

AGENDA
RANCHO PALOS VERDES TRAFFIC SAFETY COMMISSION
AUGUST 16, 2010
HESSE PARK MULTI-PURPOSE ROOM
7:00 P.M.

7:00 P.M. REGULAR SESSION

CALL TO ORDER

ROLL CALL

FLAG SALUTE

APPROVAL OF AGENDA

CHAIR'S COMMUNICATION

SHERIFF'S STATUS REPORT

PUBLIC COMMENTS

This section of the agenda is for audience comments for items **not** on the agenda.

NEW BUSINESS

1. Annenberg Project at Lower Point Vicente – Draft EIR Section 4.8 Traffic and Circulation

Recommendation:

Conduct a public hearing for the sole purpose of obtaining public comments and Commission comments on Section 4.8 (Traffic and Circulation) of the Draft Environmental Impact Report (DEIR) for the Annenberg Project at Lower Point Vicente.

2. Draft General Plan Circulation Element

Recommendation:

Review and comment on the Draft General Plan Circulation Element Update that will be forwarded to the Planning Commission as requested.

APPROVAL OF MINUTES

Recommendation:

Approval of the July 26, 2010 meeting minutes.

ADJOURNMENT: Adjourn to a time and place certain **only** if you wish to meet prior to the next regular meeting.

Traffic Safety Commission Agenda

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American with Disabilities Act: In compliance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Department of Public Works at 310-544-5252 at least 48 hours prior to the meeting.

Note: Staff reports are available for inspection at City Hall, 30940 Hawthorne Boulevard during regular business hours 7:30 A.M. to 5:30 P.M. Monday – Thursday and 7:30 A.M. to 4:30 P.M. on Friday.

Materials related to an item on this agenda submitted to the Traffic Safety Commission after distribution of the agenda packet are available for public inspection at the front counter of the lobby on the City Hall Administration Building/Public Works at 30940 Hawthorne Boulevard, Rancho Palos Verdes during normal business hours.

You can also view the agenda and staff reports at the City's website <http://www.palosverdes.com/RPV>



RANCHO PALOS VERDES

MEMORANDUM

TO: CHAIRMAN AND MEMBERS OF THE TRAFFIC SAFETY COMMISSION

FROM: DIRECTOR OF PUBLIC WORKS AND COMMUNITY DEVELOPMENT DIRECTOR

DATE: AUGUST 16, 2010

SUBJECT: ANNENBERG PROJECT AT LOWER POINT VICENTE – DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) SECTION 4.8 TRAFFIC AND CIRCULATION

**Staff Coordinator: Nicole Jules, Senior Engineer
Ara Michael Mihranian, AICP, Principal Planner**

RECOMMENDATION

Conduct a public hearing for the sole purpose of obtaining public comments and Commission comments on Section 4.8 (Traffic and Circulation) of the Draft Environmental Impact Report (DEIR) for the Annenberg Project at Lower Point Vicente.

BACKGROUND

On September 2, 2008, the City Council adopted the Rancho Palos Verdes Coast Vision Plan. The Vision Plan adopted by the City Council represents over two years of planning, including an extensive public outreach effort, to create a vision for the City's coastal areas (including five key sites not included in the City's Palos Verdes Nature Preserve). The Coast Vision Plan emphasizes public access, interpretive materials, recreational amenities, and other facilities to improve the experience of the coast and open space for residents of and visitors to the Peninsula. One of the five key sites identified in the Vision Plan is Lower Point Vicente.

The Vision Plan's design for Lower Point Vicente is to create an area that connects the community to the ocean and the land, providing education, enhancing interpretive facilities and outdoor educational features, creating an educational center and connecting the site to the trails at the Vicente Bluffs Reserve and beyond. Expanding off this, the Vision Plan's goal for Lower Point Vicente is to develop a design concept for the entire site that integrates the existing and proposed facilities. This includes the existing Interpretive Center and its outdoor educational components, surrounding public parkland, and other

potential complimentary uses, such as connecting the site to the trails at the Vicente Bluffs Reserve at Ocean Front Estates and the Terranea Resort and Spa.

On September 2nd, at the same meeting the Council adopted the Vision Plan, the Annenberg Foundation requested the Council's consideration to construct the improvements identified in the Vision Plan at the City owned Lower Point Vicente property including, but not limited to, new trails, parking, drainage improvements, outdoor educational exhibits, and a building to be used for educational purposes on animals. That evening the City Council authorized the Annenberg Foundation to file the appropriate planning applications to initiate the planning review process. It is during the planning review process that public hearings are conducted by the Planning Commission to address, among other things, the proposed building design, parking, traffic and circulation, landscaping, and the potential environmental impacts.

