PONTE VISTA AT SAN PEDRO SPECIFIC PLAN



City of Los Angeles

Ordinance No. _____

Effective _____

Revised November 25, 2013

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PONTE VISTA AT SAN PEDRO SPECIFIC PLAN

An ordinance establishing a Specific Plan, known as the Ponte Vista at San Pedro Specific Plan, for a portion of the Wilmington-Harbor City Community Plan area.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE PONTE VISTA AT SAN PEDRO SPECIFIC PLAN

A. Authority and Scope

A Specific Plan is a regulatory land use ordinance that controls or provides a framework for the systematic implementation of the General Plan of the City of Los Angeles. Pursuant to Section 11.5.7 of the Los Angeles Municipal Code (LAMC), the City Council hereby establishes the Ponte Vista at San Pedro Specific Plan, which shall be applicable to that area comprising the approximately 61.5-acre site located at 26900 South Western Avenue in the City of Los Angles, bordered by the U.S. Navy's Defense Fuel Support Point to the north, Mary Star of the Sea High School to the east, Fitness Drive and multi-family residential developments to the south, and Western Avenue (State Route 213) to the west. This area is referred to as the "Specific Plan area" and is depicted on **Figure I**. This Specific Plan serves as both a policy and regulatory document for the development of the Specific Plan area.

B. Subareas

In order to regulate the use of property as provided in this Specific Plan, the Specific Plan is divided into the following seven land use Subareas and Subarea classifications listed below. The location and boundaries of these Subareas are depicted in **Figure II**.

Subarea 1: Single-Family 1

Subarea 2: Single-Family 2

Subarea 3: Single-Family 3

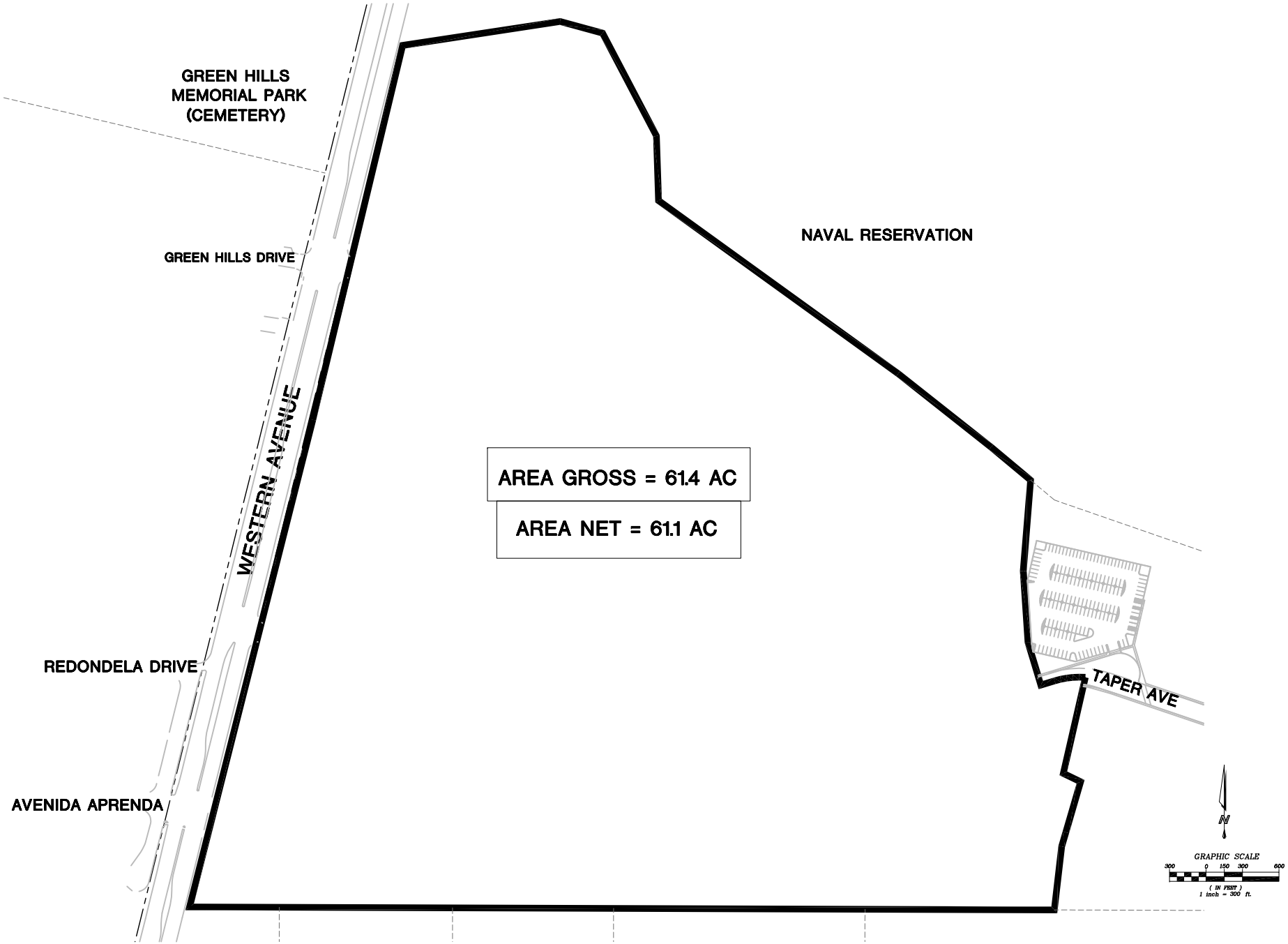
Subarea 4: Townhomes

Subarea 5: Townhomes & Flats

Subarea 6: Flats

Subarea 7: Open Space/Recreation

The Site Plan, including proposed product types, for the Specific Plan area is depicted on **Figure III-1**. Site plan details for each residential Subarea are depicted on **Figures III-2 through III-6**. The Zoning Map is attached at **Figure IV**.



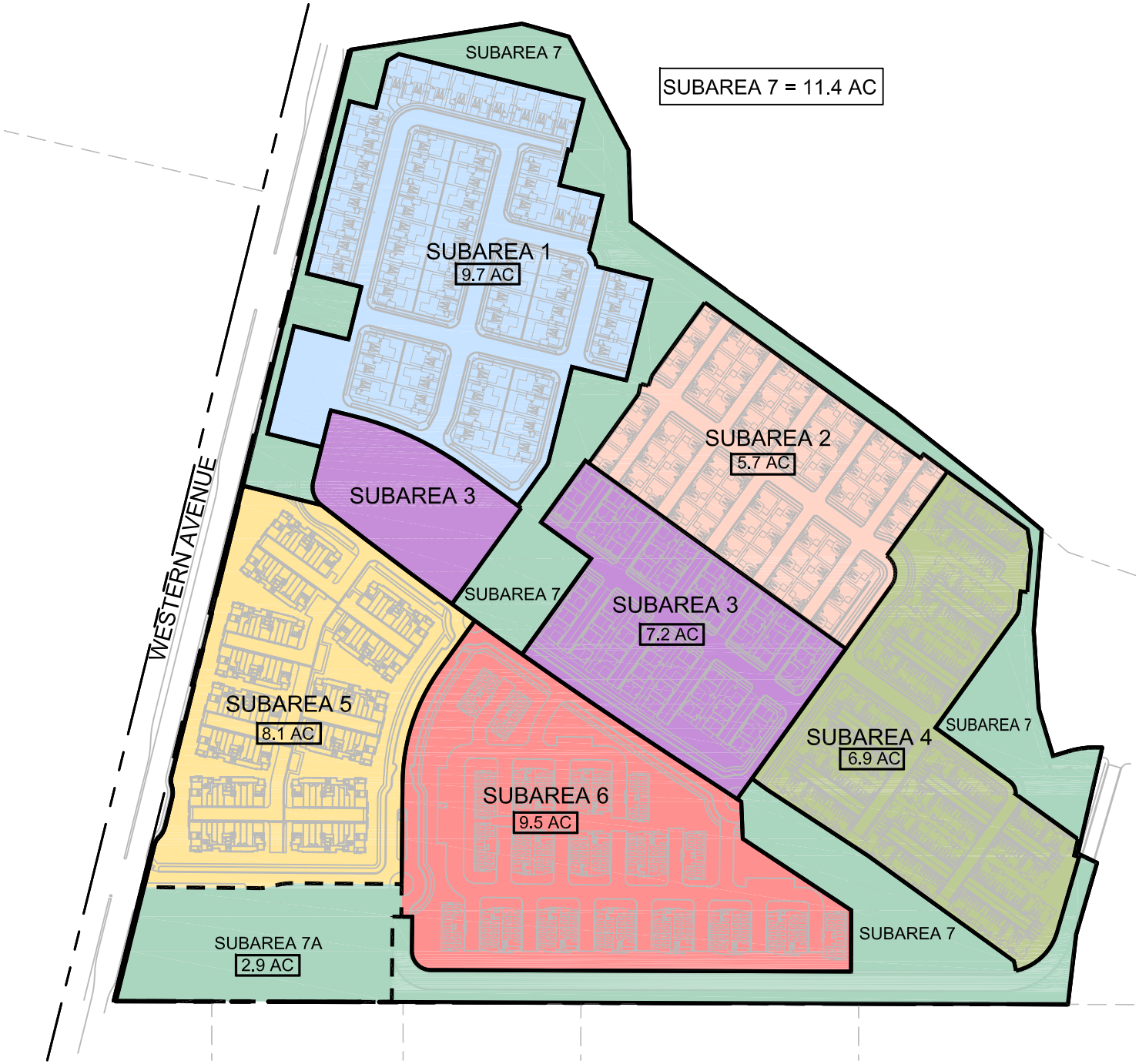
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PONTE VISTA AT SAN PEDRO - SPECIFIC PLAN AREA

9.17.2013

FIGURE - I
SPECIFIC PLAN AREA

P:\PROJECTS\110811\01\ENG\EXHIBITS\SPECIFIC PLAN EXHIBITS\110801XH – SPECIFIC PLAN AREA FIG LONG (09-17-13 10:51:51AM) Plotted by: Nora Jimenez



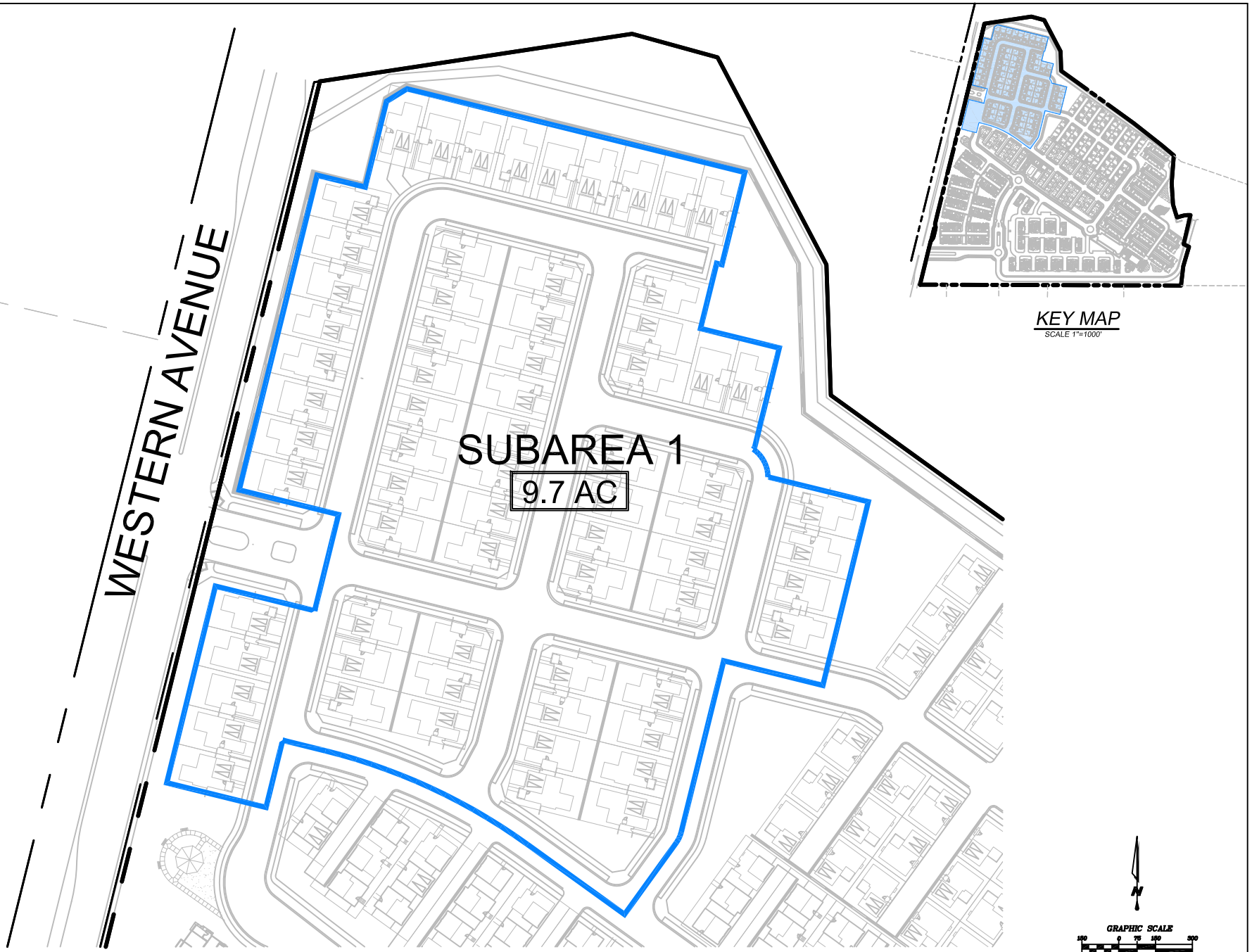
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PONTE VISTA AT SAN PEDRO - SUBAREA PLAN EXHIBIT

10.11.2013

FIGURE - II
SUBAREA BOUNDARIES

P:\PROJECTS\110R\01\ENG\EXHIBITS\SPECIFIC PLAN EXHIBITS\110R01SH – SUB AREA PLAN EXHIBIT.DWG (10-11-13 9:14:18AM) Plotted by: Nora Jimenez



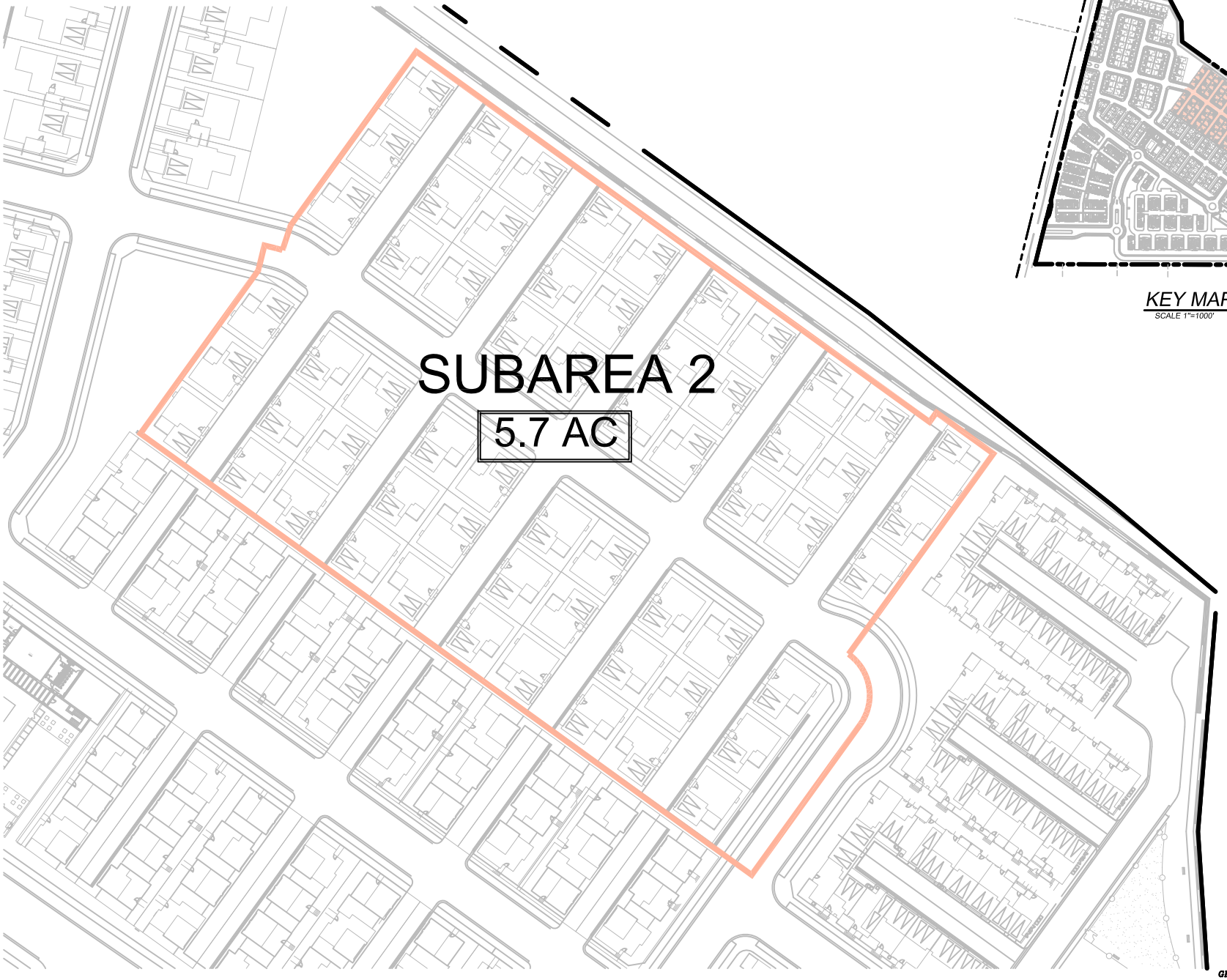
PONTE VISTA AT SAN PEDRO - SUBAREA 1

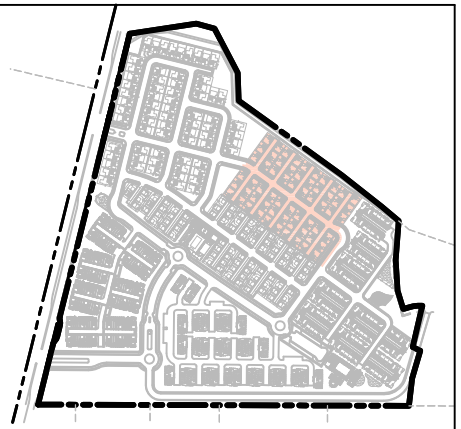
10.11.2013

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FIGURE - III-1
SPECIFIC PLAN AREA

P:\PROJECTS\1108\01\ENG\EXHIBITS\SPECIFIC PLAN EXHIBITS\110801XH – SUB AREA PLAN EXHIBIT.DWG (10-11-13 10:45:32AM) Plotted by: Nora Jimenez





KEY MAP
SCALE 1"=1000'

GRAPHIC SCALE
120 0 60 120 240
(IN FEET)
1 inch = 120 ft.

