling Hills Estates (Cont)¹											
14	Continental Development				1848	23	46	69	87	77	164
	- Condominiums		70	DU							
	- Commercial		30.000	TSF							
15	Town & Country Center Expansion				473	6	4	10	22	23	99
	- Commercial		10.472	TSF							
16	Rolling Hills Covenant Church (2221 Palos Verdes Dr.)				615	68	28	96	41	59	100
	- Church		1650	Seats							
City of Los Angeles											
17	Western Ave and Stonewood Ct				813	10	52	62	49	24	73
	- Condominiums	230	140	DU							
18	Ponte Vista ⁽¹⁾ (Ponte Vista at San Pedro)				9547	115	440	555	468	239	707
	- Condominiums		1725	DU							
	- Senior Housing - Detached		575	DU							
City of Torrance											
19	25904 Rolling Hills Road				1185	55	43	99	103	104	207
	- Bank	912	8.000	TSF							
20	Del Amo Shopping Center				8244	117	75	192	351	365	716
	- Retail	820	192.000	TSF							
21	Toyota Motor Sales, Headquarters Campus Expansion				8,239	937	163	1,101	217	864	1,081
	- Financial Center (Office)	710	630.000	TSF	6936	857	120	977	158	781	939
	- Vehicle Service Center	943	32.000	TSF	1302	81	44	124	60	83	143
22	2740 Lomita Boulevard				2,343	31	138	169	135	67	202
	- Single Family	210	63	DU	603	12	35	47	40	23	64
	- Condominiums	230	346	DU	2010	24	128	152	121	59	180
	- Senior Housing - Detached	251	85	DU	315	7	12	19	14	9	23
23	2841 Lomita Blvd				969	160	42	202	82	223	304
	- Medical Office	720	88.000	TSF							
24	3720 PCH				1013	167	44	212	86	233	318
	- Medical Office	720	92.000	TSF							

TABLE 5
(Page 3 of 4)

CUMULATIVE PROJECTS TRIP GENERATION (Cont)

NO.	DESCRIPTION	ITE CODE	QUAN-TITY	UNITS	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
						In	Out	Total	In	Out	Total
City of Lomita											
25	SEC of Western Ave & 262nd St - Office				130	9	4	12	5	9	14
		710	11.000	TSF							
26	2244 Pacific Coast Highway - Retail				785	11	7	18	33	35	68
		820	18.285	TSF							
City of Rancho Palos Verdes¹											
27	St. John Fisher Church Expansion (5448 Crest Rd.) - Church				251	21	18	39	18	23	41
			250	Seats							
28	Crestridge Villas and Peninsula Senior Center - Condominiums - Recreation Community Center - Senior Center				995	18	51	69	48	38	86
			85	DU							
			5.440	TSF							
			12.000	TSF							
29	Hawthorne/Crest Office Building (29941 Hawthorne Blvd) - Office				177	20	3	23	15	72	87
			7.232	TSF							
30	Salvation Army Crestridge College (30840 Hawthorne Blvd) - Apartments				134	2	8	10	8	4	12
			20	DU							
31	7-11 Market (31186 Hawthorne Blvd) - Conv. Market w/ Gas Station				118	2	1	3	5	5	10
			2.754	TSF							
32	CVS Pharmacy - Pharmacy				-712	33	-38	-71	-24	-25	-49
			10.880	TSF							
33	Highridge Condominium Project (28220 Highridge Rd.) - Condominiums				158	2	10	12	9	5	14
			27	DU							
34	Marymount College Facilities Expansion (30800 PVDE) - Residence Hall & Gymnasium				1561	80	40	120	78	51	129
35	Point View (6001 PVDS) - Single Family Residential				689	14	40	54	46	27	73
			72	DU							
36	Long Point Resort Hotel (6610 PVDS) - Hotel				6263	195	118	313	247	252	499
			582	Rooms							
37	Trump National Golf Club (Ocean Trails) (PVDS & Shoreline Park) - Single Family Residential - Affordable Housing - Golf Course				1246	44	43	87	62	51	113
			59	DU							
			4	DU							
			18	Holes							

TABLE 5

(Page 4 of 4)

CUMULATIVE PROJECTS TRIP GENERATION (Cont)