According to the California Environmental Quality Act (CEQA), Staff determined that the proposed project has the potential to impact the surrounding environment, and therefore requires the preparation of an Environmental Impact Report (EIR). Pursuant to CEQA, prior to the preparation of a Draft EIR, the City (lead agency) is required to receive comments from the public, including government agencies and organizations, on topic areas of concern to be included in the analysis of the Draft EIR. To meet this requirement, an Initial Study on the proposed project was prepared and released to the public for a 30-day scoping period between February 9, 2010 and March 8, 2010.

Since the close of the comment period on the Initial Study, the City's environmental consultant (RINCON Environmental) and City Staff have been working on the Draft EIR. The Draft EIR was completed and released on July 22, 2010 for a 56-day public comment period that concludes on September 15, 2010. During the public comment period, the public is invited to provide written comments to the City on the content and analysis of the Draft EIR. As an added opportunity for the public to provide the City with comments, there will be the following two public meetings to receive verbal comments on the Draft EIR:

- August 16, 2010 – Traffic Safety Commission (solely on the Traffic and Circulation section of the Draft EIR)
- September 14, 2010 – Planning Commission

The role of the Traffic Safety Commission this evening will be simply to provide the forum for the public to provide verbal comments on the Traffic and Circulation section of the Draft EIR, including the analysis and recommended mitigation measures. Additionally, the Commission has the opportunity to provide Staff with its own comments on the Traffic and Circulation Section. No decision on the project will be made at this meeting. Therefore, comments on the merits of the project should be held until the public hearings on the project applications are conducted at the Planning Commission. All interested parties will be notified of those hearings.

SITE DESCRIPTION

The project site is located at Lower Point Vicente, a City-owned park located at 31501 Palos Verdes Drive West. The 26.4-acre site is bound to the south by the Point Vicente Lighthouse and the Coast Guard Reservation (owned by the U.S. Government), to the

north by single-family residences as part of the Ocean Front Estates residential tract, to the east of the site is Palos Verdes Drive West and Upper Point Vicente (also known as the Alta Vicente Reserve/Civic Center), and to the west by coastal bluffs and the Pacific Ocean. The proposed project would be constructed on approximately 14 acres of the site, generally in the northeastern portion of the site, northeast of the existing parking area for the Point Vicente Interpretive Center.

The project site is zoned Open Space Recreational and as such offers recreational and educational opportunities to the public consisting of existing improvements, such as the 10,000 square-foot Point Vicente Interpretive Center (PVIC), approximately 13,000 square feet of hardscape plazas and walkways (including trails), picnic areas, an outdoor amphitheater area and a parking lot (66 spaces). The PVIC’s mission is to present and interpret the unique features and history of the Palos Verdes Peninsula and features exhibits on the natural and cultural history of the Peninsula, with a special emphasis on marine life, such as the Pacific gray whale. Since the completion of its expansion in 2006, the PVIC also serves as a destination for community functions such as meetings, weddings and parties. The following table summarizes the site’s characteristics:

Site Size	26.4 acres
Approximate area of Disturbance (“Project Area”)	14 acres
Land Use Designation	Passive Recreation (Coastal Zone)
Zoning Designation	Open Space Recreation
Current Use and Development	Site: PVIC facilities (10,000 square feet of building area, 13,000 square feet of hardscape plazas and walkways, and an outdoor amphitheater area).
Project Area	Undeveloped (native and non-native vegetation) / agricultural
Surrounding Land Uses	North: Single-family residential; Vicente Bluffs Reserve Residential South: Public uses (Point Vicente Lighthouse and Coast Guard Reservation) East: Public uses (City Hall; Alta Vicente Reserve) West: Coastal bluffs, Pacific Ocean
Regional Access Local Access	Pacific Coast Highway (State Route 1); Western Ave (State Route 213) Palos Verdes Drive West
Public Services	Water: California Water Service Company Fire: Los Angeles County Fire Department Police: Los Angeles County Sheriff Sewer: Los Angeles County Sanitation, District 5

The project site was once owned by the U.S. Army and operated as a Known Distance Rifle Range (KDRR). Consequently, there is known lead contamination in the soil of portions of Lower Point Vicente. Specifically, there is lead in the soils beneath the existing PVIC Exhibit building and the existing paved surface parking area (the “capped” areas). However, the project site is located outside of this area and the proposed project is not anticipated to impact the capped area. Nonetheless, the Department of Toxic and Substance Control (DTSC) is reviewing a Work Plan prepared for the proposed Project to address potential impacts related to the on-site lead.