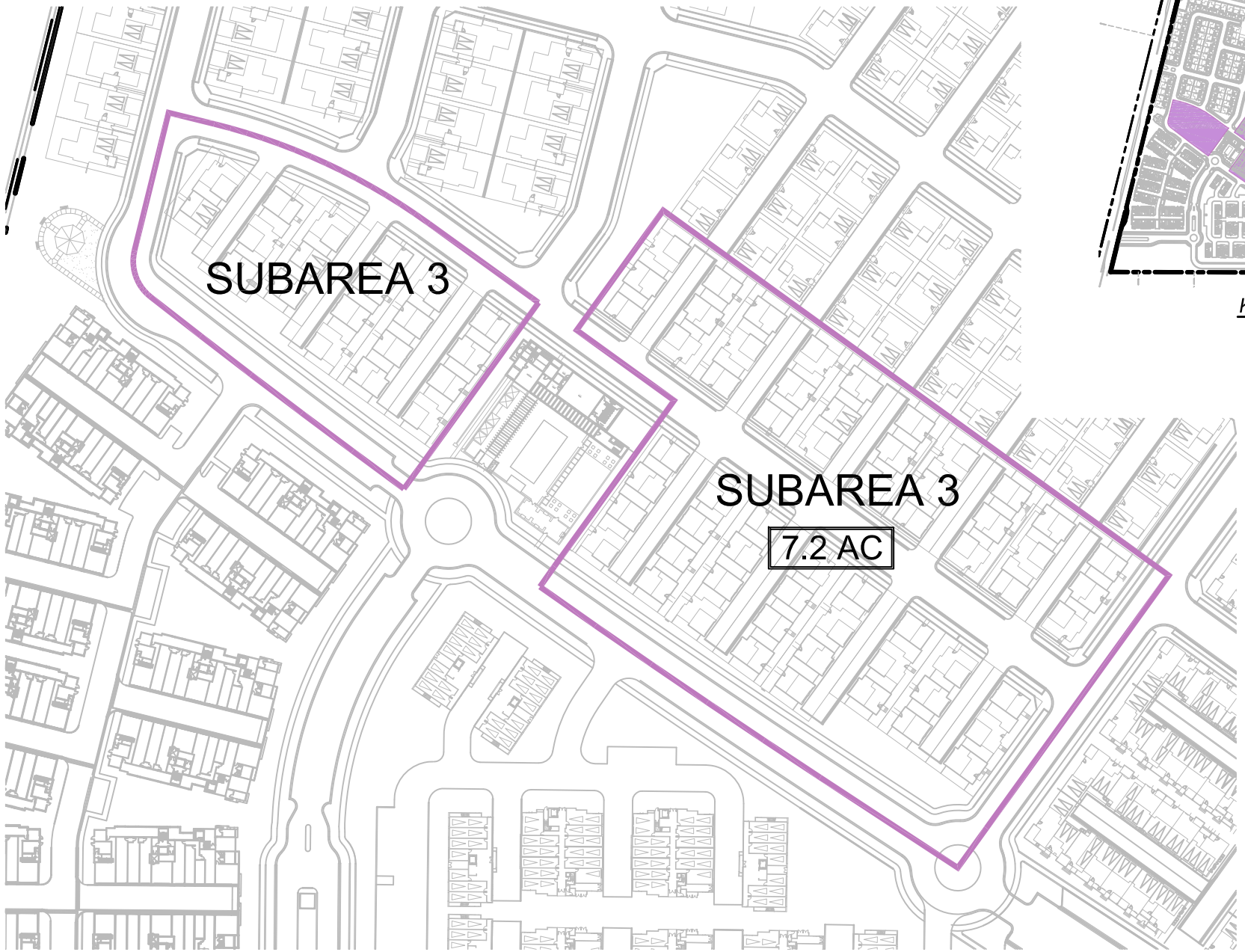
PONTE VISTA AT SAN PEDRO - SUBAREA 2

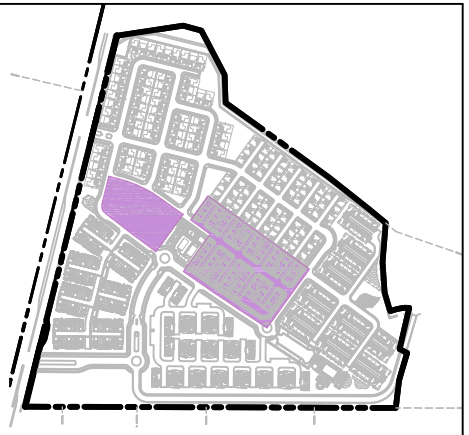
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FIGURE - III-2
SPECIFIC PLAN AREA

P:\PROJECTS\110R\01\ENG\EXHIBITS\SPECIFIC PLAN EXHIBITS\110801SH – SUB AREA PLAN EXHIBIT.DWG (10-11-13 10:47:40AM) Plotted by: Nora Jimenez





KEY MAP
SCALE 1"=1000'

N

GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
1 inch = 150 ft.

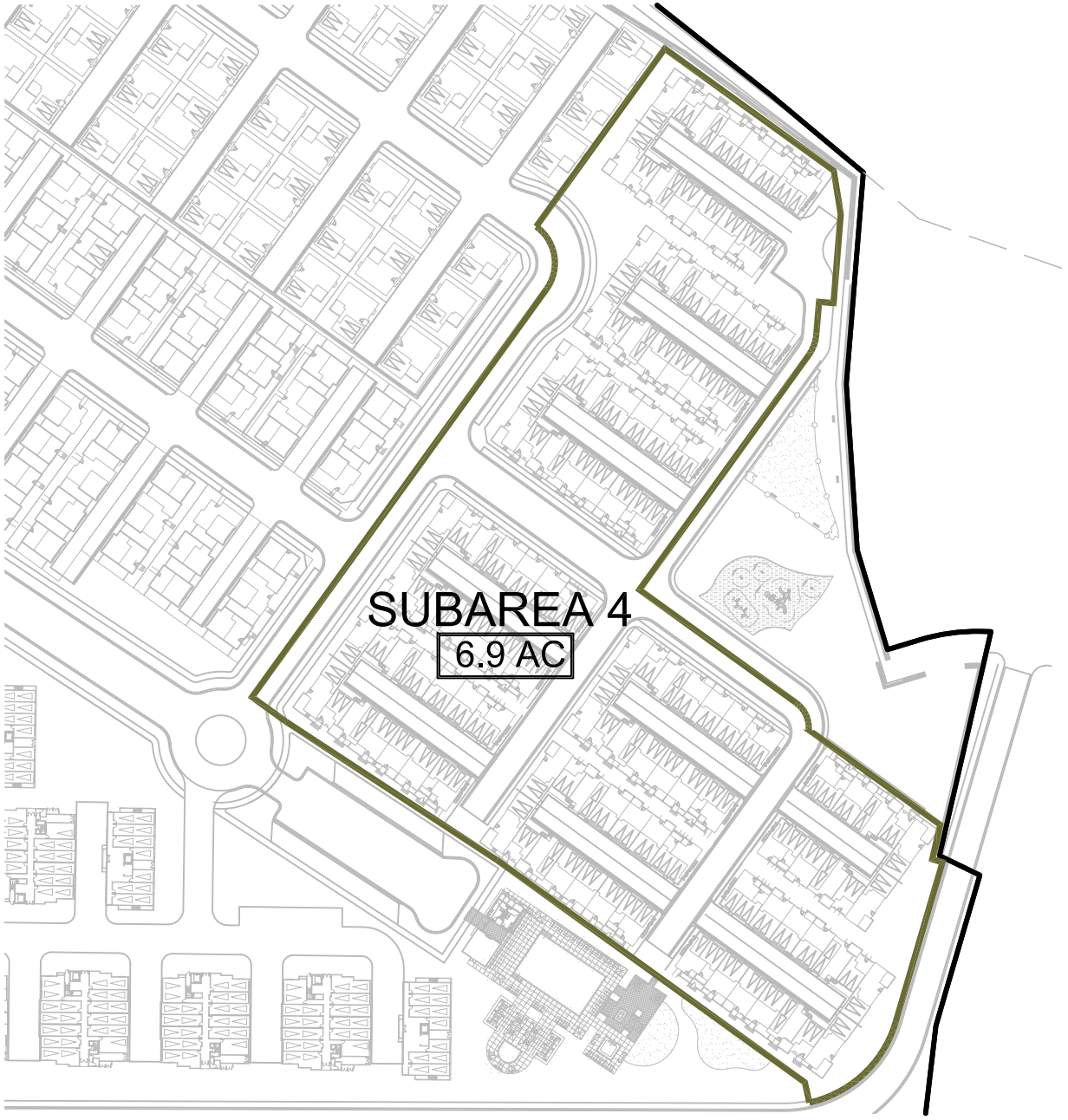
PONTE VISTA AT SAN PEDRO - SUBAREA 3

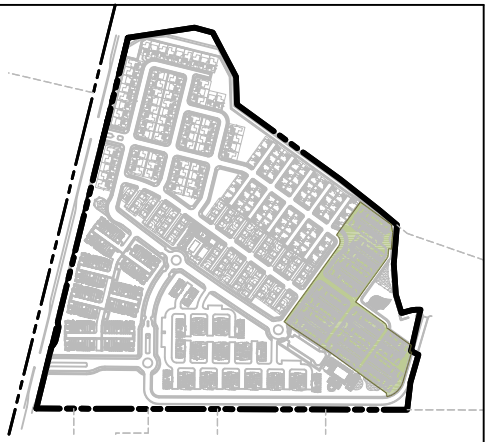
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FIGURE - III-3
SPECIFIC PLAN AREA

P:\PROJECTS\1108\01\ENG\EXHIBITS\SPECIFIC PLAN EXHIBITS\1108010H – SUB AREA PLAN EXHIBIT.DWG (10-11-13 10:41:15AM) Plotted by: Nora Jimenez





KEY MAP
SCALE 1"=1000'

PONTE VISTA AT SAN PEDRO - SUBAREA 4

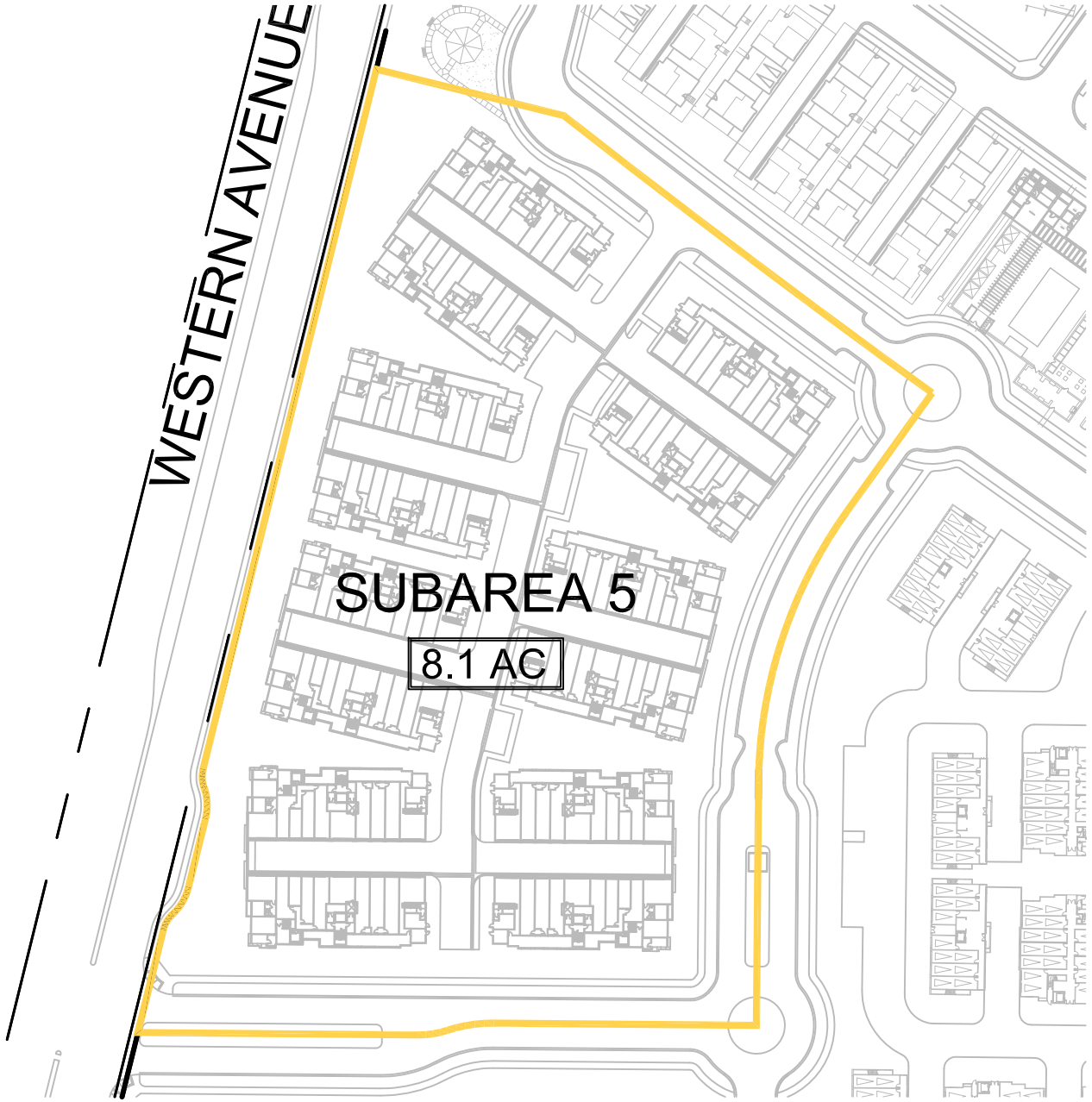
10.11.2013

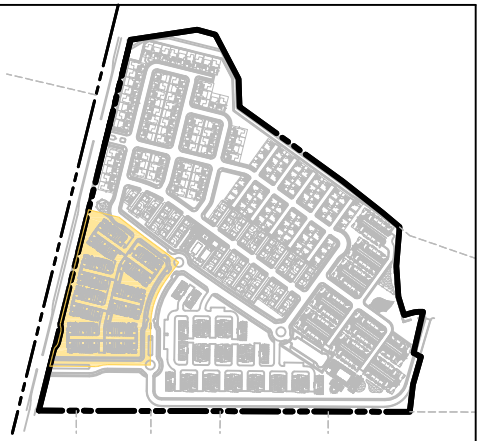
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GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch = 100 ft.

FIGURE - III-4
SPECIFIC PLAN AREA

P:\PROJECTS\110R\01\ENG\EXHIBITS\SPECIFIC PLAN EXHIBITS\110R01SH – SUB AREA PLAN EXHIBIT.DWG (10-11-13 10:42:23AM) Plotted by: Nora Jimenez





KEY MAP
SCALE 1"=1000'

PONTE VISTA AT SAN PEDRO - SUBAREA 5

10.11.2013

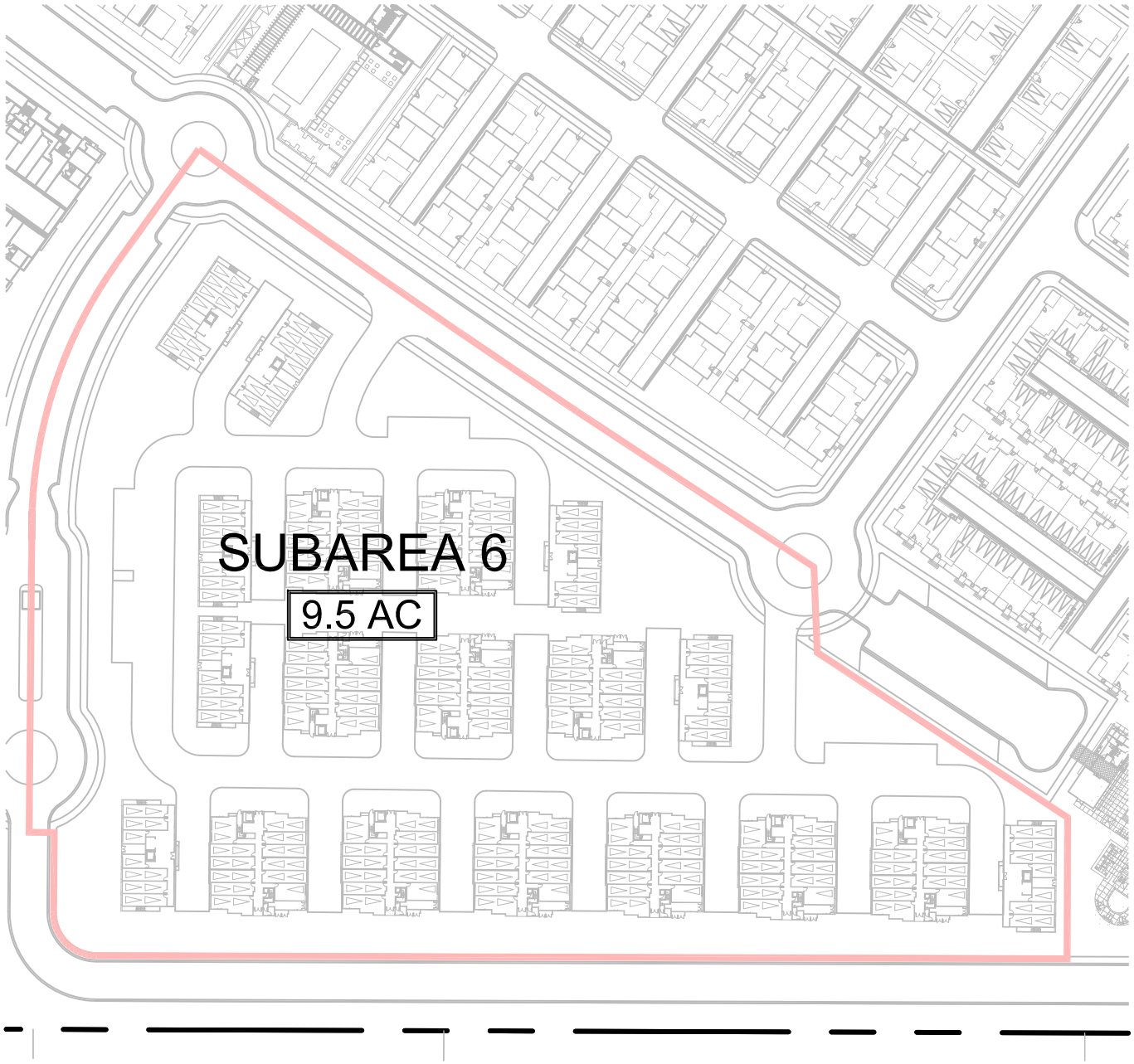
N

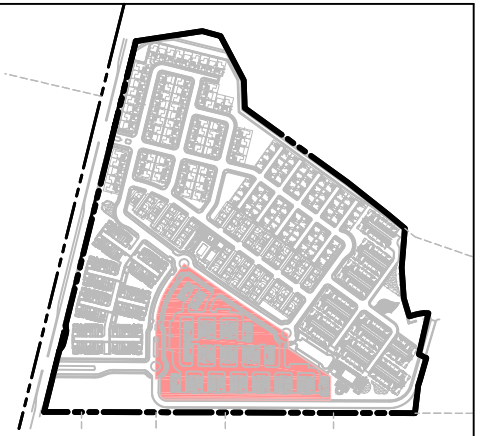
GRAPHIC SCALE
140 0 70 140 280
(IN FEET)
1 inch = 140 ft.