NO.	DESCRIPTION	ITE CODE	QUAN-TITY	UNITS	DAILY VOLS	AM PK HR VOLS			PM PK HR VOLS		
						In	Out	Total	In	Out	Total
City of Rancho Palos Verdes (Cont)¹											
38	TTM No. 52666 (3200 PVDW) - Single Family Residential				124	2	7	9	8	5	13
			13	DU							
39	Golden Cove Shopping Center (PVDW & Hawthorne) - Retail				1047	30	18	48	54	67	121
			12.600	TSF							
38	TTM No. 52666 (3200 PVDW) - Single Family Residential				124	2	7	9	8	5	13
			13	DU							
39	Golden Cove Shopping Center (PVDW & Hawthorne) - Retail				1047	30	18	48	54	67	121
			12.600	TSF							
40	Ocean Fronts Estates (PVDW & Hawthorne) - Single Family Residential				756	15	44	59	51	29	80
			79	DU							
41	Pointe Vincente Interpretive Proj ⁽²⁾ - Recreation Community Center				170	6	3	9	4	9	13
			2.000	TSF							

DU = Dwelling Units, TSF = Thousand Square Feet

¹ Source: *Revised Traffic Impact Analysis for Laing Urban Mix-used Project*, Prepared By Linscott, Law and Greenspan Engineers. (September 2008)

² Source: *Revised Traffic Impact Analysis for Silverdes Development*, Prepared by DKS Associates, (June 2008)

TABLE 8

PROJECT FAIR SHARE ANALYSIS¹

INTERSECTION	EXISTING (2007) TRAFFIC VOLUMES	PROJECT TRAFFIC VOLUMES	2013 BASELINE + PROJECT VOLUMES	2013 FAIR SHARE %	2025 BASELINE + PROJECT VOLUMES	2025 FAIR SHARE %
1 Pacific Coast Highway/Crenshaw Bl. (CMP)	7,841	57	9,115	4.5%	10,055	2.6%
2 Pacific Coast Highway/Narbonne Ave.	5,908	104	6,720	12.8%	7,429	6.8%
3 Pacific Coast Highway/Western Ave. (CMP)	6,669	61	7,851	5.2%	8,534	3.3%
4 Palos Verdes Dr. E/"A" Street (project entrance)	899	262	1,215	82.9%	1,323	61.8%
5 Palos Verdes Dr. E/Club View Ln.	1,110	132	1,314	64.7%	1,447	39.2%
6 Palos Verdes Dr. N/Silver Spur Rd.	2,159	25	2,439	8.9%	2,700	4.6%
7 Palos Verdes Dr. N/Hawthorne Bl.	4,443	54	5,112	8.1%	5,985	3.5%
8 Palos Verdes Dr. N/Crenshaw Bl.	4,961	73	5,481	14.0%	6,754	4.1%
9 Palos Verdes Dr. N/Rolling Hills Rd.	3,078	87	3,675	14.6%	4,046	9.0%
10 Palos Verdes Dr. N/Dapplegray School Rd.	2,954	87	3,543	14.8%	3,898	9.2%
11 Palos Verdes Dr. E/Palos Verdes Dr. N	3,666	118	4,478	14.5%	4,919	9.4%
12 Palos Verdes Dr. N/Western Ave. (CMP)	5,058	11	5,841	1.4%	6,327	0.9%

¹ Based on PM peak hour traffic volumes

$$\text{Project Fair Share} = \frac{\text{Project Traffic Volumes}}{\text{Baseline + Project Volumes} - \text{(Existing Volumes)}}$$

CITY COUNCIL STAFF REPORT

ATTACHMENT 7

Niki Cutler

From: David Wahba
Sent: Thursday, June 23, 2011 10:48 AM
To: Pamela Lieb
Cc: Niki Cutler
Subject: RE: Supporting the expansion of RHCC
Thanks Pam for your support.

David Wahba

Planning Director | Planning, Building & Safety, Zoning and Code Administration | City of Rolling Hills Estates | 4045 Palos Verdes Dr. North | Rolling Hills Estates | CA | 90274
310.377.1577 ext. 103 | 310.377.4468 (FAX) | davidw@ci.rolling-hills-estates.ca.us | www.ci.rolling-hills-estates.ca.us

From: Pamela Lieb [mailto:pamela@pamelalieb.com]
Sent: Thursday, June 23, 2011 10:42 AM
To: David Wahba
Subject: Supporting the expansion of RHCC

Hi David,

I realize that the expansion of the RHCC has been a huge job for the city; however I am delighted as a RHE resident and realtor that it is going forward.