PROJECT DESCRIPTION

The proposed project involves construction of an educational building on animals, as well as an outdoor exhibit area, expanded picnic areas and restroom facilities, grassland and habitat restoration, drainage improvements and enhanced pedestrian pathways and trails. The proposed project components are summarized in the following (the project plans are included as an attachment):

Proposed Annenberg Project Components

Proposed Structures	Education Center	<ul style="list-style-type: none"> • 50,979 total sf (35,213 conditioned/habitable space, 11,850 sf of subterranean covered parking, and 3,916 sf of subterranean mechanical space) • 16-feet in height, as measured from existing grade to the highest roof ridgeline, and 31-feet in height, as measured from the lowest finished grade (153' – garage entrance) to highest roof ridge line (184' – skylight)
	Outpost Building	<ul style="list-style-type: none"> • 1,036 total sf footprint (990 sf interior space) • 16-feet in height, as measured from the lowest adjacent finished grade (148') to the highest roof ridgeline (164' – sculpture screen)
Parking	197 total parking spaces consisting of: <ul style="list-style-type: none"> • 93 proposed spaces (27 covered, 66 surface including accessible spaces) • 100 additional spaces available in PVIC parking area • 2 loading spaces (plus 2 additional available at PVIC site) 	
Landscaped area	8.88 acres / 386,860 square feet	
Recreational Amenities	The construction of new decomposed granite trails and concrete walkways surrounding the project area with picnic and viewing nodes.	
Outdoor Educational Amenities	The construction of outdoor exhibits consisting of an Archaeological Dig, Tongva Village, and Dry Farming exhibit	

The proposed building, serving as an education center, would be the primary structural component of the project. This two-story building would be approximately 50,979 square feet in size, including an enclosed subterranean parking lot and enclosed mechanical areas. At its highest point, the building would be 16 feet above the existing grade (the “by right” height limit for buildings within the Open Space Recreational zoning district) and 31 feet above the proposed finished grade, as measured from the lowest finished grade (153' – garage entrance) to highest roof ridge line (184' – skylight). The finished grade would be at varying depths below existing grade, requiring up to approximately 13 feet of excavation. In addition to interior space for operations and exhibits related to the education and animal care facility, the building would include a multi-purpose theatre space that could be used for teaching, as well as community and civic events and meetings.

The project also includes a proposed “Outpost Building” that would serve as an information and interpretative station for the site, as well as storage and public restroom facility. This one story, 16-foot tall building would be located west of the main building, adjacent to the PVIC parking area. The Outpost Building would be approximately 900 feet in size and would be similar to the main building in materials and design. Both buildings would feature “green” roofs, which would be accessible from public areas surrounding the buildings. The

above-mentioned details are included in the attached proposed project plans.

Proposed hardscaping would consist largely of outdoor interactive exhibit space for the public (archaeological dig, drying farming exhibit, and Tongva Village), plazas and walkways. Specific features include a water feature and wooden bridge, and a “green” roof with a roof terrace accessible to the public at specified times. A new trail would link Palos Verdes Drive West near the site’s northern tip to the new facility and existing PVIC and to the existing trail network on and near the bluffs. Outdoor exhibit space and plazas would support gathering and seating areas in a promenade, plaza spaces linking the center to the PVIC, an on-site outdoor history museum consisting of a Tongva village, a geology display, an interactive archaeology exhibit, and a dry farming/water wise landscaping demonstration.

Landscaping

Approximately 15 non-native trees, including California pepper, Canary Island palm, pine and eucalyptus trees, would be removed. Approximately 16 additional trees, most of similar species, would remain. Proposed landscaping would fall into one of three categories: Naturalized Zone; Transition Zone; or, Irrigated Zone. Approximately 346,150 square feet of planting area would receive temporary drip irrigation for plant establishment only. Approximately 38,600 square feet would be served by new irrigation systems. The remainder (2,020 square feet) consists of areas that are currently irrigated but would be planted with new species. Proposed plant species would fall within the following general categories:

- Natural turf
- Synthetic turf
- Evergreen screen planting
- Coastal bluff
- Coastal sage scrub
- Oak grassland with seeded annual color
- Riparian/bioswale-adjacent
- Bioswale
- Palos Verdes natives

Parking and Circulation

The project site is accessed via Palos Verdes Drive West from the existing driveway that traverses the Coast Guard property. Construction of the project would result in a total of 197 parking spaces (existing and proposed). The proposed parking consists of the construction of 93 new parking spaces (27 covered and 66 uncovered) and 2 new loading spaces (plus 2 existing loading spaces). The 27 subterranean parking spaces would be within the overall building footprint for facility employees. In addition, there would be an animal drop off and pick up area adjacent to the southern side of the proposed building. The total parking will be jointly used between the PVIC and the proposed project because it is assumed that visitors will be using both facilities, as well as the park grounds. The project would also include 30 photovoltaic solar panels that would shade approximately 26 of the proposed parking spaces and 30 parking spaces in the PVIC parking area (roughly one panel per two spaces).