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FIGURE - III-5
SPECIFIC PLAN AREA

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KEY MAP
SCALE 1"=1000'

PONTE VISTA AT SAN PEDRO - SUBAREA 6

10.11.2013

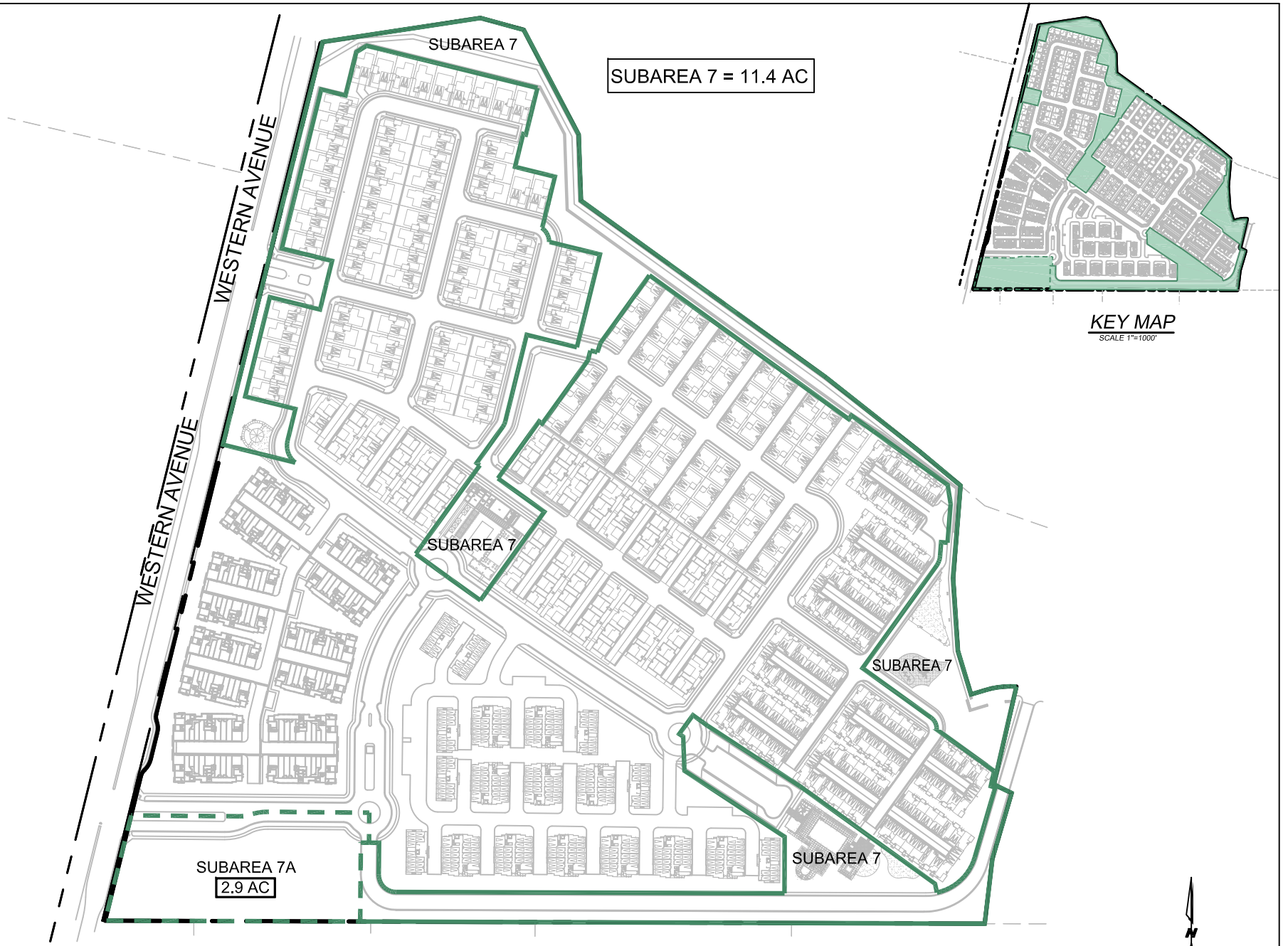
N

GRAPHIC SCALE
140 0 70 140 280
(IN FEET)

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FIGURE - III-6
SPECIFIC PLAN AREA

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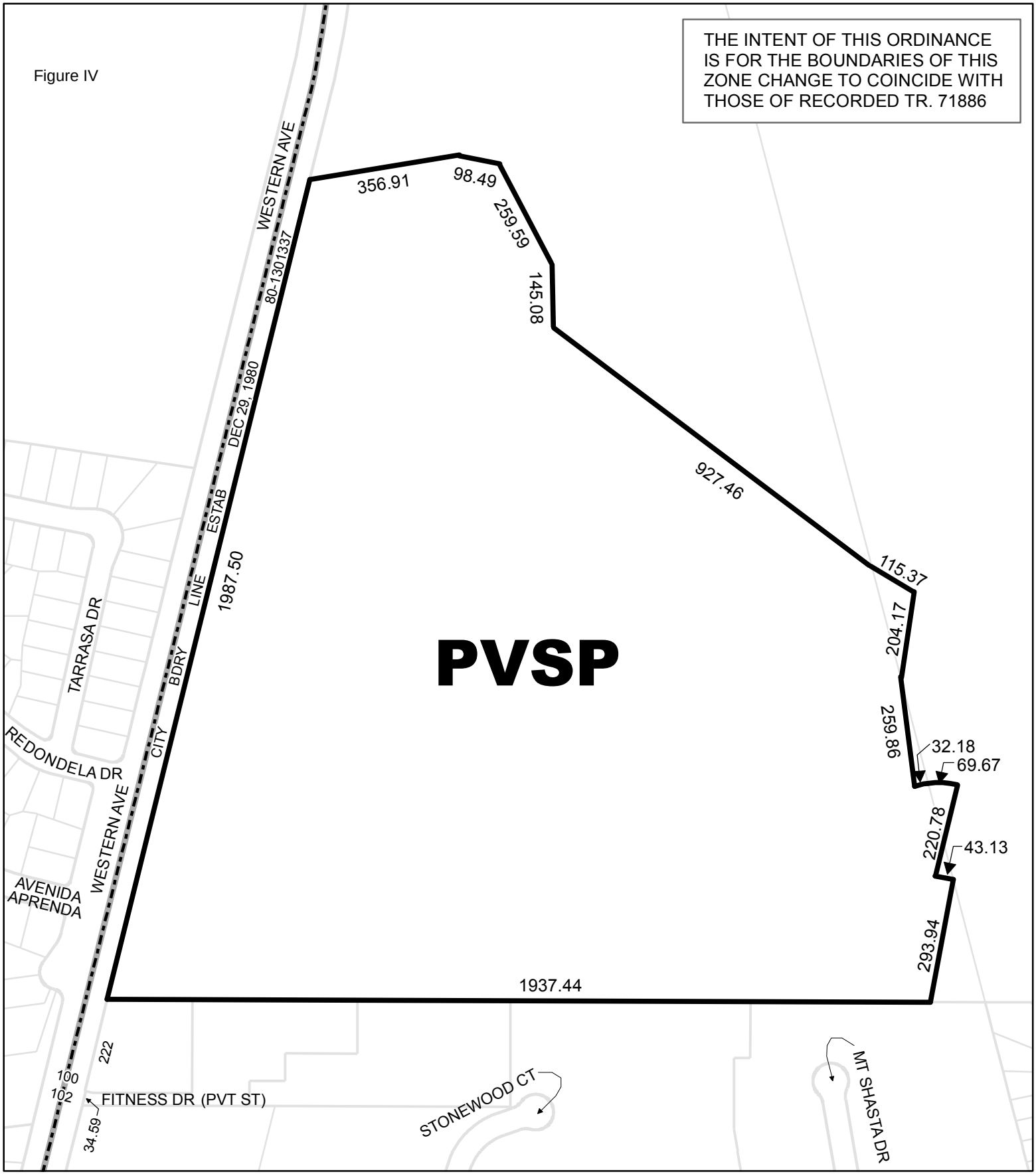
PONTE VISTA AT SAN PEDRO - SUBAREA 7 & 7A

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FIGURE - III-7
SPECIFIC PLAN AREA

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PONTE VISTA SPECIFIC PLAN

Pointe Vista Specific Plan Boundary

200 100 0 200 Feet

C.M. 027 B 193 | CPC-2012-2558-GPA-ZC-SP-CA

Area Mapped

102213 CF/

Data Sources: Department of City Planning, Bureau of Engineering

C. Specific Plan Overview, Purposes and Objectives

1. Specific Plan Overview

This Specific Plan provides the regulatory framework for the redevelopment of the Specific Plan area with up to 700 residential units, including a combination of single-family homes, townhomes, and flats. The Specific Plan will also include recreational facilities, parks, open space, and a trail along the perimeter of the Specific Plan area. Streets within the Specific Plan area will be private, with access to the Specific Plan area through two entrances from Western Avenue, at Green Hills Drive and at a new east-west road near the southerly boundary of the Project that would connect through the Specific Plan area to the property currently occupied by the Mary Star of the Sea High School campus to the east. A single vehicular access point would also be provided and maintained to the neighboring multi-family development to the south (Seaport Homes), to allow those residents secondary access to Western Avenue via the project's new east-west road. The access road to the Mary Star of the Sea High School campus and the access point to the neighboring multi-family development will be privately maintained, but publicly accessible, and not gated.

2. Purposes and Objectives

The purposes and objectives of this Specific Plan are as follows:

- To provide regulatory controls and a framework for the development of that portion of the General Plan that relates to this geographic area and to provide for public needs, convenience and general welfare as the development of such area necessitates;

- To transform an abandoned former military housing site into a new community offering a range of housing types and price levels that provide a full range of choices for people of diverse ages, household sizes and incomes;

- To increase access to parks and open space;

- To implement the General Plan and the Wilmington-Harbor City Community Plan for the Specific Plan area;

- To provide much needed single-family and multiple-family housing to serve the housing needs of the City of Los Angeles;

- To enhance future commercial development of the Port of Los Angeles and the Port of Long Beach Harbor by providing necessary housing options adjacent to these major industrial uses;

- To guide development, including use, height, density, parking, landscaping, architectural design guidelines and other related factors to ensure compatible development with the community;

- To set forth principles, standards and general procedures to assure the orderly development of the Specific Plan area;

- To promote increased flexibility in the design of large sites in order to ensure a combination of residential uses with adequate open space;

- To provide design guidelines for review and approval of landscape and exterior of buildings and structures; and

- To implement procedures for compliance within the Specific Plan which will encourage functional and professional site planning and design practices, quality exterior design, and better appearance to improve the community.

Section 2. DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section 2 and the definitions of the terms set forth in this Section 2 shall supersede the definitions set forth in the LAMC including, without limitation, Section 12.03 of the LAMC. Words and phrases not defined here shall be construed as defined in Section 12.03 of the LAMC or pursuant to Section 12 of this Specific Plan.

Building Pad Elevation shall mean the building pad denoted in the preliminary grading plan (Appendix No. 6), as such plan may be finalized after its review by the Bureau of Engineering prior to the recordation of each final map unit within the Specific Plan Area. The Building Height Limitation established by this Specific Plan for a proposed building shall be measured from the Building Pad Elevation established for such building.

City shall mean the City of Los Angeles.

Community Plan shall mean the adopted Wilmington-Harbor City Community Plan, a part of the General Plan of the City of Los Angeles.

Dwelling Unit, Single-family shall mean construction, alteration or addition to a one-family dwelling or any accessory building, for which a building permit is required, on a lot located in whole or in part within the Specific Plan area.

Flats shall mean a multi-family residential product where all living space within a unit is enclosed within a single level.

Floor Area shall mean the total of the gross area of the floor surfaces within the exterior wall of the building, not including space devoted to stairwells, basement storage, required corridors, public restrooms, elevator shafts, light courts, vehicle parking and areas incident thereto, mechanical equipment incidental to the operation of such building, and covered public pedestrian circulation areas, including atriums, lobbies, plazas, patios, decks, arcades and similar areas, except

such public circulation areas or portions thereof that are used solely for commercial purposes.

Height shall be measured as the vertical distance from ground level to the highest point of the roof. Penthouse or roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building, or fire or parapet walls, skylights, towers, steeples, flagpoles, chimneys, smokestacks, wireless masts, water tanks, or similar structures, may be erected above the height limit specified for the Subarea in which the property is located, but no such penthouse or roof structure, or any other space above the height limit shall be allowed for the purpose of providing additional floor space.

LAMC shall mean the Municipal Code of the City of Los Angeles.

Project shall mean any building, structure or use of property which requires a building or use permit, excluding interior remodeling of any building which does not result in a change of use, an increase in floor area, an increase in the number of dwelling units or an increase in the occupant load.

Project Permit Compliance shall mean a permit issued pursuant to Section 10 of this Specific Plan.

Setback shall mean the distance from the face of a building, to another designated property line, excluding architectural features, roof eaves, patios, decks, or balconies projecting from the face of a building.

Specific Plan area shall mean that area shown within the heavy lines of the Zoning Map in this ordinance.

Subareas shall mean Subareas 1, 2, 3, 4, 5, 6 and 7 as described in Section 1.B of this Specific Plan.

Woonerf shall mean a thoroughfare type that is characterized by a narrow width. A woonerf is a living street where pedestrian and cyclist safety is promoted by use of shared spaces, traffic calming, low speed limits, and other similar measures.

Zoning Map shall mean the zoning map contained in this ordinance, attached as **Figure IV**.

Section 3. EXISTING CONDITIONS AND DEVELOPMENT OVERVIEW

A. Wilmington-Harbor City and San Pedro Communities

The Specific Plan area is situated in the far southern portion of the Los Angeles Basin, near Los Angeles Harbor. It is depicted within the Wilmington-Harbor City Community Plan ("Community Plan"), between the planning communities of Harbor Gateway, San Pedro, and the Port of Los Angeles, and adjacent to the cities of Torrance, Lomita, Rancho Palos Verdes,

Carson, Long Beach and an unincorporated area of Los Angeles County. Immediately surrounding area includes established single-family neighborhoods and newer multiple-family uses, a memorial park, high school, and commercial land uses along Western Avenue.

The Specific Plan will redevelop an abandoned former military housing complex with high-quality residential, recreation, and open space uses compatible with nearby surrounding uses and planned development.

B. Existing Site Conditions

The Specific Plan area is the location of the former U.S. Navy San Pedro Housing complex, located approximately two miles north of downtown San Pedro and 1.5 miles northwest of the Port of Los Angeles. Abandoned homes and buildings from the prior use remain on the site.

The Specific Plan area is sloping, with elevation ranges from 101 feet to 249 feet above mean sea level (msl) sloping downward to the southeast. The highest area within the Specific Plan occurs along a steep cut slope that forms the Specific Plan's northern boundary, adjacent to the Navy's Defense Fuel Support Point. The Specific Plan area also includes significant fill. The U.S. Navy regraded the site and added fill to create building pads for roads and residential construction.

The federal government acquired ownership of the property within the Specific Plan area in 1942, when the property was undeveloped. In 1944, the government constructed a fire fighting training facility, which operated until 1950 and was demolished. The remaining area was utilized as a storage area for shipping containers from 1947 to 1962. The Navy constructed a residential community in approximately 1962 to house U.S. Navy personnel stationed at the Long Beach Naval Shipyard. The Navy housing facility was vacated and closed in 1999, and sold to private owners in 2005. The abandoned residential community still exists on the property within the Specific Plan area.

C. Project Description

The project includes demolition of the existing, abandoned structures and redevelopment of the Specific Plan area with up to 700 residential units, including a combination of single-family homes, townhomes, and flats. The Specific Plan will also include recreational facilities, parks, open space and a trail along the perimeter of the Specific Plan area. Streets within the Specific Plan area will be both private and publicly accessible, with access to the Specific Plan area through two entrances from Western Avenue, at Green Hills Drive and at a new east-west road near the southerly boundary of the Project that would connect through the Specific Plan area to the property currently occupied by the Mary Star of the Sea High School campus to the east. A single vehicular access point would also be provided and maintained to the neighboring multi-family development to the south (Seaport Homes), to allow those residents secondary access to Western Avenue via the project's new east-west road. The access road to the Mary Star of the Sea High School campus and the access road to the neighboring multi-family developments will be privately maintained, but publicly accessible, and not gated.