This will be a landmark facility for the city and the Peninsula. With the popularity of golf, this is something that residents want and expect from a city of the caliber of

Rolling Hills Estates. Thanks for your hard work in making this possible.

Warmest regards,



Pamela Lieb

310-683-9743 Cell or 310-375-9831 OFC.

Pamela Lieb



RE/MAX
Palos Verdes Realty

Renowned Property Specialist

(310) 375-9831 - Pamela@PamelaLieb.com - View All South Bay Homes for Sale at: www.PamelaLieb.com

Niki Cutler

From: David Wahba
Sent: Friday, June 24, 2011 12:29 PM
To: Niki Cutler
Subject: FW: Rolling Hills Country Club's Expansion and Community Enhancement Plan

David Wahba

Planning Director | Planning, Building & Safety, Zoning and Code Administration | City of
Rolling Hills Estates | 4045 Palos Verdes Dr. North | Rolling Hills Estates | CA |
90274

310.377.1577 ext. 103 | 310.377.4468 (FAX) | davidw@ci.rolling-hills-estates.ca.us |
www.ci.rolling-hills-estates.ca.us

-----Original Message-----

From: Steve Calvillo [mailto:scalvillo13@me.com]
Sent: Friday, June 24, 2011 12:27 PM
To: David Wahba; John Addleman; Steve Zuckerman; Judy Mitchell; Susan Seamans;
FrackZ@ci.rolling-hills-estates.ca.us
Subject: Rolling Hills Country Club's Expansion and Community Enhancement Plan

Dear Mayor, City Council Members and Planning Director:

I am writing to you to express my thoughts and concerns supporting the future plans for Rolling Hills Country Club's Expansion and Community Enhancement Plan. With being a current resident for almost 25 years, I have been very happy with the local community and the development over the years. Additionally, I have been a member at Rolling Hills Country Club for over 12 years now and I have truly enjoyed my membership with the club. Being a part of both communities has been great for my family and I.

I know that transforming the Chandler Sand and Gravel Facility to pleasurable green space is obviously very beneficial to both the Community and the environment itself. This planned transformation will provide millions of dollars in fees to the City of Rolling Hills Estates and will continue to provide additional income to the city, from the Arnold Palmer Signature Golf Course. Finally, Rolling Hills Country Club has a long-standing relationship with the Community by supporting local jobs and by the continuous club facilities donations to the schools, police/fire services, hospitals and clergy. In light of these factors, how can there be any objection to this Plan?

Thank you for taking consideration of my thoughts and concerns.

Very Yours Truly,

Stevan R. Calvillo

149 Palos Verdes Blvd., Suite D
Redondo Beach, CA., 90277
310-373-4222 (Off)
310-508-3570 (cell)
scalvillo13@me.com

Niki Cutler

From: Hope Nolan
Sent: Tuesday, June 28, 2011 10:43 AM
To: Niki Cutler
Subject: FW: Rolling Hills Country Club

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



The City of RHE encourages you to "Take the Greener Path."
Save paper and print this email only if necessary.

From: Beilke, Michele J. [mailto:MBeilke@ReedSmith.com]
Sent: Thursday, June 23, 2011 5:59 PM
To: David Wahba; John Addleman; Steve Zuckerman; Judy Mitchell; Susan Seamans; Frank Zerunyan
Subject: Rolling Hills Country Club

I am writing to provide my **support** for the expansion of the Rolling Hills Country Club. Not only will the expansion provide much needed revenue to the City and critical jobs, but it will also transform an unsightly quarry into a beautiful and lush green golf course. In addition, the Rolling Hills Country Club has provided wonderful support to our community by hosting the Dapplegray Fundraiser and scholarship opportunities for disadvantaged kids. The expansion is a wonderful project that is a win-win situation for the community and the Club.

Regards,

Michele J. Beilke
213.457.8074
mbeilke@reedsmith.com

Reed Smith LLP
355 South Grand Avenue
Suite 2900
Los Angeles, CA 90071
213.457.8000
Fax 213.457.8080

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* * *

7/1/2011