Grading

Site preparation would involve excavation of approximately 37,583 cubic yards of material (soil and rock) and placement of approximately 28,446 cubic yards of fill material. Approximately 9,137 cubic yards of material would be exported from the site (primarily consisting of rock material). The maximum depth of cut required would be approximately 13 feet. The majority of the excavation and the deepest cuts would be required to notch the main Animal Education building into the existing slope so that the building does not exceed the 16-foot “by right” height limit, as measured from existing (pre-construction) grade.

Planning Entitlement:

Aside from the EIR preparation, the proposed development will require the processing of the following applications for consideration by the Planning Commission at a future public hearing:

- Conditional Use Permit No. 200 Revision ‘B’
- Grading Permit
- Coastal Development Permit

The Traffic Safety Commission is serving in an advisory capacity to the Planning Commission by formulating a recommendation to the Planning Commission regarding the potential impacts traffic and circulation as a result of the proposed project. Pursuant to the City’s Development Code, the Planning Commission’s decision on the project applications is final, unless appealed by an interested party to the City Council. Furthermore, since the proposed project is located in the appealable area of the City’s Coastal Zone, the City’s final decision on the project may be appealed to the Coastal Commission.

TRAFFIC AND CIRCULATION DISCUSSION

The Traffic Impact Study for the proposed project was prepared by traffic engineering firm, Linscott, Law, and Greenspan (LLG) for the applicant and reviewed and approved by the City’s Senior Engineer in the Department of Public Works. Section 4.8 of the DEIR discusses the purpose of the Traffic Impact Study in terms of evaluating the development of the proposed Project from a traffic and circulation standpoint. The evaluation considers impacts on local intersections, regional transportation facilities and parking facilities. Mitigation measures are recommended, if necessary, to avoid or reduce Project impacts on traffic and circulation.

Study Intersections

The traffic study evaluated the following 16 intersections:

1. Palos Verdes Drive West/Marguerite Drive
2. Palos Verdes Drive West/Rue Beaupre
3. Palos Verdes Drive West/Via Vicente-Hawthorne Boulevard
4. Palos Verdes Drive West/PVIC Entrance
5. Palos Verdes Drive South/PVIC Exit

6. Hawthorne Boulevard/Via Rivera
7. Hawthorne Boulevard/Crest Road
8. Hawthorne Boulevard/Dupre Drive
9. Hawthorne Boulevard/Vallon Drive
10. Crestmont Lane-Terranea Way/Palos Verdes Drive South
11. Tramonto Drive-Seahill Drive/Palos Verdes Drive South
12. Barkentine Road/Palos Verdes Drive South
13. Highridge Road/Crest Road
14. Crenshaw Boulevard/Crest Road
15. Forrestal Drive/Palos Verdes Drive South
16. Palos Verdes Drive East/Palos Verdes Drive South

Existing Traffic Volumes and Level of Service

Traffic conditions within the vicinity of the project site were analyzed based on the following City’s guidelines:

- Intersection Capacity Utilization Methodology (ICU) – signalized intersections
- Highway Capacity Manual Methodology (HCM) – unsignalized intersections

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections (signalized or unsignalized). The LOS concept is a measure of average operating conditions at intersections during an hour. LOS is essentially based on vehicle delays. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. The following tables describe the LOS concept and operating conditions for signalized and unsignalized intersections:

**Level of Service Definitions for Signalized Intersections
(ICU Methodology)**

LOS	Interpretation	Volume to Capacity Ratio
A	Excellent operation - free-flow	0.000 - 0.600
B	Very good operation - stable flow, little or no delays	0.601 - 0.700
C	Good operation - slight delays	0.701 - 0.800
D	Fair operation – noticeable delays, queuing observed	0.801 - 0.900
E	Poor operation - long delays, near or at capacity	0.901 - 1.000
F	Forced flow – congestion	Over 1.000

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982

**Level of Service Criteria for Unsignalized Intersections
(HCM Methodology)**

Level of Service (LOS)	Highway Capacity Manual Average Control Delay (sec/veh)	Level of Service Description
A	< 10	Little or no delay
B	> 10 and < 15	Short traffic delays
C	> 15 and < 25	Average traffic delays
D	> 25 and < 35	Long traffic delays
E	> 35 and < 50	Very long traffic delays
F	> 50	Severe congestion

In addition to studying levels of service at key intersections, the Traffic Impact Study also analyzed the level for service for the following 10 roadway segments:

1. Palos Verdes Drive West between Marguerite Drive and Rue Beaupre
2. Palos Verdes Drive South between PVIC-Animal Education Center Exit and Terranea Way
3. Palos Verdes Drive South between Seahill Drive-Tramonto Drive and Barkentine Road
4. Palos Verdes Drive South east of Seacove Drive
5. Palos Verdes Drive South east of Cherry Hill Lane
6. Hawthorne Boulevard east of the City Hall Driveway
7. Hawthorne Boulevard north of Los Verdes Drive
8. Hawthorne Boulevard south of Dovernridge Drive
9. Crest Road west of Canal Avenue
10. Crest Road east of Whitley Collins Drive

Study Time Periods

Manual counts of vehicular turning movements were conducted in April and May 2009 at each of the 16 existing study intersections during the weekday morning (AM) and afternoon (PM) and Saturday mid-day periods to determine the peak hour traffic volumes. The manual counts were conducted at the study intersections from 7:00 to 9:00 AM to determine the weekday AM peak commuter hour, from 4:00 to 6:00 PM to determine the weekday PM peak commuter hour, and from 12:00 to 2:00 PM to determine the Saturday mid-day peak hour.

Automatic 24-hour machine traffic counts were conducted along the roadway segments during two weekdays (Thursday and Friday) and two weekend periods (Saturday and Sunday) in May 2009.

Analysis Scenarios

In order to evaluate project impacts, the following analysis scenarios were considered and used as evaluation milestones to measure project impacts:

- **Existing Conditions** — The analysis of existing AM and PM weekday peak hour and weekend midday peak hour traffic conditions provides a basis for the assessment of future traffic conditions. The existing conditions analysis includes a description of key area streets and highways, traffic volumes, and current intersection and roadway operating conditions.
- **Existing with Stabilized Project Condition** — This scenario identifies the incremental impacts of the proposed project on the existing AM and PM weekday peak hour and weekend midday peak hour traffic conditions by adding the traffic expected to be generated by the stabilized project to the existing traffic forecasts.
- **Year 2012 Future Background Condition** — This scenario projects the future traffic growth and intersection operating conditions that could be expected from regional growth in the vicinity of the project site. These analyses provide the baseline conditions against which project impacts are evaluated.
- **Year 2012 Future Background with Opening Year 2012 Condition** — This analysis identifies the incremental impacts of the proposed project on future traffic operating conditions by adding the traffic expected to be generated by opening year of the proposed project to the year 2012 background traffic forecasts.
- **Year 2015 Future Pre-project Conditions** — This scenario projects the future traffic growth and intersection operating conditions that could be expected from regional growth and known related projects in the vicinity of the project site. These analyses provide the baseline conditions against which project impacts are evaluated.
- **Year 2015 Future with Stabilized Project (2015) Conditions** — This analysis identifies the incremental impacts of the proposed project on future traffic operating conditions by adding the traffic expected to be generated by the stabilized project conditions to the year 2015 pre-project traffic forecasts.

Construction of the proposed project is planned to begin in year 2010 with occupancy in year 2012. For purposes of preparing the traffic impact analysis, the data utilized in the traffic report assumes an opening year of 2012 and a stabilized year of 2015. Accordingly, this analysis assumes in early years of operation the anticipated attendance levels associated with the programs may not be realized until year 2015 when the operating experience has stabilized and demand is fully realized. To analyze project level impacts, an existing with stabilized project scenario was analyzed.

Trip Generation

The City typically uses the Institute of Transportation Engineers' (ITE) *Trip Generation* manual to forecast trip generation for development projects. However, in this instance, the

ITE manual does not provide trip rates for a land use such as the proposed project. The proposed project is unique due to the nature of the planned land use components of the proposed project and expected project programming (e.g., educational classes, events, exhibit areas, etc.). Therefore, it was determined that it would be appropriate to forecast the trips generated by the project based on the planned land use components, expected visitor arrival and departure patterns during typical weekdays and weekend days for programmed educational classes and facility events.

The trip generation forecasts for the proposed project were derived based on programming and attendance data provided in the project’s Market and Operating Assumptions Report in 2009 prepared by ConsultEcon, Inc. for the applicant (i.e., the project’s land use components, anticipated visitor arrival and departure patterns during typical weekdays and weekend days, and expected classes, event and other programming). A copy of the Market and Operating Assumptions Report is included as an attachment to this report. Trip generation forecasts were developed based on a conservative projection that reflects anticipated attendance both for regularly scheduled programs and events, as well as accounts for more infrequent activities (e.g., annual events).