Section 4. RELATIONSHIP TO CITY LAND USE AND PLANNING REGULATIONS

A. Relationship to the General Plan

The General Plan is a comprehensive long-range policy document that guides the ultimate physical development of the City. The General Plan includes certain state mandated elements related to land use, circulation, housing, conservation, open space, noise, and safety. Whereas the General Plan is a broad policy document, a specific plan is a policy statement and implementation tool that is used to address a single project or planning area. A specific plan must be consistent with the General Plan by furthering the objectives and policies of the General Plan, and not obstruct their attainment, pursuant to California Government Code Section 65454.

This Specific Plan is consistent with the City's General Plan. The City will administer the provisions of this Specific Plan in accordance with the City's General Plan including the Wilmington Harbor City Community Plan.

This Specific Plan is consistent with the land use, housing, urban form and neighborhood design, open space and conservation, and transportation goals and objectives of the General Plan and Community Plan. The proposed residential densities are consistent with the Low, Low Medium I, and Low Medium II land use categories outlined in the Community Plan and the Specific Plan is an area in which includes single-family housing, multi-family housing, and parks and other community-oriented uses.

B. Consistency with the Community Plan

The Specific Plan area is regulated by the Community Plan, one of 35 community plans that comprise the Land Use Element of the General Plan. The Community Plan encourages development that provides for transition in scale, density and character of multiple-family housing and other uses adjacent to single-family homes, promotes rehabilitation of residential areas to improve quality of housing, encourages residential and mixed-use development along commercial corridors, and strives for development of more neighborhood parks to disperse recreational amenities throughout the Community Plan area.

This Specific Plan is a focused regulatory document that promotes these important goals of the Community Plan. The Specific Plan is consistent with both the Community Plan and General Plan and reflects unique constraints and opportunities of the Specific Plan area. The Specific Plan creates a regulatory framework that accounts for the special needs of the Specific Plan area and the surrounding community, and allows flexibility for adapting to future changes that could occur in public and private industries and markets.

C. Relationship to the Los Angeles Municipal Code

The regulations of this Specific Plan are in addition to those set forth in the planning zoning provisions of Chapter I of the Los Angeles Code (LAMC), as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC and other ordinances, except as provided for in this Specific Plan.

Whenever this Specific Plan contains provisions establishing regulations (including, but not limited to, standards such as densities, heights, floor area ratio, uses, yards, lot widths, lot area, building separations, setbacks, parking, open space and landscape requirements), different from, more restrictive or more permissive than would be allowed pursuant to Chapter I of the LAMC and the provisions of other portions of the LAMC specifically referenced below, this Specific Plan shall prevail and supersede the applicable provisions of that Code.

The procedures for the granting of Project Permit compliance, adjustments, modifications, exceptions, or interpretations to the requirements of this Specific Plan are set forth in Section 11.5.7 of the LAMC.

D. Applicability of the Specific Plan

Immediately upon the effective date of this Specific Plan, the rules and regulations established by this Specific Plan shall become applicable to this property within the Specific Plan area.

E. Relationship to CEQA

Pursuant to the California Environmental Quality Act (CEQA), the Ponte Vista Project Environmental Impact Report (EIR) was prepared for the Ponte Vista Project, which includes the implementation of this Specific Plan. The EIR (SCH No. 2010101082) identifies potential effects on the environment of the Ponte Vista Project and sets forth mitigation measures to reduce those impacts. The Mitigation Monitoring and Reporting Program is attached at Appendix No. 7. Further information regarding the required project design features and mitigation measures is provided at Section 12 of this Specific Plan.

Section 5. LAND USE

A. Permitted Uses

1. Permitted Uses

The Specific Plan area is comprised of seven Subareas as depicted on **Figure II** and described in Section 1.B of this Specific Plan. Residential land uses consistent with the maximum development limitations established in Table 1 of this Specific Plan, supportive land uses enumerated in Section 5.B, and open space/recreational land uses (including ancillary uses such as, but not limited to, community gardens, clubhouses, exercise equipment, trash receptacles, active recreational facilities, roads, trails, dog dropping receptacles and bag stations, and street furniture) are the "Permitted Uses" under this Specific Plan.

2. Supplemental Regulations

The following supplemental regulations will apply with respect to Permitted Uses:

- Proposed uses not listed in Section 5.A.1 above may be permitted upon determination by the Zoning Administrator pursuant to Section 12.21 A 2 of the LAMC that such uses are similar to and no more objectionable to the

public welfare than the Permitted Uses provided herein. The City Planning Commission shall hear appeals on such Zoning Administrator interpretations. Upon approval thereof, such uses shall be deemed Permitted Uses for all purposes under this Specific Plan.

- Ancillary uses incidental to Permitted Uses and consistent with the purposes and objectives of this Specific Plan are Permitted Uses for all purposes under this Specific Plan.

3. Additional Conditional Uses

Any conditional uses listed in Section 12.24 of the LAMC that are not Permitted Uses under this Specific Plan shall be permitted when processed and approved in accordance with the procedures established in Section 12.24 of the LAMC.

B. **Prohibited Uses**

Commercial and industrial uses are prohibited within the Specific Plan area, with the exception of the following supportive uses within Subarea 7:

- Community-serving day care, as an accessory use within an improved recreational building;

- Community-serving commissary, as an accessory use within an improved recreational building; and

- Community-serving business center, as an accessory use within an improved recreational building.

C. **Development Regulations**

Development regulations for each residential Subarea are provided in this Section 5.C. Development regulations for Subarea 7 are provided in Section 6.A. A summary table of development regulations for each Subarea is provided at Appendix No. 8.

1. Maximum Permitted Development

Development of the Specific Plan area shall comply with the maximum permitted dwelling units per Subarea provided below in Table No. 1.

Table No. 1
Maximum Permitted Dwelling Units by Subarea

Subarea No.	Use	Maximum Dwelling Units	DU/Acre	Area (Gross Acres)
1	Single-Family	69	8	9.7
2	Single-Family	60	11	5.7
3	Single-Family	79	11	7.2
4	Townhomes	140	21	6.9
5	Townhomes & Flats	140	18	8.1
6	Flats	212	23	9.5
7	Open Space/Recreation	N/A	N/A	14.3
TOTAL		700	11.4 (avg)	61.4

a. *Residential Limitations*

Notwithstanding the provisions of Sections 12.10 C 4 and 12.11 C 4 of the LAMC to the contrary, the total allowable dwelling units within the Specific Plan Area shall not exceed 700 dwelling units. The Specific Plan permits the maximum dwelling units per acre allocated to each zone in Table 1, as well as any product type that provides less dwelling units per acre and generates less traffic trips. Single-family housing is permitted in the entire Specific Plan area except for Open Space zones. Whenever a product type allowed and intended primarily for development one Subarea is developed in another Subarea as provided for in this Section, the Residential Regulations prescribed in Section 5.C.4 of the corresponding Subarea shall apply, except that the maximum dwelling units for each Subarea outlined in Table No. 1 shall not be exceeded.

A maximum of 212 residential units are permitted within Subarea 6, although only 188 units are currently proposed on the site plan. In order to provide additional housing within Subarea 6, exceeding the currently proposed 188 units but not more than 212 units, a new subdivision map shall be approved, but no Specific Plan Amendment shall be required.

b. *Allocation of Development Rights*

The total number of dwelling units and a current accounting of the cumulative totals of Floor Area utilized within each Subarea described in Section 5.C.1 of this Specific Plan shall be maintained by the Departments of City Planning and Building and Safety. Allocation of development rights to each lot within a subdivision shall be made at the time of subdivision, and prior to the recordation of Parcel Maps or Final Maps. Deed restrictions or covenants running with the land shall be recorded to limit development in accordance with such allocated development rights and in conformity with Section 6 of this Specific Plan.

2. Lot Area

Notwithstanding provisions of the LAMC to the contrary, the minimum lot area for any residential lot within the Specific Plan area shall be 1,800 square feet.

3. Small Lot Subdivision

In addition to any provisions of this Specific Plan and notwithstanding Paragraph 3.C above, the Specific Plan permits development in compliance with the City's Small Lot Subdivision Ordinance (Ord. 176354) in Subareas 4, 5 and 6 only.

4. Residential Regulations

a. **Subarea 1**

Subject to the applicable limitations and provisions set forth in Sections 6, 7, 8 and 9 of this ordinance, the following requirements shall apply to all lots within Subarea 1 of the Specific Plan area.

i) **Use**

No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

- One-family dwellings;
- Parks, playgrounds, recreational or community centers, or other similar recreational or open space amenity, public or private; and
- Accessory buildings, including private garages, accessory living quarters, servants' quarters, or recreation rooms, subject to the same limitations as are set forth in Section 12.08 A 7 of the LAMC.

ii) **Height**

No building or structure shall exceed two (2) stories or 30 feet in height.

iii) **Density**

The density shall be limited to a maximum of 8 dwelling units per gross acre and the total number of residential dwelling units in Subarea 1 shall be limited to 69 dwelling units.

iv) **Product Type**

Product Type 1 in the Design Guidelines is permitted in Subarea 1.

v) **Lot Width**

The minimum lot width for each lot within Subarea 1 shall be 20 feet.

vi) **Setbacks**

The yard setbacks within each lot within Subarea 1 shall be at least:

- **Front:** 8’ setback
- **Side**: 4’ setback
- **Rear**: 8’ setback

b. **Subarea 2**

Subject to the applicable limitations and provisions set forth in Sections 6, 7, 8 and 9 of this ordinance, the following requirements shall apply to all lots within Subarea 2 of the Specific Plan area.

i) **Use**

No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

- One-family dwellings;
- Parks, playgrounds, recreational or community centers, or other similar recreational or open space amenity, public or private; and
- Accessory buildings, including private garages, accessory living quarters, servants’ quarters, or recreation rooms, subject to the same limitations as are set forth in Section 12.08 A 7 of the LAMC.

ii) **Height**

No building or structure shall exceed three (3) stories or 30 feet in height.

iii) **Density**

The density shall be limited to a maximum of 11 dwelling units per gross acre and the total number of residential dwelling units in Subarea 2 shall be limited to 60 dwelling units.

iv) **Product Types**

Product Types 1 and 2 in the Design Guidelines are permitted in Subarea 2.

Notwithstanding the requirements of this Section 5.C.4.b, if Product Type 1 is developed within Subarea 2, then the Residential Regulations prescribed in Section 5.C.4.a for Subarea 1 shall apply, with the exception of density where Section 5.C.4.b.iii shall continue to apply.

v) **Lot Width**

The minimum lot width for each lot within Subarea 2 shall be 20 feet.

vi) **Setbacks**

The yard setbacks within each lot within Subarea 2 shall be at least:

- **Front:** 2’ setback
- **Side**: 4’ setback
- **Rear**: 5’ setback

c. **Subarea 3**

Subject to the applicable limitations and provisions set forth in Sections 6, 7, 8 and 9 of this ordinance, the following requirements shall apply to all lots within Subarea 3 of the Specific Plan area.

i) **Use**

No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

- One-family dwellings;
- Parks, playgrounds, recreational or community centers, or other similar recreational or open space amenity, public or private; and
- Accessory buildings, including private garages, accessory living quarters, servants’ quarters, or recreation rooms, subject to the same limitations as are set forth in Section 12.08 A 7 of the LAMC.

ii) **Height**

No building or structure shall exceed three (3) stories or 40 feet in height.

iii) **Density**

The density shall be limited to a maximum of 11 dwelling units per gross acre and the total number of residential dwelling units in Subarea 3 shall be limited to 79 dwelling units.

iv) **Product Types**

Product Types 1, 2 and 3 in the Design Guidelines are permitted in Subarea 3.

Notwithstanding the requirements of this Section 5.C.4.c:

- If Product Type 1 is developed within Subarea 3, then the Residential Regulations prescribed in Section 5.C.4.a for Subarea 1 shall apply, with the exception of density where Section 5.C.4.c.iii shall continue to apply.

- If Product Type 2 is developed within Subarea 3, then the Residential Regulations prescribed in Section 5.C.4.b for Subarea 2 shall apply, with the exception of density where Section 5.C.4.c.iii shall continue to apply.

v) **Lot Width**

The minimum lot width for each lot within Subarea 3 shall be 20 feet.

vi) **Setbacks**

The yard setbacks within each lot within Subarea 3 shall be at least:

- **Front:** 8’ setback

- **Side**: 4’ setback

- **Rear**: 2’ setback

d. **Subarea 4**

Subject to the applicable limitations and provisions set forth in Sections 6, 7, 8 and 9 of this ordinance, the following requirements shall apply to all lots within Subarea 4 of the Specific Plan area.

i) **Use**

No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

- Uses permitted in the Subareas 1, 2 and 3;

- Dwellings, one-family attached, two-family, multiple; and apartment houses and/or condominium units; and

- Parks, playgrounds, recreational or community centers, or other similar recreational or open space amenity, public or private.

ii) **Height**

No building or structure shall exceed three (3) stories or 35 feet in height.

iii) **Density**

The density shall be limited to a maximum of 21 dwelling units per gross acre and the total number of residential dwelling units in Subarea 4 shall be limited to 140 dwelling units.

iv) **Product Types**

Product Types 1, 2, 3, and 4 in the Design Guidelines are permitted in Subarea 4.

Notwithstanding the requirements of this Section 5.C.4.d:

- If Product Type 1 is developed within Subarea 4, then the Residential Regulations prescribed in Section 5.C.4.a for Subarea 1 shall apply, with the exception of density where Section 5.C.4.d.iii shall continue to apply.

- If Product Type 2 is developed within Subarea 4, then the Residential Regulations prescribed in Section 5.C.4.b for Subarea 2 shall apply, with the exception of density where Section 5.C.4.d.iii shall continue to apply.

- If Product Type 3 is developed within Subarea 4, then the Residential Regulations prescribed in Section 5.C.4.c for Subarea 3 shall apply, with the exception of density where Section 5.C.4.d.iii shall continue to apply.

v) **Lot Width**

The minimum lot width for each lot within Subarea 4 shall be 50 feet.

vi) **Setbacks**

The yard setbacks within each lot within Subarea 4 shall be at least:

- **Front:** 5’ setback
- **Side**: 4’ setback
- **Rear**: 0’ setback

e. **Subarea 5**

Subject to the applicable limitations and provisions set forth in Sections 6, 7, 8 and 9 of this ordinance, the following requirements shall apply to all lots within Subarea 5 of the Specific Plan area.

i) **Use**

No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

- Uses permitted in Subareas 1, 2, 3, and 4;

- Dwellings, one-family attached, two-family, multiple; and apartment houses and/or condominium units; and

- Parks, playgrounds, recreational or community centers, or other similar recreational or open space amenity, public or private.

ii) **Height**

No building or structure shall exceed four stories (4) stories or 48 feet in height.

iii) **Density**

The density shall be limited to a maximum of 18 dwelling units per gross acre and the total number of residential dwelling units in Subarea 5 shall be limited to 140 dwelling units.

iv) **Product Types**

Product Types 1, 2, 3, 4 and 5 in the Design Guidelines are permitted in Subarea 5.

Notwithstanding the requirements of this Section 5.C.4.e:

- If Product Type 1 is developed within Subarea 5, then the Residential Regulations prescribed in Section 5.C.4.a for Subarea 1 shall apply, with the exception of density where Section 5.C.4.e.iii shall continue to apply.

- If Product Type 2 is developed within Subarea 5, then the Residential Regulations prescribed in Section 5.C.4.b for Subarea 2 shall apply, with the exception of density where Section 5.C.4.e.iii shall continue to apply.

- If Product Type 3 is developed within Subarea 5, then the Residential Regulations prescribed in Section 5.C.4.c for Subarea 3 shall apply, with the exception of density where Section 5.C.4.e.iii shall continue to apply.

- If Product Type 4 is developed within Subarea 5, then the Residential Regulations prescribed in Section 5.C.4.d for Subarea 4 shall apply, with the exception of density where Section 5.C.4.3.e.iii shall continue to apply.

v) **Lot Width**

The minimum lot width for each lot within Subarea 5 shall be 50 feet.

vi) **Setbacks**

The yard setbacks within each lot within Subarea 5 shall be at least:

- **Front:** 5’ setback

- **Side**: 5’ setback

- **Rear**: 0’ setback

f. **Subarea 6**

Subject to the applicable limitations and provisions of Section 6, 7, 8 and 9 of this ordinance, the following requirements shall apply to all lots within Subarea 6 of the Specific Plan area

i) **Use**

No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

- Uses permitted in the Subareas 1, 2, 3, 4, and 5;
- Dwellings, one-family attached, two-family, multiple; and apartment houses and/or condominium units; and
- Parks, playgrounds, recreational or community centers, or other similar recreational or open space amenity, public or private.

ii) **Height**

No building or structure shall exceed four (4) stories or 55 feet in height.

iii) **Density**

The density shall be limited to a maximum of 23 dwelling units per gross acre and the total number of residential dwelling units in Subarea 6 shall be limited to 212 dwelling units.

iv) **Product Types**

Product Types 1, 2, 3, 4, 5, and 6 in the Design Guidelines are permitted in Subarea 6.

Notwithstanding the requirements of this Section 5.C.4.f:

- If Product Type 1 is developed within Subarea 6, then the Residential Regulations prescribed in Section 5.C.4.a for Subarea 1 shall apply, with the exception of density where Section 5.C.4.f.iii shall continue to apply.
- If Product Type 2 is developed within Subarea 6, then the Residential Regulations prescribed in Section 5.C.4.b for Subarea 2 shall apply, with the exception of density where Section 5.C.4.f.iii shall continue to apply.
- If Product Type 3 is developed within Subarea 6, then the Residential Regulations prescribed in Section 5.C.4.c for Subarea 3 shall apply, with the exception of density where Section 5.C.4.f.iii shall continue to apply.

- If Product Type 4 is developed within Subarea 6, then the Residential Regulations prescribed in Section 5.C.4.d for Subarea 4 shall apply, with the exception of density where Section 5.C.4.f.iii shall continue to apply.

- If Product Type 5 is developed within Subarea 6, then the Residential Regulations prescribed in Section 5.C.4.e for Subarea 5 shall apply, with the exception of density where Section 5.C.4.f.iii shall continue to apply.

v) **Lot Width**

The minimum lot width for each lot within Subarea 6 shall be 50 feet.

vi) **Setbacks**

The yard setbacks within each lot within Subarea 5 shall be at least:

- **Front:** 5' setback
- **Side**: 5' setback
- **Rear**: 0' setback

D. **Design Requirements**

This Specific Plan includes detailed Design Guidelines provided at Appendix No. 1. The Design Guidelines provide standards to guide the visual and physical appearance of the residential development and pedestrian areas. People differ in their interpretation of what constitutes aesthetic design in particular circumstances, and flexibility should be permitted to encourage design innovations and changes in design standards over time. For these reasons, rigid adherence to each Design Guideline is not intended. Rather, it is intended that developments be evaluated for their conformance to the general intent of the applicable Design Guideline and to the Specific Plan objectives.

A variety of architectural styles and related building forms and details will be allowed within the Specific Plan area, with the goal of providing a cohesive string of distinct architectural influences that tie the community together yet allow for variety and individual expression. The following four architectural styles are permitted within the Specific Plan area: Mediterranean; Mediterranean Eclectic; Early California Modern; and California Modern. All Projects shall comply with the architectural site guidelines of the Design Guidelines.

E. **Determination of Compliance**

No building, structure or land within the Specific Plan area shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained within the Specific Plan area without Project Permit Compliance approval as provided in said Section 10.E having been first obtained. The Project Permit Compliance approval process set forth in said Section 10.E may be provided concurrently with any subdivision proceeding involving the property for which Project Permit Compliance approval is requested.

F. Relief from Development Regulations

An application to modify or deviate from the development regulations in this Specific Plan shall be processed in accordance with the procedures for Project Permit Adjustments or for exceptions, amendments, or interpretations of this Specific Plan, as set forth in Section 10 of this Specific Plan and Sections 11.5.7 E and F of the LAMC.

G. Adjustment to Boundaries

The zone boundaries shown upon the Zoning Map in **Figure IV** of this Specific Plan are approximate and zone boundary interpretations or adjustments may be made as part of the Project Permit Compliance review and approval process under Section 10 of this Specific Plan when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses, and/or when necessary to ensure that such zone boundaries precisely coincide with future street, alley or lot lines.

Adjustments in the boundaries of the Subareas and of further components thereof that result in an increase or reduction of land area of any Subarea or component thereof of 15 percent or less of the land area shall be permitted by the Planning Director as a Specific Plan interpretation as set forth in Section 10.

Section 6. Open Space, Pedestrian Linkages and Streetscape

A. Subarea 7

The purpose of Subarea 7 is to limit uses to open space and recreational activities to provide amenities for the owners and tenants within the Specific Plan area, as well as the general public. All open areas (including any roof of any subterranean parking building or structure) not utilized for buildings, driveways, parking areas, recreational facilities, plazas, patios, decks or walks shall be landscaped.

a. Use

The following facilities, uses and activities are permitted within Subarea 7: parks, playgrounds, swimming pools and jacuzzis, paths and trails, open lawns, water features, drinking fountains, public art, exercise stations, athletic fields, picnic facilities, pedestrian amenities and features, landscape and landscape amenities, game courts, community gardens, recreational or community facilities, public or private, roads, infrastructure and equipment, community-serving commissary, day care and business centers as accessory uses within an improved recreational building, and similar uses as determined appropriate by the Director.

A park shall be provided within the dotted line boundary of **Figure II** depicted as Subarea 7A, prior to the issuance of the first residential certificate of occupancy for a Project. The park shall be designed in general accordance with one of the conceptual plans provided at Section 4 of the Design Guidelines. If the Planning Director determines during Project Permit Compliance review that the park design differs substantially from the conceptual plans provided in the Design Guidelines, the developer shall consult with the City Department of Recreation and Parks on an alternative park design acceptable to the Department of Recreation and Parks. The

park shall be maintained by the property owners' association and shall be accessible by the public in perpetuity, subject to reasonable rules and limitations that do not discriminate between project residents and the general public. As part of the Project Permit Compliance review, the owner or owners of the lot on which the park is to be provided and maintained shall record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner or owners shall continue to provide and maintain the park as described in this Section 6A.a.

b. **Height**

No building or structure shall exceed three (3) stories or 40 feet in height.

c. **Maximum Permitted Floor Area**

The floor area ratio of each lot within Subarea 7 shall be limited to 3:1.

d. **Setbacks**

The yard setbacks within each lot within Subarea 7 shall be at least:

- **Front:** 5' setback
- **Side**: 5' setback
- **Rear**: 10' setback

e. **Transportation and Parking**

No automobile parking shall be required for any uses located within Subarea 7.

f. **Required Park and Recreation Space**

At least one recreation center shall be provided as an amenity for project residents. Additional recreational centers may also be provided. In addition, at least three neighborhood pocket parks with a minimum area of 0.3 acres each shall be provided within the Specific Plan area. A perimeter trail shall be provided in general accordance with Landscape Design Guidelines in the Design Guidelines.

Required open space may be located at or above grade, or on rooftops. Parking areas, driveways and service facilities shall not qualify as open space, except to the extent provided for the parks themselves. Required open space may be provided in the form of courtyards, plazas, pedestrian paseos, trails, private setbacks, roof terraces, gardens, picnic areas, playgrounds, exercise areas, and sports related facilities (e.g. tennis courts, swimming pools, basketball courts) or other similar outdoor gathering places. Open space may be distributed throughout the Specific Plan area.

The park and recreation space and associated equipment and improvements required to be provided under this Section is hereby found to satisfy the requirements of Sections 17.12, 17.58, 12.21 G and 12.33 of the LAMC for the dedication of real property for park and recreational purposes, or for the payment of a fee in lieu thereof, in connection with the construction or development of any and all dwelling units in the Specific Plan area. Subdivision maps for residential or condominium purposes are hereby authorized to be recorded without any further compliance with Sections 17.12, 17.58, 12.21G or 12.33 of the LAMC.

g. **No dedication required**

Required open space need not be dedicated to the City as publicly owned property. Where not dedicated, the property owners' association shall be responsible for the ownership and maintenance of the park and recreation space. The property owners' association may impose reasonable regulations relating to open space and recreational amenities not dedicated to a public agency, including, but not limited to restricting hours of operation from dawn to dusk.

h. **Implementation**

Parks shall be developed, including construction and the provision of equipment and improvements, in general accordance with the open space plan in Sections 4.3 and 4.4 of the Design Guidelines, attached as Appendix No. 1. All park facilities shall be constructed prior to the issuance of the first residential certificate of occupancy for a Project. The Department of Recreation and Parks may approve adjustments to the open space plan in the Design Guidelines as necessary to achieve the intent of this Specific Plan. Neither a Specific Plan Exception nor a Specific Plan Amendment pursuant to Section 10 of this Specific Plan shall be required for an open space modification.

B. **Pedestrian Linkages**

The street network within the Specific Plan area shall accommodate all pedestrians walking through the Specific Plan area as shown on Walks and Trails diagram in the Design Guidelines. The street system in the Specific Plan area shall provide sidewalks in the dimensions provided in Appendix No. 2, Streetscape Standards. Streets and secondary connections within the Specific Plan area shall be treated with hardscape, landscape, lighting improvements and directional signs as described in Section 9 of this Specific Plan and Section 4 of the Design Guidelines.

C. **STREETSCAPE**

The Specific Plan street system will serve to separate the types of traffic by destination and minimize interference with the new residential uses. All streetscape improvements including landscaping and signage shall comply with Section 4 of the Design Guidelines. The Specific Plan will include two types of roadways: (i) primary access roads, and (ii) internal streets or driveways.

1. Primary Access Roads

The Specific Plan includes two primary access roads from Western Avenue. The northern primary access road crosses through a private gate and provides a loop to the recreational uses and northern residential uses. The southern primary access road provides direct access to Mary Star of the Sea High School across the Specific Plan area, and connects also to a single access point connecting to the neighboring multi-family development to the south (Seaport Homes).

2. Internal Streets and Driveways

A number of roadways, consisting of private streets as well as community driveways, shall generally be developed as conceptually shown on Appendix No. 2, Streetscape Standards. Streets may be constructed in phases. Woonerfs are permitted within Subarea 2 of the Specific Plan, in general accordance with Section 2.0 and Section 4.0 of the Design Guidelines.

3. Street Standards

Additional standards for streets are provided in Appendix No. 2. The Street Standards in the Specific Plan shall supersede any street requirements of the LAMC.

4. Street Lighting

Any street lighting shall comply with the regulations of Section 17.08 of the LAMC. The Bureau of Street Lighting and Bureau of Engineering shall approve adjustments to the LAMC lighting requirements, as necessary to meet the intent of the Specific Plan.

D. Landscape

Sections 2 and 4 of the Design Guidelines provide conceptual details and guidance for the landscaping of streets, trails, parks, community entry points, the buffer area between the development and the property to the north of the Specific Plan area, and within each residential Subarea. Development within the Specific Plan area shall comply with the landscape design guidelines in Sections 2 and 4 of the Design Guidelines. Once installed, the property owners association shall be obligated to maintain landscaping on its property in substantial compliance with the Section 4 of the Design Guidelines.

E. Entrances and Plazas

Development within the Specific Plan area shall comply with Section 2 of the Design Guidelines, which provides details and guidance for development of the community entrances and plazas.

The primary entrance to the community shall be developed in general accordance with the monument entry, community drive, and community entry drive guidelines in Section 2 of the Design Guidelines. The primary gated entry point shall also comply with the following standards:

- Separate access lanes for residents and guests, where feasible;

- Provide turnaround capacity in front of the control entry gate;
- Separate pedestrian entry from the vehicular access gate;
- Pedestrian entrances shall be open to the general public and not gated;
- Provide adequate stacking distance for cars waiting for admittance at entry gate;
- Provide clear, visible signage to accommodate residents, service deliveries and guests; and
- The gate shall be constructed from high quality metal, wrought iron or equivalent material and shall maintain visibility into the community.
- Access to the park within Subarea 7A, to the perimeter trail, and to the access road connecting Western Avenue to the Mary Star of the Sea High School shall be accessible to the public and remain ungated.
- An access point shall be provided and maintained to residents of the multi-family development to the south (Seaport Homes).

A secondary access point to the Specific Plan shall be provided area along Western Avenue. The secondary access point shall be a monument court entry in general accordance with the Design Guidelines.

SECTION 7. TRANSPORTATION, CIRCULATION, AND BICYCLE AND RESIDENT PARKING

1. Required Transportation Improvements

The Specific Plan shall provide transportation improvements as required by the Mitigation Monitoring and Reporting Program provided at Appendix No. 7. The Specific Plan shall provide an access road to connect Western Avenue to the existing parking lot of the Mary Star of the Sea High School within the southern portion of the Specific Plan area. The Specific Plan shall provide a single vehicular access point connecting to the neighboring multi-family development to the south (Seaport Homes), to allow those residents secondary access to Western Avenue via the project's new east-west road. The access road to the property currently occupied by the Mary Star of the Sea High School campus and the access road to the neighboring multi-family developments will be privately maintained, but publicly accessible, and not gated.

2. Implementation

Prior to the issuance of a Project Permit Compliance approval for a Project, the LADOT, in consultation with the Director and the developer, shall assign traffic improvements, if any, to a Project.

Prior to the issuance of the first Project Permit Compliance approval for the first Project development under this Specific Plan, the developer shall submit a Traffic Mitigation Phasing Plan (TMPP) to the LADOT for approval. The Plan shall identify which improvements must be constructed in connection with individual development sites. LADOT, in consultation with the Director and the developer, may modify the approved TMPP, if he or she determines the TMPP to be impractical or infeasible, or if the Project is modified.

Prior to the issuance of a building permit for the project or any component thereof, the developer shall guarantee, to the satisfaction of the LADOT General Manager, the construction of any transportation improvements for such component of the project for which the developer is directly responsible. Prior to the issuance of a certificate of occupancy, the developer shall implement, or cause to be implemented, the required transportation improvements. If the LADOT General Manager determines that construction of any required transportation improvement is infeasible at the time the developer seeks a certificate of occupancy, then the developer shall pay the cost of or provide a suitable guarantee for the future implementation of the improvement to the satisfaction of the LADOT General Manager. Any guarantee required pursuant to this section may be satisfied by a letter of credit, surety bond or other suitable guarantee satisfactory to the LADOT General Manager.

Vehicular access to the proposed buildings from divided major or major arterials shall only be from intersecting public roadways or private roadways approved by the LADOT and the City Engineer.

Collector streets serving the proposed development shall intersect the arterial system within the Specific Plan area in a manner to facilitate the safe and efficient flow of traffic, as approved by the LADOT and the City Engineer.

The LADOT and Department of Building and Safety shall prepare annual mitigation monitoring reports to review the status of implementation of the traffic improvements required by the Specific Plan. The annual report shall be submitted to the Planning Director on July 1st of each year, beginning in the first year that a traffic improvement is required. The developer shall fund all costs associated with the preparation of the annual reports. The obligation to prepare the annual reports shall cease in the year following completion of all traffic improvements required by the Specific Plan.

3. Transportation Demand Management Regulations

Transportation Demand Management measures or incentives shall be utilized where feasible within the Specific Plan area. Transportation demand management measures or incentives shall be implemented as part of the Mitigation Monitoring and Reporting Program where applicable.

Transportation Demand Management measures may include, without limitation, the following types of measures:

- Parking locations
- Parking management measures

- Access and egress routes to transit
- Pedestrian and wayfinding signage
- Pedestrian circulation management
- Provision of bicycle racks to promote bicycle use
- Provision of electrical plug in locations for electrical vehicles
- Provision of supportive land uses such as day care or business center to reduce vehicle trips

The Specific Plan area is currently served by public transit and is immediately adjacent to a public transit route along Western Avenue. The project shall incorporate sidewalks on primary streets and shall provide a network of pathways throughout the Specific Plan area to create opportunities for residents to walk to local destinations and transit stops. The project will incorporate Design Standards, in Appendix No. 1, to improve landscaping and transit stops on Western Avenue.

B. Parking Regulations

The purpose of this Section is to provide regulatory standards pertaining to the off-street parking of motor vehicles. Except as provided in this Specific Plan, the provisions of Section 12.21 A 4 of the LAMC shall apply to property within the Specific Plan area.

1. Residential Parking Space Requirements

a. *Dwelling Unit, Single-family and Multiple-family*

- There shall be at least one (1) parking space provided for each dwelling unit with zero (0) or one (1) bedroom, which shall be covered.
- There shall be at least two (2) parking spaces provided for each dwelling unit with two (2) or more bedrooms, at least one of which shall be covered.
- There shall be .25 parking spaces per residential unit reserved for, and accessible to, visitors and guest. Guest parking may be uncovered and may be satisfied on private streets.

Up to 40 percent of all required parking spaces may be allotted for compact cars consistent with the provisions of the LAMC.

2. Subarea 7 Parking Space Requirements

There shall be at all times adequate space provided outside the vehicular gates within Subarea 7 to accommodate parking for 67 vehicles. Such parking may be provided as parallel street parking on the access road to property currently occupied by the Mary Star of the Sea High

School or within a parking area at the park site within Subarea 7A, or any combination thereof. Such parking shall be accessible to the general public. Appropriate signage shall be provided to indicate that such parking is open and available to the general public.

3. Illustrative Parking Plan

An illustrative parking plan for each Subarea is provided for informational purposes in Table 2 below. The parking plan is conceptual and may change over time as the Specific Plan area is developed.

Table No. 2
Illustrative Parking Plan

Subarea	Dwelling Units (DU)	On-Site Parking		Off-Site (Street) Parking	Total Parking Slots	Parking Slots/DU
		Garage Parking	Driveway Parking			
Subarea 1	69	138	138	88	364	5.28
Subarea 2	60	120	0	28	148	2.47
Subarea 3	79	158	0	59	217	2.75
Subarea 4	140	280	0	35	315	2.25
Subarea 5	140	266	0	44	310	2.21
Subarea 6	188*	360	0	69	429	2.28
Subarea 7	0	0	30	74	104	N/A
Total	676	1,322	168	397	1,887	2.79

*****The intent of the illustrative parking plan is to demonstrate conceptually the proposed parking per Subarea. These numbers are based on a design for a 676-unit project within the Specific Plan area. The parking plan is subject to change. Additional parking will be required in accordance with the parking ratios prescribed in this Specific Plan if additional units up to the maximum 700 units are developed.

4. Alternative Requirements

Notwithstanding any provision in the LAMC or this Specific Plan to the contrary, parking requirements may be reduced beyond those that would otherwise be required under the LAMC or this Specific Plan, if the Director of Planning finds, in connection with the review and approval of the Project Permit Compliance as provided in Section 10.E of this Specific Plan, that such reduction is justified based on substantial evidence, including, but not limited to, a parking demand analysis (demonstrating that parking needs for certain uses or combination of uses is less than the number of parking spaces which would otherwise be required for such uses) and/or measures (such as Transportation Demand Management programs) implemented or to be

implemented by owners and/or tenants of the project covered by such Project Permit Compliance to reduce traffic to and from, and therefore parking requirements at, such project.

C. Bicycle Parking and Bicycle Circulation

The Specific Plan shall be accessible to and accommodating of bicycles. Bicycles shall share the road with vehicles and, where feasible, woonerfs and signage may be used to promote safety to bicyclists and pedestrians. Long-term bicycle parking will be accommodated in private garages for each dwelling unit. Short-term bicycle parking shall be provided for the multi-family housing developments and community recreation areas. Bicycle parking shall be provided in general accordance with Site Furnishing Diagram in the Design Guidelines.

D. Trail Standards

The Specific Plan includes a recreational trail surrounding the new community. The trail shall incorporate amenities, which may include exercise stations, benches, signage and lighting, landscaping, gardens, rest areas taking advantage of ocean views, and other similar improvements. The perimeter trail should be decomposed granite, or equivalent material. The perimeter trail is intended for recreational use and also for access for maintenance of community fencing, landscaping, and utilities. Portions of the perimeter trail will be within areas of steep terrain, where it may be structurally impracticable to construct the trail in accordance with the readily accessible standards for handicapped access. In these areas, consideration should be given to the addition of safety railings as appropriate and signage warning of steep terrain. Efforts should be made to provide amenities and, where feasible, view locations in portions of the trail where it would not be structurally impracticable to construct handicapped accessible facilities or where such construction would not alter the nature of the experience of the trail as a recreational and nature trail facility.