Intersection Operation

The significance of the potential project generated traffic impacts at the signalized intersections was identified using criteria set forth in the Los Angeles County Department of Public Works’ *Traffic Impact Analysis Report Guidelines, 1997*. According to the County’s published guidelines, an impact is considered significant if the project-related increase in the v/c ratio equals or exceeds the thresholds presented in the table below for signalized intersections:

Signalized Intersection Impact Threshold Criteria

Pre-Project ICU	Level of Service	Project Related Increase in ICU
≥ 0.71 - 0.80	C	equal to or greater than 0.04
≥ 0.81 - 0.90	D	equal to or greater than 0.02
≥ 0.91 or more	E/F	equal to or greater than 0.01

Source: Traffic Impact Analysis Report Guidelines, Los Angeles County Department of Public Works, 1997

The City of Rancho Palos Verdes has established the following thresholds of significance for unsignalized intersections:

- A significant impact would occur at an unsignalized intersection when the addition of project-generated trips causes the peak hour level of service of the intersection to change from acceptable operation (LOS D or better) to deficient operation (LOS E or F); or
- A significant impact would occur at an unsignalized intersection if the peak hour level of service of the intersection is LOS E or F and the addition of project-generated trips changes the delay by 2.0 seconds or more.

Project Traffic Projections

In order to estimate the traffic impact characteristics of the proposed project, a multi-step process was utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation. The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area. The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours and Saturday mid-day peak hour, and over a 24-hour period for weekdays and Saturdays.

According to the traffic study, under stabilized year 2015 weekday conditions, the proposed project is expected to generate 111 vehicle trips (81 inbound trips and 30 outbound trips) during the weekday AM peak hour (7am - 9am). During the weekday PM peak hour (4pm – 6 pm), the proposed project is expected to generate 110 vehicle trips (51 inbound trips and 59 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 596 daily trip ends during a typical weekday (approximately 298 inbound trips and 298 outbound trips).

Under stabilized year 2015 weekend conditions, the proposed project is expected to generate 19 vehicle trips (5 inbound trips and 14 outbound trips) during the Saturday mid-day peak hour (12pm – 2pm). Over a 24-hour period, the proposed project is forecast to generate 297 daily trip ends during a typical weekend day (approximately 149 inbound trips and 149 outbound trips).

The trip generation for opening year analysis assumes in early years of operation (i.e., beginning in opening year 2012) a limited number of programs would be offered. Accordingly, the trip generation forecasts for the year 2015 conditions were adjusted based on programming and attendance data contained in the Market and Operating Assumptions Report prepared by ConsultEcon, Inc., to reflect year 2012 opening year conditions. The opening year conditions are based on a 97.7 percent (97.7%) operational capacity as compared to the stabilized year of operations.

Project Traffic Distribution

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals

- Existing intersection traffic volumes
- Ingress/egress availability at the project site
- The location of existing and proposed parking areas
- Market area definition outlined in the Consult Econ Market and Operating Assumptions Report
- Input from City staff

The following three types of patronage are expected:

- Primary resident market area, which reflects a drive time of less than 30 minutes;
- Secondary resident market area, ranging between a drive time of 30 and 60 minutes; and
- Visitor market area, which exceeds a drive time of 60 minutes.

The two resident market areas comprise approximately 75% of the project's anticipated patronage while the visitor market comprises 25% of the anticipated patronage.

The trip distribution for the proposed project reflects both the local as well as more regional patronage or trip origins. Based on a review of the anticipated attendance by market area type (e.g., primary resident, secondary resident), the local distribution was then determined. Since the traffic analysis intersections are all located within a 30-minute drive time, the local trip distribution corresponds to a total of roughly seven percent of the project's patronage. This patronage would be attributable to the residential areas of Rancho Palos Verdes that are in the immediate vicinity of the project.

Key Findings

Based on the Traffic Impact Study, the following summarizes the key findings discussed in the Draft EIR:

- 1) The project will result in significant impacts to Level of Service for opening year (2012) conditions at the following intersections:
 - Hawthorne Boulevard / Via Rivera (AM peak hour)
 - Forrestal Drive / Palos Verdes Drive South (AM and PM peak hours)
- 2) The project, under stabilized conditions in 2015 plus cumulative projects, will result in significant impacts to Level of Service at the following intersections:
 - Hawthorne Boulevard/Via Rivera
 - Seahill Drive-Tramonto Drive/Palos Verdes Drive South
 - Forrestal Drive/Palos Verdes Drive South
 - Palos Verdes Drive East/ Palos Verdes Drive South

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

- **Hawthorne Boulevard/Via Rivera.** The southbound approach of Via Rivera shall be restriped to provide two lanes (a 10-foot wide single left-turn lane and a 12-foot

wide optional through-right combination lane) and/or a traffic signal shall be installed at the intersection of Hawthorne Boulevard and Via Rivera in order to improve overall operations and assignment of motorist right-of-way.