Section 8. INFRASTRUCTURE AND UTILITIES

A. General

Site development for the Project would consist of: (1) demolition and removal of existing improvements; (2) site grading, including grading for building pad sites, access, and other necessary improvements; (3) construction of the residential units, associated recreation amenities, storm drainage facilities, and access improvements; (4) installation of utilities (e.g., water lines, fire hydrants, and sewers); (5) construction of the public park and appurtenant structures; and (6) landscaping and streetscape improvements.

B. Demolition/Site Preparation

Demolition and Site Preparation. Export of demolition materials and organic spoil materials will be required to prepare the site for development.

Grading. Grading of the Specific Plan area to accommodate the proposed development has been designed to balance within the Specific Plan area. Movement of earth related to Projects within the boundaries of this Specific Plan shall be permitted regardless of lot lines. Project grading shall comply with the preliminary grading plan, attached as Appendix No. 6.

C. **Retaining Walls**

Except as provided herein, all new retaining walls shall comply with the following regulations.

- All retaining walls shall comply with the retaining wall design drawings, attached as Appendix No. 3.
- The provisions of this Specific Plan shall supersede any requirements for retaining walls in the LAMC.
- All freestanding retaining walls may be built on any lot with a maximum height for any single retaining wall of 25 feet, as measured from the top of the wall to the lower side of the adjacent ground elevation.
- Notwithstanding Sections 12.21 C 8 and 12.24 X 26 of the LAMC, multiple wall systems are permitted without restrictions on the number of walls.
- Guard rails required by Section 91.509 of the LAMC are not required if suitable alternative safety equipment is placed on top of the retaining walls. This safety equipment is exempt from the height limitation specified herein.
- Retaining walls are required within setbacks, open space and landscaping.
- Any retaining wall less than 3 feet in height is not subject to these requirements in Section 8.B.
- Appropriate screening shall be provided so that retaining walls are visually compatible with the hillside through methods such as wall façade treatments and landscaping (e.g., "green walls").

D. **Storm Drainage**

The Specific Plan area includes an existing storm drain surface channel that crosses the southwestern corner of the Specific Plan Area. Development of the Specific Plan area will remove the surface channel and construct a subterranean drain by conveying the off-site stormwater runoff from the culvert at Western Avenue, and discharge the runoff to the City storm drain system at the present location on the Specific Plan's southern boundary. Supplemental drainage improvements (e.g. stormwater detention and/or stormwater bio swale amenities) may be approved as part of the Project Permit Compliance review in Section 10 of this Specific Plan, in conjunction with the development of the park in Subarea 7A.

Prior to the issuance of a grading permit, the owner must prepare a Storm Water Pollution Prevention Plan ("SWPPP") and Standard Urban Storm Water Mitigation Plan, and would include Best Management Practices, including low impact development features, such as infiltration basins, trenches and planters, catch basin inserts and screens, vegetative swales or other vegetative entrapments, and/or storm drain inlet labeling. The SWPPP will also support limited use of small water cisterns to capture roof runoff for garden irrigation.

No final map for a Project shall be recorded within the Specific Plan Area unless and until a flood control plan for the entire Specific Plan area has been approved by the Los Angeles County Flood Control District.

E. Sewer and Water System

The Specific Plan area is within the City of Los Angeles, and is served by Los Angeles Department of Water and Power ("LADWP") for water service, and by both the (i) Los Angeles Bureau of Sanitation, and (ii) the Los Angeles County Sewer District No. 5 ("LACSD") for sewer service.

For water service, LADWP infrastructure near the Specific Plan area includes a 12-inch water line south of the Specific Plan area under Western Avenue that terminates at Avenida Aprenda, and a 49-inch supply line that runs along the southern boundary of the Specific Plan area in a 14-foot easement. The property owner shall replace the existing on-site water system with new water lines configured in a looped system that shall be maintained and supplied by LADWP via two connection points to the existing 12-inch LADWP water main under Western Avenue. The new on-site water system may consist of public lines within easements over the private streets. The 12-inch line shall be extended approximately 6,000 feet from the southerly boundary of the Specific Plan area to John Montgomery Drive to connect to the internal loop. All infrastructure improvements shall be built to LADWP and Los Angeles City Plumbing Code Standards.

For sewer service, the existing City wastewater system includes an 8-inch sewer main at the western terminus of Taper Avenue, approximately 20 feet east of the Specific Plan area. Projects within the Specific Plan area may discharge into a single connection point to the 8-inch sewer main at Taper Avenue and be conveyed to the Terminal Island Water Reclamation Plant. The City has approved a Sewer Capacity Availability Request, certifying that the City has adequate conveyance and treatment capacities to serve the Project.

The existing County wastewater system includes a sewer main within the Western Avenue right of way on the southwest corner of the Specific Plan area. Projects within the Specific Plan may discharge into a single connection point via a new sewer lateral connection. Connection to this sewer main in Western Avenue is an alternative for the Specific Plan project.

Any Project shall implement mandatory measures of the LA Green Building Code relating to water consumption, and shall comply with Ordinance No. 170,978 (Water Management Ordinance) and Ordinance No. 180822, which imposes numerous water conservation measures in landscape, installation and maintenance.

F. Solid Waste

The Specific Plan area is served by the Sunshine Canyon City/County Landfill in Sylmar and the Chiquita Canyon Landfill, which have estimate remaining life of 22 years and 5 years, respectively. Several recycling facilities also are available to accept waste from the Specific Plan area, including the South Gate Transfer Station, Commerce Refuse-to-Energy Station, the Downy Area Recycling and Transfer Facility, and the Puente Hills Material Recovery Facility.

All construction within the Specific Plan area shall comply with the City's Construction and Demolition Waste Recycling Ordinance.

G. Energy – Electricity and Natural Gas

The Specific Plan area receives electricity from LADWP by a line located to the east of the Specific Plan area, and another line near the southwest corner of the Specific Plan area at Western Avenue and Fitness Drive. LADWP shall supply the entire Specific Plan area from the existing system. The Specific Plan area receives natural gas from the Southern California Gas Company, a subsidiary of Sempra Energy. All new utility lines shall be undergrounded.

All new buildings shall be designed to comply with Title 24, Part 6 of the California Code of Regulations (2005) energy requirements, and must also comply with the Los Angeles Green Building Code. All buildings must also provide future access space for an electrical solar system.

SECTION 9. SIGNAGE AND LIGHTING

Signs and other graphics are essential elements of the Ponte Vista community. Community signage shall have a coordinated design with organizational unity and an overall cohesive visual identity, establishing a brand for the community. Signage should be provided at all levels, from monuments and street signs to pedestrian way-finding signs, and should be an integrated part of the project's architecture, landscape, and site furnishings.

Prior to the issuance of a Project Permit Compliance approval for a Project, the developer shall submit a sign program to the satisfaction of the Planning Director, which shall comply with the following standards:

- Signs shall be visible and legible;
- Signs shall be compatible with their surroundings and aesthetically attractive;
- Signs shall be appropriate to the type of activity to which they pertain;
- Signs shall be expressive of the identity of the Ponte Vista community and the individual Subarea; and
- Signs shall comply with this Section 9 of the Specific Plan and Section 2 of the Design Guidelines

Similarly, lighting is an important design element to add character and to enhance community themes and identity. Prior to the issuance of a Project Permit Compliance approval for a Project, the developer shall submit a lighting program to the satisfaction of the Planning Director, which shall comply with the standards provided in this Section 9 of the Specific Plan and Section 4 of the Design Guidelines.

A. Monument/Identification Signs

The Specific Plan shall include monument entry signs to announce arrival at the Ponte Vista community and other appropriate identification signs. All monument and identification signage shall be compatible with the surrounding physical and visual character of the project, and be sized in accordance with the Los Angeles Citywide Sign Ordinance. Monument signs shall not exceed 1.5 square feet per foot of street frontage and shall be less than 75 square feet of total sign face. All signs shall be of a size proportional to the area in which they are located and/or the building upon which they are placed. The primary monument entry sign shall be in general accordance with Section 2 of the Design Guidelines.

B. Signage for Vehicles

Directional signs shall be provided at each street intersection. Street signs may be single-faced or double-faced and shall be ground signs, legible, adequately repaired and maintained, and at all times visible to motorists and pedestrians. Appropriate lighting of street signs is allowed to ensure night-time visibility. Permissible materials include wood, aluminum, or equivalent material with a high-end appearance and a long, durable life. Such signage shall be included in the sign program to be approved by the Planning Director in accordance with this Section 9.

C. Signage for Pedestrians

Wayfinding signs shall be provided at appropriate intervals on pedestrian walkways to ensure adequate pedestrian circulation throughout the site. At least one (1) sign shall be maintained within the park site in Subarea 7A, which depicts the recreational amenities within the entire Specific Plan area and the pedestrian access points for the general public to the portion of the Specific Plan area within the vehicular gates. Such signage may be single-faced or double-faced and shall be legible, adequately repaired and maintained, and at all times visible to pedestrians. Appropriate lighting of street signs is allowed to ensure night-time visibility. Permissible materials include wood, aluminum, or equivalent material with a high-end appearance and a long, durable life. Such signage shall be included in the sign program to be approved by the Planning Director in accordance with this Section 9.

D. Trail Signage

Wayfinding signs shall be provided at appropriate intervals on the perimeter trail to ensure adequate pedestrian circulation. Such signage may be single-faced or double-faced and shall be legible, adequately repaired and maintained, and at all times visible to pedestrians. Permissible materials include wood, aluminum, or equivalent material with a high-end appearance and a long, durable life. Such signage shall be included in the sign program to be approved by the Planning Director in accordance with this Section 9.

E. Recreational Signage

At least one (1) sign shall be maintained, visible from Western Avenue, which clearly identifies that the park within Subarea 7A and perimeter trail are accessible to the general public.

F. Prohibited Signs

Off-site advertising billboards and supergraphics shall be prohibited within the Specific Plan area.

G. Lighting

Accordingly, the use of architectural lighting shall be encouraged for monument signs and architectural and landscape features. Lighting is also essential for safety and security. Lighting of streets and recreational facilities will be used appropriately to minimize visual nuisance and to maximize safety. Lighting of roadways shall be designed to enhance vehicular safety and pedestrian flows. Lighting should be concentrated at intersections and crosswalks. To ensure pedestrian safety, light fixtures shall be located at building entries and along walkways.

Lighting standards should blend in scale and character with buildings, sidewalks, streets, trails, and landscape and plaza areas. Lighting fixtures shall be designed to reflect the architectural character and be positioned to minimize glare or distraction for motorists and pedestrians. Lighting fixtures shall be in compliance with all state and local safety and illumination standards. Outdoor lighting should be energy-efficient and directed so as to prevent direct rays from reaching adjacent properties. All lighting shall comply with Section 4 of the Design Guidelines.

H. Amenities

Site furnishings and other amenities may be provided within open space and recreational areas, including the perimeter trail. Such amenities shall comply with the Permitted Uses of this Specific Plan and shall comply with Section 4 of the Design Guidelines.

Section 10. SPECIFIC PLAN IMPLEMENTATION AND AMENDMENTS

A. Applicability of LAMC Section 11.5.7

Requests for Project Permit Compliance, Project Permit Adjustment, or modification to a Project Permit Compliance with respect to a Project, or for an exception, amendment or interpretation of this Specific Plan with respect to a Project shall be made in accordance with the procedures set forth in Section 11.5.7 of the LAMC.

B. Other Specific Plan Provisions

For purposes of Section 11.5.7 J of the LAMC, the decision-making body will be the City Planning Commission and the Decision or Appeal Body will be the City Council.

C. Project Determination

No building permit shall be issued for any building, structure or other development of property, including any infrastructure or community facilities, unless a Project Permit Compliance for such development has been reviewed and approved by the Director of Planning in accordance with the specific plan procedures of Section 11.5.7 C of the LAMC. The foregoing

requirement shall not apply to grading of less than 50,000 cubic yards within the Specific Plan area, temporary uses, construction trailers, landscaping, or for remodeling, rehabilitation or repair work solely within the interior of a building or structure.

D. Project Permit Compliance

Except as otherwise set forth in this Section 10.E, no grading permit, foundation permit, building permit, use of land permit or permit for a change of use shall be issued for a Project unless a Project Permit Compliance application has been approved pursuant to the procedures set forth in this Section 10.

Issuance of a Project Permit Compliance shall require a finding that the Project is consistent with the development regulations set forth in this Specific Plan and/or any exception, amendment, or interpretation of this Specific Plan applicable thereto.

Whenever any ambiguity or uncertainty exists related to this Specific Plan or the application of this Specific Plan so that it is difficult to determine the precise application of these provisions, the Planning Director shall, upon application by an owner, application, operator or lessee, issue written interpretations on the requirements of the Specific Plan consistent with the purpose and intent of this Specific Plan. A request for an interpretation shall be filed pursuant to Section 11.5.7 H of the LAMC (Interpretations of Specific Plans).

Project Permit Compliance shall not be required for any construction for which a permit is required to comply with an order issued by the Department of Building and Safety to repair or replace an unsafe or substandard condition.

No Project Permit Compliance review or other action shall be required under this Specific Plan with respect to construction or modification of any building, improvement or structure or any change or relocation in use that is not a Project.

E. Conditions of Approval

In approving a Project Permit Compliance, the Director of Planning may impose conditions deemed necessary to ensure that the Project Permit Compliance will be in accord with the design standards set forth in Section 5 of this Specific Plan and may make such zone boundary interpretations or adjustments as may be necessary when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses, and/or to ensure that the affected zone boundaries precisely coincide with street, alley or lot lines.

F. Exemption from Site Plan Review

Notwithstanding any other provision of the LAMC, all development within the Specific Plan area shall be exempt from the regulations and requirements for Site Plan review (LAMC Section 16.05 et seq.). The Project Permit Compliance procedure required for all Projects within the Specific Plan is deemed to be an equivalent and appropriate procedure to ensure compliance with the provisions of the Specific Plan.

G. Fees

All application fees shall be in accordance with the LAMC.

H. Subdivision Regulations

The location for public and private streets shall be set forth on the Tentative Tract Map for the Specific Plan area. The phasing of construction shall be determined by the conditions of the Tentative Tract Map(s) for each Project within the Specific Plan area.

All streets, highways and alleys adjoining the subject area shall be dedicated and improved with streets, sewers and storm drain improvements to the satisfaction of the City Engineer.

Section 11. DESIGN GUIDELINES

This Specific Plan includes Design Guidelines applicable to the development of the Specific Plan project. The Design Guidelines are attached as Appendix No. 1. Any modification or amendment to the Design Guidelines shall be processed in accordance with the applicable procedures and standards set forth for exceptions in Sections 11.5.7 E and 11.5.7 F of the LAMC.

Section 12. ENVIRONMENTAL CONDITIONS

The following Environmental Conditions are part of Environmental Impact Report, ENV-2005-4516-EIR, SCH No. 2010101082. Included are Environmental Impact Mitigation Measures and Project Design Features, which are listed below. These conditions are part of the Mitigation Monitoring and Reporting Program provided at Appendix No.7. Any change to a mitigation measure or project design feature shall comply with CEQA.

A. AESTHETICS

1. Project Design Features

- The Project would be landscaped with 3,518 trees and would feature such pedestrian amenities as walking paths, benches, fountains, water features, distinctive light poles, and street signage, all of which would be incorporated in the master landscape and streetscape plan.

- Operation of the nighttime lights for the proposed recreational center and public park shall be limited to between the hours of 7:00 a.m. and 9:00 p.m.

- All lighting fixtures throughout the Proposed Project shall be directed toward the interior of the Project Site and shielded in order to avoid light spillover on neighboring residential uses. No exterior lighting fixture or standard shall be positioned at a greater height than the edge of the roof of the building to which it is affixed.

- The Project Applicant shall consult the City of Los Angeles Bureau of Street Services, Urban Forestry Division, prior to finalizing landscaping plans for the Project's Western Avenue frontage. Final Project tree and landscaping plans shall be designed to avoid the blockage of views of the harbor area from the segment of Western Avenue adjacent to the northwestern portion of the Project Site.

2. **Mitigation Measures**

None

B. **AIR QUALITY**

1. **Project Design Features**

See Greenhouse Gas Emissions, below.

2. **Mitigation Measures**

AQ-1 The following equipment specifications shall be implemented for construction activity, consistent with recent SCAQMD recommendations. If these exact specifications cannot be feasibly attained, the Project Applicant shall include a comparable measure demonstrating an equivalent effectiveness at reducing construction related air quality emissions.

- Three excavators shall meet Tier 3 off-road emissions standards;
- One grader shall meet Tier 3 off-road emissions standards;
- Two scrapers shall meet Tier 3 off-road emissions standards; and
- Six rubber-tired dozers shall meet Tier 3 off-road emissions standards and Diesel Particulate Filters (DPF) Level 2.

AQ-2 The Project Applicant shall ensure that construction contractors use super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than ten grams per liter).

AQ-3 The Project shall provide electric outlets on residential balconies and common areas for electric barbeques to the extent that such uses are permitted on balconies and common areas per the Covenants, Conditions and Restrictions recorded for the property.

AQ-4 The Project shall use electric lawn mowers and leaf blowers, and electric or alternatively fueled sweepers with HEPA filters, for maintenance of the Project.

C. **BIOLOGICAL RESOURCES**

1. **Project Design Features**

- Following completion of grading, the proposed perimeter landscape area in the northern cut slope section of the Project Site (the area designated as "IO", "CSS" and/or

"D/NNG/IO" along the shared site boundary with the DFSP on Figure IV.D-1) shall be re-vegetated with CSS habitat appropriated to the site at a minimum of a 2:1 ratio, using species collected from the vicinity of the site (e.g., San Pedro, Palos Verdes, etc.) under the supervision of a qualified biologist. This increased and enhanced CSS habitat would include native shrubs such as California sagebrush, deerweed, California buckwheat, and coast goldenbush. Native bunch grasses would include purple needlegrass and coast range melic. Post-planting mortality surveys shall be conducted by a qualified biologist to ensure that the CSS habitat is properly established.

- Prior to the start of demolition activities at the Project Site, the Project Applicant shall contract with a pest control/pest extermination company to perform a survey of potential rodent issues on the Project Site. This survey will consist of setting traps for a period of time to establish whether or not a rodent problem exists. If a rodent problem is found, remediation shall begin approximately one month prior to the start of any demolition.

2. **Mitigation Measures**

BIO-1 Potential impacts to nesting birds, migratory birds, and raptors shall be avoided either by scheduling grading, vegetation removal and demolition during the non-nesting period (August 30th through February 14th), or if this is not feasible, by conducting a pre-construction survey for raptor nests and avoiding disturbance of active nests. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:

- If grading or vegetation removal is scheduled during the active nesting period (February 15th through August 31st), a qualified wildlife biologist shall conduct a pre-construction raptor and nesting bird survey no more than 30 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity.

- If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFW and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A nest-setback zone of at least 300 feet for all raptors and 100 feet for loggerhead shrike and other non-raptors shall be established within which all construction-related disturbances shall be prohibited. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel restricted from the area.

- If permanent avoidance of the nest is not feasible, impacts shall be minimized by prohibiting disturbance within the nest-setback zone until a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from the nest are foraging independently and capable of independent survival at an earlier date.

- A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the City prior to initiation of grading in any nest-setback zone.

BIO-2 Prior to issuance of a demolition or grading permit, the Project Applicant shall have a qualified biologist conduct Phase 3 entry surveys within the interior of all buildings at the

Project Site identified as having a high to moderate potential to provide bat roost habitat. These surveys shall involve accessing the attic and other areas (if warranted) to look for evidence of bats and utilizing heterodyne-style bat detectors to aid in the acoustic detection and identification of potentially roosting bats.

If bats or bat sign are not encountered during the Phase 3 surveys, the buildings shall be daylighted prior to demolition. Daylighting includes removal of substantial portions of the roof to create a well-lit, well-ventilated attic preventing bats from establishing in these buildings. Daylighting shall occur under the supervision of a qualified biologist at least 48 hours prior to building demolition. If bats are encountered during daylighting, all disturbance activities within the structure and within 200 feet shall be halted until: (a) the roost is vacated, or (b) a qualified biologist has coordinated with CDFW to develop alternative impact avoidance measures, up to and including bat removal.

If bats or bat sign are encountered during Phase 3 Surveys, the qualified biologists shall leave the building immediately to avoid further disturbance to roosting bats and conduct an emergence survey. Emergence surveys shall be conducted at dusk to determine where bats are exiting the building. Emergence surveys shall be conducted to determine the ingress/egress location, estimate the approximate number of bats using the roost, and identify the species occupying the roost using an ultrasonic bat detector. Demolition of occupied roosts shall be postponed until appropriate exclusion and mitigation measures have been determined in consultation with CDFW. Examples of exclusion measures include one-way barriers installed at the ingress/egress site that allow bats to exit the roost but not return.

BIO-3 Palm trees at the Project Site shall have the dead frond skirts removed between October 1 and March 31 before being felled to avoid impacts to roosting Southwestern Yellow Bats. A qualified arborist shall supervise removal of palm frond skirts in a systematic manner beginning with the top fronds and working towards the base of the tree. If bats are encountered during this process, trimming should halt and remain halted until (a) the roost is confirmed to have been vacated by a qualified biologist, or (b) a qualified biologist has coordinated with CDFW to develop alternative measures up to and including bat removal from the trees.

BIO-4 Prior to issuance of a grading permit, the Project Applicant shall enter into a Streambed Alteration Agreement or other documentation (satisfactory to CDFW) with CDFW to provide a 1:1 replacement of 0.86 acre of suitable streambed and associated riparian habitat either on-site as additional habitat creation, off-site either through habitat creation or purchase of credits in an approved mitigation bank in the Los Angeles Basin, or via a combination of these approaches.

D. CULTURAL RESOURCES

1. Project Design Features

None

2. **Mitigation Measures**

CULT-1 A qualified archaeologist shall be present to monitor all ground-disturbing activities associated with the Project.

CULT-2 Prior to initiation of ground-disturbing activities, the archaeological monitor shall conduct a brief awareness training session for the benefit of all construction workers and supervisory personnel. The training, which could be held in conjunction with the Project's initial on-site safety meeting, shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the Project vicinity.

CULT-3 In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas.

CULT-4 Prior to ground disturbance, the vertebrate fossils observed at locality JLD102210-02 (see Appendix IV.E-2) shall be collected. A bulk sample of the matrix (approximately 2,000 pounds) containing the invertebrate specimens shall also be collected and screened. Following matrix sampling, this area shall be closely monitored during construction grading to ensure the recovery of any additional scientifically significant fossil specimens.

CULT-5 Prior to ground disturbance, a qualified paleontologist shall be retained to produce a Paleontological Monitoring and Mitigation Plan for the Project and to supervise monitoring of construction excavations. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data.

CULT-6 All Project-related ground disturbance that could potentially affect the San Pedro Sand and Palos Verdes Sand shall be monitored by a qualified paleontological monitor on a full-time basis. Part-time monitoring shall be conducted in all Project-related ground disturbances affecting younger Quaternary alluvium.

CULT-7 At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

CULT-8 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and reposited in a designated paleontological curation facility.

CULT-9 The qualified paleontologist shall prepare a final monitoring and mitigation report to be filed with the City, the Project Applicant, and the repository.

E. GEOLOGY AND SOILS

1. Project Design Features

- The Project Applicant shall confer with the Navy and/or Defense Logistics Agency, as operators of the Defense Fuel Support Point (DFSP) facility, with respect to potential slope-stability-related impacts to the integrity of DFSP tanks, piping, and other infrastructure, during Project construction.

2. Mitigation Measures

GEO-1 A 50-foot wide structural setback zone shall be designated on each side of the interpreted centerline of the surface projection of Fault A (100-foot total width), as shown in Figure IV.F-4. No habitable structures shall be located within this setback zone.

F. GREENHOUSE GAS EMISSIONS

1. Project Design Features

- To the extent feasible, the Project Applicant shall implement the following voluntary measures found in the LA Green Building Code:

A4.106.2.3. Topsoil Protection (Tier 2 only). Topsoil shall be protected or saved for reuse as specified in this section.

Tier 2. The construction area shall be identified and delineated by fencing or flagging to limit construction activity to the construction area. Heavy equipment or vehicle traffic and material storage outside the construction area shall be limited to areas that are planned to be paved.

A4.106.7. Bicycle Parking. For multi-family dwellings, provide secure bicycle parking for 15 percent, rounded up to the next whole number, of the total number of bedrooms, with a minimum of one space.

A4.403.2. Reduction in Cement Use (Tier 1 only). As allowed by the Los Angeles Building Code, cement used in foundation mix design shall be reduced as follows:

Tier 1. Not less than a 20% reduction in cement use.

Note: Products commonly used to replace cement in concrete mix designs include, but are not limited to: 1. Fly ash; 2. Slag; 3. Silica fume; 4. Rice hull ash.

A4.405.4. Use of Building Materials From Renewable Sources. One or more of the following materials manufactured from rapidly renewable sources or agricultural by-products is used for a minimum of 2.5 percent of the total value, based on estimated cost of materials on the project:

1. Insulation;

2. Bamboo or cork;

3. Engineered wood products;

4. Agricultural based products; or

5. Solid wood products.

Note: The intent of this section is to utilize building materials and products which are typically harvested within a 10-year or shorter cycle.

A4.407.1. Drainage Around Foundations. Install non-required foundation and landscape drains which discharge to a dry well, sump, bioswale or other approved on-site location.

- The Project shall plant at least 3,188 net new trees on the Project Site (3,518 proposed trees minus the existing 331 trees to be removed).

2. Mitigation Measures

None

G. HAZARDS AND HAZARDOUS MATERIALS

1. Project Design Features

- Prior to the initial occupancy of any residential unit in the Project, the Project Applicant would submit an emergency response plan for approval by the Los Angeles Fire Department (LAFD). The emergency response plan will include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. In developing the emergency response plan, the Project Applicant shall consult with the owners or occupants of neighboring properties, including but not limited to the U.S. Navy Defense Fuel Support Point (DFSP), the ConocoPhillips Refinery, Rancho LPG, the Port of Los Angeles, the City of Rancho Palos Verdes, and Mary Star of the Sea High School.

2. Mitigation Measures

HAZ-1 Hydrocarbon-impacted soils encountered during grading and excavation work at the Project Site shall be characterized. Any soils containing hydrocarbons at levels of concern shall be either remediated on-site prior to reuse or removed and disposed of in accordance with all applicable laws and regulations, including those promulgated by the California Department of Toxic Substances Control (DTSC). All necessary approvals shall be obtained from the lead enforcement agency including, but not limited to, the Los Angeles County Fire Department Health and Hazardous Materials Division.

HAZ-2 Prior to demolition activities, an investigation for asbestos containing materials (ACMs) shall be conducted and identified asbestos shall be abated in accordance with the South

Coast Air Quality Management District (SCAQMD)'s Rule 1403, as well as all other applicable City, state, and federal regulations.

HAZ-3 Prior to demolition activities, an investigation for lead-based paint (LBP) shall be conducted and identified LBP shall be abated in accordance with applicable City, State, and federal regulations. Construction workers shall be properly trained in lead-related construction in order to avoid exposure of such workers to lead-containing material.

H. HYDROLOGY AND WATER QUALITY

1. Project Design Features

- The Project would remove the existing structures and other improvements on the site, including the existing storm drain system that was constructed as part of the former Navy housing development in the center portion of the site.

- Design and construction of the Project would include, at a minimum, the types of low impact design and stormwater quantity and quality best management practices discussed in the remainder of this section, consistent with all applicable City requirements.

2. Mitigation Measures

None

I. LAND USE AND PLANNING

1. Project Design Features

None

2. Mitigation Measures

None

J. NOISE

1. Project Design Features

None

2. Mitigation Measures

NO-1 Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

NO-2 When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

NO-3 Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

NO-4 The Project contractor shall use power construction equipment fitted with the best available technology in noise shielding and muffling devices.

NO-5 Barriers such as plywood structures or flexible sound control curtains extending eight-feet high shall be erected around the Project Site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.

NO-6 All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible. Prior to the commencement of construction at the Project Site, a meeting shall be held with appropriate representatives of the Cities of Rancho Palos Verdes, Torrance, and Lomita. The purpose of the meeting will be to designate truck routes for off-site load hauling vehicles and other construction-related vehicles.

NO-7 Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding cities and off-site residential, school, and memorial park properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

NO-8 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 45 feet from abutting sensitive receptors.

K. POPULATION AND HOUSING

1. Project Design Features

None

2. Mitigation Measures

None

L. PUBLIC SERVICES – FIRE PROTECTION

1. Project Design Features

- Prior to the initial occupancy of any residential unit in the Project, the Project Applicant would submit an emergency response plan for approval by the Los Angeles Fire Department (LAFD). The emergency response plan will include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. In developing the emergency response plan, the Project Applicant shall consult with neighboring land uses, including but not limited to the U.S. Navy Defense Fuel Support Point (DFSP), the ConocoPhillips

Refinery, Rancho LPG, the Port of Los Angeles, the City of Rancho Palos Verdes, and Mary Star of the Sea High School.

2. **Mitigation Measures**

None

M. **PUBLIC SERVICES – POLICE PROTECTION**

1. **Project Design Features**

- The Project Applicant shall secure the construction site with the installation of temporary fencing around the site to keep out unauthorized persons and shall provide for the deployment of private security guards to monitor and patrol the site on a 24-hour basis throughout the construction period.

2. **Mitigation Measures**

None

N. **PUBLIC SERVICES – SCHOOLS**

1. **Project Design Features**

None

2. **Mitigation Measures**

None

O. **PUBLIC SERVICES – PARKS AND RECREATION**

1. **Project Design Features**

- Approximately 39 percent (or 24 acres) of the Project's post-development acreage would consist of landscaped common areas, open space, recreational amenities, and parks. These features of the Project are illustrated in Figures II-8 and II-9 in Section II, Project Description, of this Draft EIR.

- The Project would incorporate internal open space, parks, and recreational areas, including an approximately 2.42-acre public park in the southwestern portion of the site, a community clubhouse and pool/recreation area in the central portion of the site, and an open space and trail network within and around the perimeter of the Project Site, connecting to sidewalks on Western Avenue. Additional recreational amenities (e.g., pools and work-out rooms) would be distributed across the site.

2. **Mitigation Measures**

None

P. **PUBLIC SERVICES – LIBRARIES**

1. **Project Design Features**

None

2. **Mitigation Measures**

None

Q. **TRANSPORTATION AND TRAFFIC**

1. **Project Design Features**

The Project Design Features relating to transportation and traffic consist of the roadway and access improvements that would be constructed as part of the Project. These improvements are described in the Project Traffic Impact Study contained in Appendix IV.N-1 to the Draft EIR and are summarized below.

Project Roadway Improvements

The access scheme for the Proposed Project is displayed on Draft EIR Figure II-10 in Section II, Project Description. The Project would use the existing signalized intersections on Western Avenue adjacent to the Project Site for access (i.e., the Western Avenue intersections at Green Hills Drive and Avenida Aprenda). Brief descriptions of the Project Site access points are provided in the paragraphs below.

- Western Avenue/Green Hills Drive-Northerly Project Access

Vehicle access to the Project Site would be provided via the existing intersection on Western Avenue opposite Green Hills Drive near the northerly border of the Project Site. One lane would be provided for inbound Project traffic and two lanes would be provided for outbound Project traffic. As noted above, this intersection is currently traffic signal controlled. It is anticipated that full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements) to and from the Project Site would continue to be provided at this intersection. As a Project feature, Western Avenue would be widened along the Project frontage to accommodate an additional lane on the northbound approach to the intersection to facilitate through movements and right-turn movements.

- Western Avenue/Avenida Aprenda-Southerly Project Access

Vehicle access to the Project Site would be provided via the existing intersection on Western Avenue opposite Avenida Aprenda near the southerly border of the Project Site. The southerly Project Site access also would provide primary access to the public park planned as

part of the Project. One lane would provide for inbound Project traffic, and two lanes would provide for outbound project traffic. The existing Western Avenue/Avenida Aprenda intersection is currently traffic signal controlled, and would provide full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements) to and from Western Avenue. As a Project feature, Western Avenue would be widened along the Project frontage to accommodate an additional lane on the northbound approach to the intersection to facilitate through movements and right-turn movements. Vehicular access to the Mary Star of the Sea High School campus through the Project Site via the Western Avenue intersection at Avenida Aprenda is planned as part of the Project as a public benefit. Parents and students would access (i.e., ingress only) the campus via the Western Avenue/Avenida Aprenda intersection and continue to exit the campus via Taper Avenue.

In addition to the improvements noted in the paragraphs above, the following improvements to Western Avenue are proposed as Project features (and illustrated on Draft EIR Figure IV.N-7):

- Western Avenue along the Project Site frontage is proposed for dedication and improvement to provide a 46-foot half-street within a 56-foot half right-of-way. This improvement would allow for the striping of a third northbound through lane along Western Avenue adjacent to the Project Site.

- The existing John Montgomery Drive intersection along the east side of Western Avenue (i.e., between Green Hills Drive and Avenida Aprenda) would be closed.

- If acceptable to Caltrans, LADOT, and Metro, bus pullout lanes would be provided along the east side of Western Avenue north of Avenida Aprenda and north of Green Hills Drive. In the area of the bus pullout lanes, the dedication and improvement would be increased as needed (e.g., a 58-foot half-street on a 68-foot half right-of-way).

- The raised median on Western Avenue adjacent to the Project Site would be modified as needed to extend the length of left-turn pockets for southbound traffic turning left into the Project Site at Green Hills Drive and at Avenida Aprenda. Also, the existing left-turn pocket at the John Montgomery Drive intersection would be closed.

- If approved by Caltrans, LADOT, and the City of Rancho Palos Verdes, left-turn traffic signal phasing would be provided for Western Avenue traffic (northbound and southbound directions) at the Green Hills Drive and Avenida Aprenda intersections.

2. **Mitigation Measures**

TRANS-1 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the existing traffic signal at the intersection of Crenshaw Boulevard and Palos Verdes Drive North to provide a northbound right-turn signal phase on Crenshaw Boulevard that would overlap with the westbound left-turn signal phase on Palos Verdes Drive North. To accommodate this signal phasing, U-turn movements on the westbound approach of Palos Verdes Drive North shall become prohibited.

TRANS-2 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Restripe the southbound approach on Western Avenue at Lomita Boulevard to accommodate installation of a right-turn only lane; and

b. Modify the existing traffic signal at Western Avenue and Lomita Boulevard to provide a southbound right-turn signal phase on Western Avenue that would overlap with the eastbound left-turn signal phase on Lomita Boulevard.

TRANS-3 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the southbound approach on Western Avenue at Pacific Coast Highway to install a second left-turn lane and a third through lane; and

b. Modify the existing traffic signal at the intersection of Western Avenue and Pacific Coast Highway to accommodate the modification to the southbound approach.

TRANS-4 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the westbound approach on Palos Verdes Drive North at Western Avenue to install a second left-turn lane;

b. Modify the existing median on Palos Verdes Drive North and the existing traffic signal at the intersection of Palos Verdes Drive North and Western Avenue to accommodate the modification to the westbound approach;

c. Modify the existing median and restripe the northbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn only lane;

d. Restripe the southbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn lane.

TRANS-5 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the intersection of Western Avenue and Peninsula Verde Drive.

TRANS-6 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Modify the northbound approach on Western Avenue at Westmont Drive to install a right-turn only lane; and

b. Restripe the eastbound approach on Westmont Drive at Western Avenue to provide one left-turn lane.

TRANS-7 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall restripe the northbound approach on Western Avenue at Capitol Drive and modify the raised median to install a right-turn only lane.

TRANS-8 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall widen the south side of Anaheim Street west of Vermont Avenue by approximately 12 feet to accommodate a 180-foot long turn pocket and install a right-turn only lane at the eastbound approach to the intersection.