- **Forrestal Drive/Palos Verdes Drive South.** A traffic signal shall be installed at this intersection in order to improve overall operations and assignment of motorist right-of-way.
- **Seahill Drive-Tramonto Drive/Palos Verdes Drive South.** The applicant shall provide a proportionate fair-share contribution towards the modification of the intersection to provide an acceleration lane to better facilitate the northbound left-turn movement (from Seahill Drive) onto westbound Palos Verdes Drive South.
- **Palos Verdes Drive East/ Palos Verdes Drive South.** The applicant shall provide a proportionate fair-share contribution towards the modification of the intersection to construct a raised median refuge area for southbound left-turning vehicles (southbound left-turns from Palos Verdes Drive East onto eastbound Palos Verdes Drive South) to provide an area for vehicles to safely enter while waiting to merge with the eastbound Palos Verdes Drive South traffic flow. In addition, an acceleration lane for southbound left-turning vehicles shall be provided.

It should be noted that the City's threshold of significance is very conservative. A project that increases intersection delay by 2 seconds or more will trigger an impact. In the cases above, the Via Rivera at Hawthorne Blvd intersection increased delay by 2.8 seconds. The other three intersections added between 4 and 32 seconds of additional delay, ultimately resulting in project related impacts.

Significance after Mitigation

Mitigation measures are recommended to reduce project level and cumulative level impacts to a less than significant level. According to the Traffic Study, the recommended mitigation measures would reduce impacts at the Hawthorne and Via Rivera intersection to a less than significant level. It should be pointed out that Staff recommends implementation of both striping and installing a traffic signal at the intersection of Hawthorne and Via Rivera to address the project related impact. Furthermore, the Traffic Study conservatively concludes that the following three intersections would result in a significant and unavoidable impacts based on cumulative traffic impacts, as described below:

- **Forrestal Drive/Palos Verdes Drive South.** The mitigation measure that would fully mitigate the project-related impact at this intersection would require a traffic signal to be installed at this intersection. Although installation of the signal may be technically feasible, there may be other social and/or policy reasons for finding the traffic signal inappropriate and infeasible at this time. If the City were to approve signalization of the intersection, the impact would be reduced to less than significant. If, however, the City determines that signalization is not feasible, no other feasible mitigation measures were identified that would mitigate project-related impacts at this location. Therefore, conservatively assuming that the City does not authorized signalization of the intersection, the project's impact at this intersection would be significant and unavoidable.

- **Seahill Drive-Tramonto Drive/Palos Verdes Drive South.** The mitigation measure that would fully mitigate the project-related impact at this intersection would require the applicant to provide a proportionate fair-share contribution towards the design and installation of a traffic signal at this intersection. However, since the fair share contribution to this mitigation measure would not allow the City to fully implement the measure absent of other funding resources, the mitigation was conservatively deemed infeasible and no feasible mitigation measures were identified that would mitigate project-related impacts at this location. As such, this impact would be significant and unavoidable.
- **Palos Verdes Drive East/ Palos Verdes Drive South.** The mitigation measure that would fully mitigate the project-related impact at this intersection would require the applicant to provide a proportionate fair-share contribution towards the design and installation of a traffic signal at the intersection of this intersection. However, since the fair share contribution to this mitigation measure would not allow the City to fully implement the measure absent of other funding resources, the mitigation was conservatively deemed infeasible and no feasible mitigation measures were identified that would mitigate project-related impacts at this location. As such, this impact would be significant and unavoidable.

The methodology and the calculations of the project's pro-rata percentage is based on the project percentage share formula outlined in the *County of Los Angeles' Traffic Impact Analysis Report Guidelines* document. The method used for these calculations was based on the project generated traffic volumes on the approaches to each affected study intersection during the impacted peak hour(s) divided by the project plus other development (related) projects' traffic volumes on those same approaches for the same impacted peak hour(s). It should be noted that neither existing traffic volumes nor ambient growth traffic volumes are included in the calculations. According to the Traffic Study, the proposed project's fair share funding contribution toward the cumulative improvements is calculated to be 16.6 percent (16.6%) for the Seahill Drive-Tramonto Drive/Palos Verdes Drive South intersection and 11.6 percent (11.6%) for the Palos Verdes Drive East/Palos Verdes Drive South intersection.

Parking

Construction of the proposed project would result in a total of 197 on-site parking spaces (comprised of existing and proposed parking spaces). The parking analysis was analyzed based on two scenarios: strict interpretation of the City's Parking Code and observed parking patterns based on actual counts. When a strict interpretation of the City's Code is applied, the proposed project requires 293 spaces resulting in a 96 space deficiency. However, when observed parking patterns are applied in combination with a shared parking program, the peak weekday parking demand is 131 spaces resulting in a parking surplus of 66 spaces, and peak weekend parking demand is 148 spaces resulting in a parking surplus of 49 spaces.

Based on the above, the proposed shared parking program combined with the proposed parking supply is expected to accommodate peak weekday and weekend parking demands for the overall site.

ADDITIONAL INFORMATION

Public Notice

On August 5, 2010, a public notice announcing the date and time of tonight's meeting was published in the *Peninsula News* and mailed to property owners within a 500-foot radius of the subject property, property owners within the impacted intersections described in this Staff Report, interested parties and to list-serve subscribers.

Public Comments

To date, the City has not received any comment letters expressing concerns with the proposed project as it pertains to Traffic and Circulation. Comment letters submitted after the transmittal of this staff report and received by the night of the August 16th meeting will be provided to the Commission the night of the meeting. All comments received during the public comment period will be provided to the City's environmental consultant for response in the Final EIR.

ATTACHMENTS

- Draft EIR Excerpts (under separate cover transmitted to the TSC on July 29, 2010)
 - Section 2 – Project Description including architectural plans
 - Section 4.8 – Traffic and Circulation Section
- Cumulative Project List
- ConsultEcon Marketing and Assumption Report



RANCHO PALOS VERDES

MEMORANDUM

TO: TRAFFIC SAFETY COMMISSION
FROM: RAY HOLLAND, DIRECTOR OF PUBLIC WORKS
BY: NICOLE JULES, P.E. SENIOR ENGINEER
DATE: AUGUST 16, 2010
SUBJECT: GENERAL PLAN CIRCULATION ELEMENT UPDATE

RECOMMENDATION

Review and comment on the Draft General Plan Circulation Element Update that will be forwarded to the Planning Commission as requested.

BACKGROUND

The current General Plan, created and adopted in 1975, has served the City well over the past 31 years. However, it is recognized that certain portions of the General Plan are either outdated or factually incorrect and need a fresh look. Some portions of the Plan that need to be reviewed and updated include traffic, geology and open space from the aspect of existing conditions as well as a vision for the future.

Included in the 1975 General Plan is a list of 28 Goals and 190 policies. These goals and policies were generated by a "grass-roots" organization of over 200 City residents who formed themselves into thirteen committees to look at different elements of the General Plan including land use, recreation and parks, safety and fiscal policy and offer their ideas to guide the future of the City.

As a first step toward updating the General Plan the City Council created a 15-member General Plan Update Steering Committee. The purpose of the committee was to review the existing Goals and Policies of the General Plan and determine which Goals and Policies need to be eliminated, revised or maintained, and if any new Goals and Policies should be proposed, and what technical areas of the General Plan need updating. After over two years of work, on November 4, 2004, the General Plan Update Steering Committee completed their task of reviewing all of the existing goals and policies of the 1975 General Plan. The Steering Committee's recommendations, along with a General Plan Update Program, were presented to the City Council on December 21, 2004.

At the December 21, 2004 City Council meeting, the Council (1) Directed Staff to proceed with drafting proposed amendments to the General Plan Goals and Policies as recommended by the General Plan Update Steering Committee for future review by the Planning Commission and City Council; (2) Directed Staff to proceed with an update of the factual information within the General Plan for future review by the Planning Commission and City Council; (3) Directed Staff to proceed with the proposed improvements to the general format of the General Plan and the mandatory elements

for future review by the Planning Commission and City Council in order to make the Plan more user friendly; (4) Directed Staff to release an RFQ to obtain consultant assistance with updating portions of the General Plan; and (5) Disbanded the General Plan Update Steering Committee.

Progress on the General Plan Update was delayed since the December 21, 2004 Council meeting while Staff focused its attention on a variety of high profile development projects and other issues. In April 2006, Staff sent out a Request for Qualifications (RFQ) to obtain consultant assistance with updating the General Plan, and on February 20, 2007, the City Council entered into an agreement with three consulting firms to assist Staff with the update. Since 2007, Staff has been working with the consultants on revising the document.

On September 29, 2009, the City Council and Planning Commission held a Workshop with the main purpose of providing a “Kick-off” to the General Plan Update process. At the Workshop, the Council provided direction to Staff on various items regarding the update process including providing direction on the schedule of the process by posing a date to complete the General Plan Update prior to December 2010.

The role of the Traffic Safety Commission this evening will be to provide comments on the Draft Circulation Element, focusing your attention to section C.3 Transportation Systems.

ATTACHMENT:

Draft Circulation Element