TRANS-9 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Widen Gaffey Street north of Westmont Drive to accommodate installation of a right-turn only lane at the southbound approach to the intersection;

b. Relocate the existing southbound near-side Metro bus stop on Gaffey Street to the far side of the intersection (i.e., south of the intersection) where a full bus pad is to installed in the street;

c. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Westmont Drive at the Gaffey Street intersection; and

d. Enhanced signage shall be provided as needed to guide the right-turn motorists from the eastbound Anaheim Street approach to Gaffey Street and Palos Verdes Drive North.

It is noted that the southbound approach on Gaffey Street can be modified to include continuation of the existing bicycle lane and the southbound right-turn only lane.

TRANS-10 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Restripe the southbound approach on Gaffey Street at Summerland Avenue to accommodate the installation of a right-turn only lane, and

b. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Summerland Avenue at the Gaffey Street intersection.

TRANS-11 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Widen the north and south sides of Pacific Coast Highway east and west of Vermont Avenue to provide up to a 42-foot half roadway on the 50-foot half right-of-way;

b. Install a second left-turn lane at the westbound approach; and

c. Modify the existing traffic signal and roadway striping at the intersection as needed.

TRANS-12 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the existing traffic signal at Figueroa Place/Anaheim Street to provide a southbound right-turn signal phase on Figueroa Place that would overlap with the eastbound left-turn and through phase sufficiently long enough to accommodate the southbound right-turn volumes; and

b. Install a new traffic signal at Figueroa Place/I-110 Southbound Off-ramp (north of Anaheim Street).

TRANS-13 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Modify the southbound approach on Figueroa Street at the Harbor Freeway Northbound On-ramp (north of Pacific Coast Highway) to accommodate the installation of a right-turn-only lane;

b. Adjust the median to accommodate the right-turn-only lane; and

c. Modify the traffic control equipment as needed.

TRANS-14 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the westbound approach on Pacific Coast Highway at Figueroa Street to accommodate a fourth through lane.

TRANS-15 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the Figueroa Street/Harbor Freeway Northbound On-ramp intersection (north of Anaheim Street). In addition, the existing roadway striping at the northbound approach to the intersection would be adjusted based on direction from LADOT.

TRANS-16 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall widen the westbound approach on Anaheim Street at Figueroa Street by approximately 10 feet to accommodate a 120-foot long turn pocket and install a right-turn-only lane.

TRANS-17 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the installation of the County's traffic signal synchronization system for the Normandie Avenue/Sepulveda Boulevard intersection.

TRANS-18 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following:

a. Modify the northbound approach on Normandie Avenue to accommodate the installation of a second left-turn lane at the Lomita Boulevard intersection; and

b. Remove the raised median island on Normandie Avenue, south of Lomita Boulevard, to accommodate the installation of the second northbound left-turn lane.

It is noted that the northbound approach on Normandie Avenue can be modified to include continuation of the existing bicycle lane and the second northbound left-turn lane.

TRANS-19 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following improvements:

a. Modify the eastbound approach on Lomita Boulevard, west of Vermont Avenue, to accommodate the installation of a second left-turn lane;

b. Remove the existing raised median island on Lomita Boulevard, west of Vermont Avenue, and modify the striping on the east leg of the intersection as needed; and

c. Modify the traffic signal to accommodate the installation of the second southbound left-turn lane.

TRANS-20 Prior to the issuance of Building Permits for each residential building within the Project, the Project Applicant shall perform, to the satisfaction of LADOT, a trip generation analysis for the units to be constructed. The results of these studies shall indicate which of the intersection improvements shown above in Mitigation Measures TRANS-1 through TRANS-16 must be operational prior to the occupancy of the subject residential units.

TRANS-21 The Project Applicant shall coordinate with local and regional transit operators, including Metro and LADOT, to develop and implement strategies to increase transit utilization by Project residents. These transportation demand management (TDM) strategies could include, but would not be limited to, providing bus schedules and transit route information to residents, providing bicycle racks and information regarding optimal bike routes to local destinations to residents, and a carpooling information exchange.

TRANS-22 In conjunction with the street widening of Western Avenue adjacent to the Project Site, the Applicant shall provide a bus turnout lane and bus stop facilities (shelter, bench and schedule information) at bus stops adjacent to the Site.

TRANS-23 The Project Applicant shall coordinate with LADOT to potentially extend the existing San Pedro DASH route northerly on Western Avenue to serve the Project Site. If deemed necessary, the Project Applicant shall provide appropriate turnaround facilities to allow the DASH vehicles to utilize the Project Site as an end point on the route.

R. UTILITIES AND SERVICE SYSTEMS - WATER

1. Project Design Features

In addition to compliance with the water-saving measures in the Green Building Code, the Project Applicant has agreed to incorporate additional water-saving features into the Project. The following Project Design Features relating to water consumption have been identified for the Proposed Project:

- The following water-saving features will be incorporated into the Project:

    o Install waterless urinals for all common area facilities.

    o Install no more than one showerhead per shower stall.

    o Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s).

    o Install rotating sprinkler nozzles for landscape irrigation with usage rates of no more than 0.5 gallon per minute.

    o Install a weather-based irrigation control system.

    o Incorporate drought tolerant plants in overall landscaping plan to comprise at least 25% of total planting.

    o Include drip/subsurface irrigation (micro-irrigation) and zoned irrigation within overall irrigation system.

    o Provide the basic infrastructure within the Project Site plan for a dual "purple pipe" system for the eventual use of reclaimed water for landscape irrigation at the point such supply becomes available.

- The Project will comply with the best management practices contained in the Standard Urban Stormwater Mitigation Plan to be prepared per the requirements discussed in Section IV.I, Hydrology and Water Quality, of this Draft EIR, including the following as applicable:

    o Provide infiltration basins, trenches, and planters;

    o Provide catch basin inserts and screens;

    o Provide vegetative swales or other vegetative entrapments to bio-filtrate runoff;

    o Provide storm drain inlet labeling/stenciling; and

    o Support limited use of small water cisterns/rain barrels to capture roof runoff for garden irrigation.

2. **Mitigation Measures**

UTIL-1 In the event of full or partial public street closures, the Project Applicant shall employ flagmen during the construction of new water lines, to facilitate the flow of traffic.

S. UTILITIES AND SERVICE SYSTEMS - WASTEWATER

1. Project Design Features

The Project would implement the additional water-saving features listed above under Utilities and Service Systems – Water. Implementation of these measures would also reduce the amount of wastewater generated by the Project.

2. Mitigation Measures

None

T. UTILITIES AND SERVICE SYSTEMS – SOLID WASTE

1. Project Design Features

In recognition of the importance of recycling, the Project would incorporate design features targeted at reducing the Project's solid waste generation during construction as well as during long-term operations. Specifically, the following design features would be implemented for the sole purpose of reducing solid waste generated by Project construction and operation:

- To the maximum extent feasible, recycle and salvage construction soil export and debris including concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials.

- Recycling and compost bins are to be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable materials.

2. Mitigation Measures

None

U. UTILITIES AND SERVICE SYSTEMS – ENERGY

1. Project Design Features

In addition to compliance with the energy-saving measures in the Green Building Code, the Project Applicant has agreed to incorporate additional energy-saving features into the Project. The following Project Design Features relating to energy consumption have been identified for the Proposed Project:

- Fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible, including all parking lot lighting to reduce electricity consumption; reflectors to direct maximum levels of light to work surfaces;

- Photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load;

- Time-controlled interior and exterior public area lighting limited to those necessary for safety and security; and

- High efficiency mechanical equipment, including Seasonal Energy Efficiency Ratio (SEER) fan coil units (FCUs).

Additional energy conserving features of the Project are described above under Greenhouse Gas Emissions and Utilities and Service Systems – Water.

2. **Mitigation Measures**

None

Section 13. GENERAL

A. Time Limits

Any time limit established by this Specific Plan may be extended by mutual agreement between the developer and the Director of Planning, the Planning Commission or the City Council.

B. Severability

If any section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Specific Plan is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Specific Plan or any part thereof. The Los Angeles City Council hereby declares that it would have passed each section, subsection, division, subdivision, paragraph, subparagraph, sentence, clause, or phrase thereof irrespective of the fact that any one or more sections, subsections, divisions, subdivisions, paragraphs, subparagraphs, sentences, clauses, or phrases be declared unconstitutional, invalid, or ineffective.

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PONTE VISTA AT SAN PEDRO SPECIFIC PLAN

APPENDICES

City of Los Angeles

Ordinance No. _____
Effective _____

Revised November 25, 2013



LIST OF APPENDICES

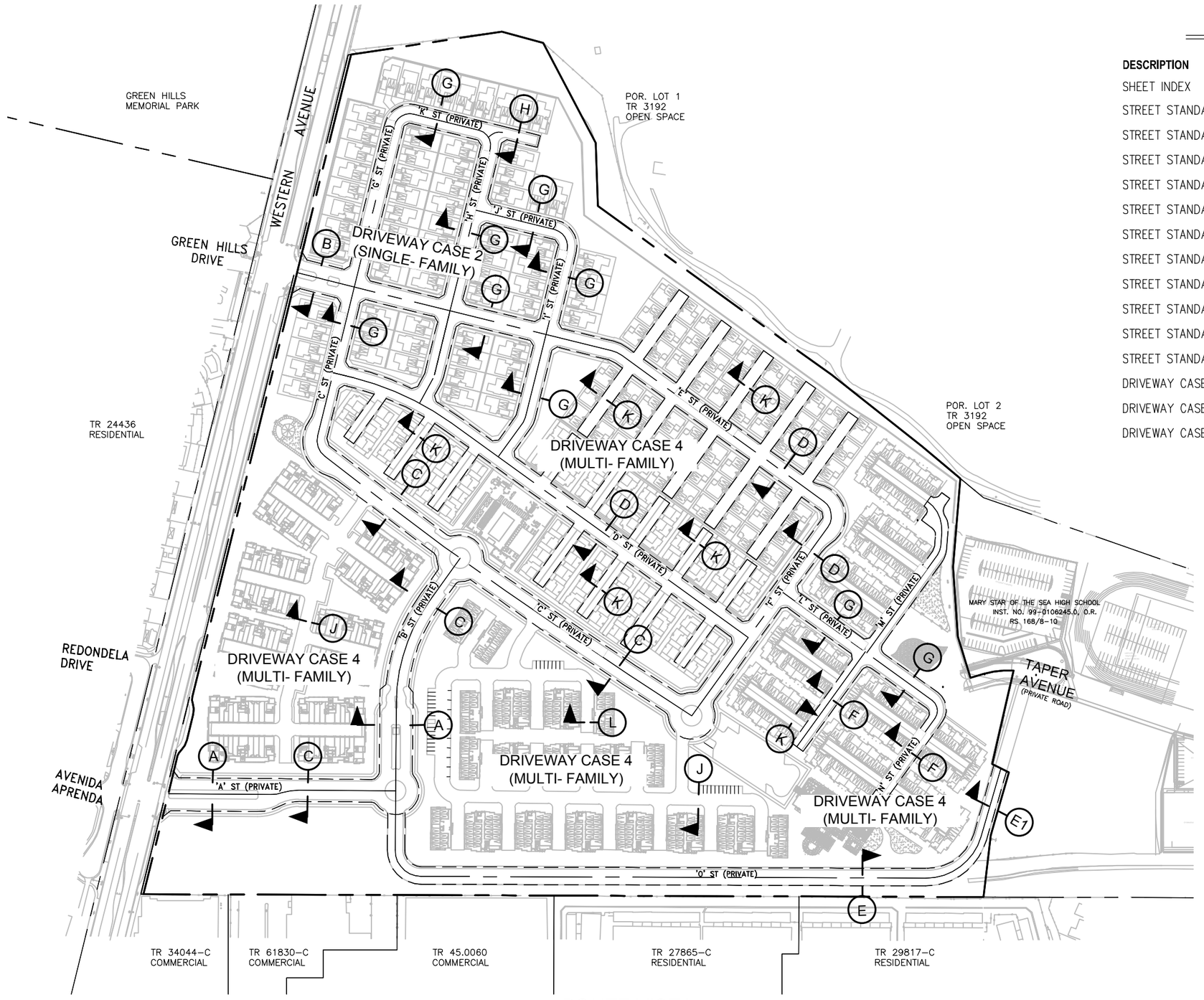
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APPENDIX NO. 1
Design Guidelines

UNDER SEPARATE COVER

APPENDIX NO. 2
Streetscape Standards

P:\PROJECTS\11108\01\ENG\EXHIBITS\SPECIFIC PLAN SECTION EXHIBIT INDEX-01.D Plotted by: Nora Jimenez
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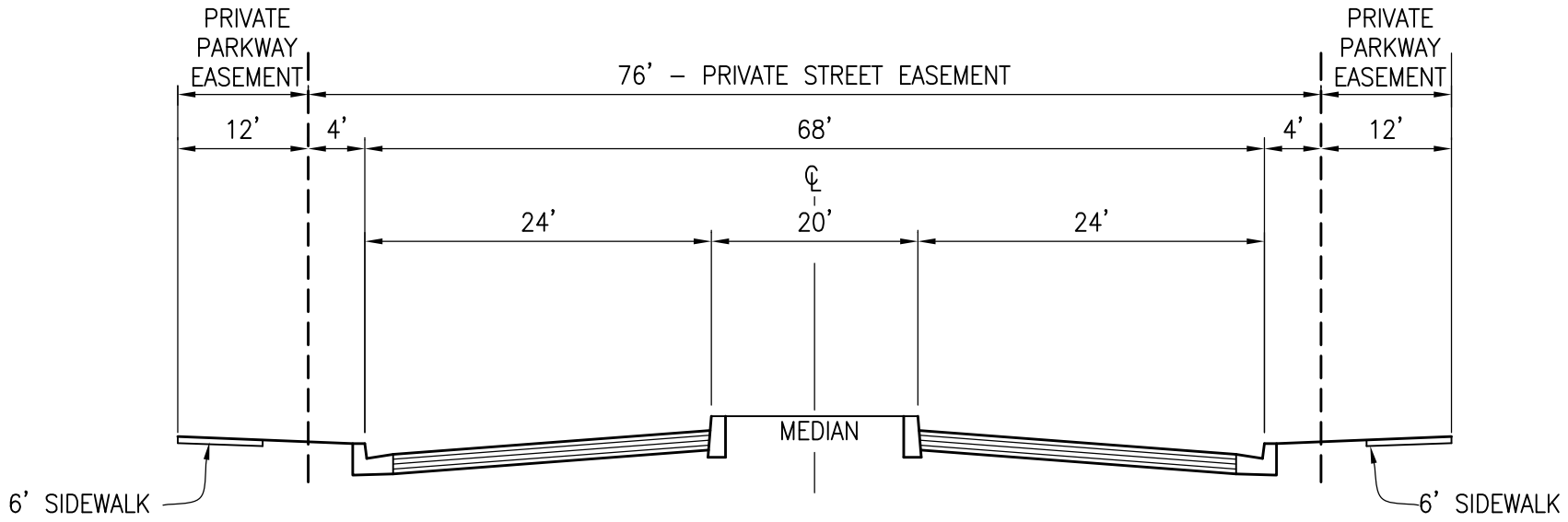
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STREET STANDARD (PRIVATE STREET A&B)	2
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STREET STANDARD (PRIVATE STREETS M & N)	7
STREET STANDARD (PRIVATE STREETS C,E,G,H,I,J,K & L)	8
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PRIVATE STREETS A & B - ENTRY

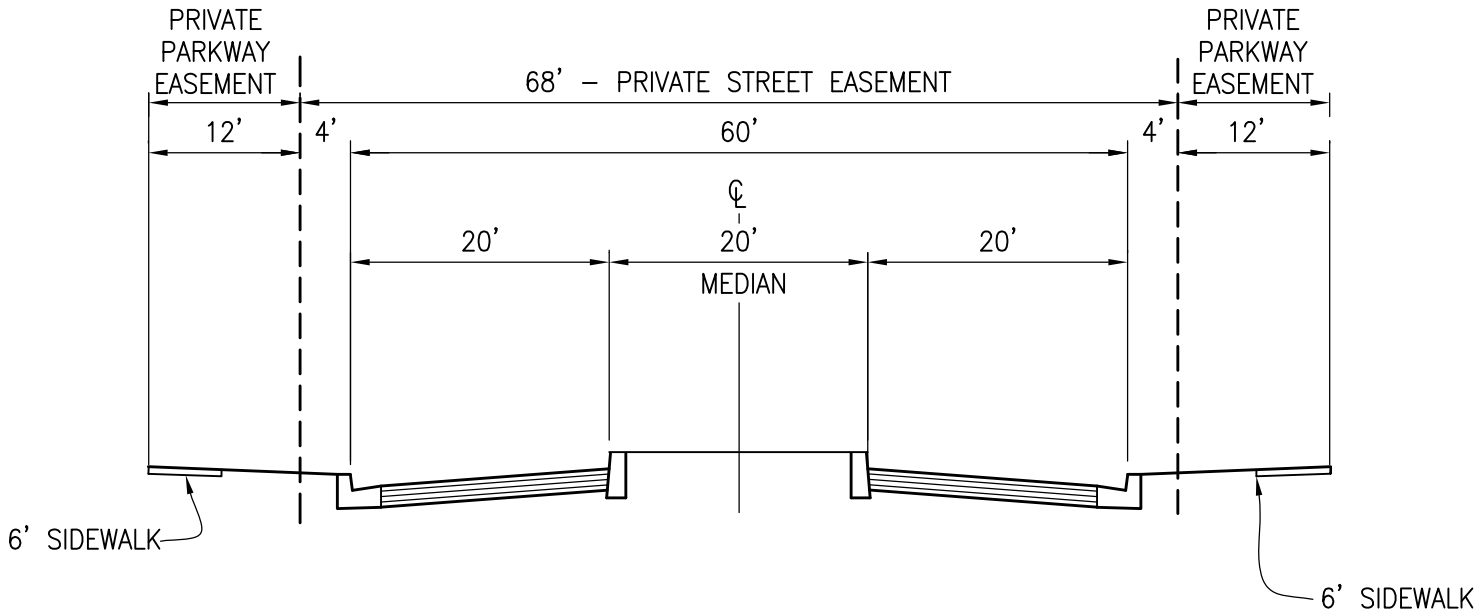
NTS

A

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PRIVATE STREET E - ENTRY

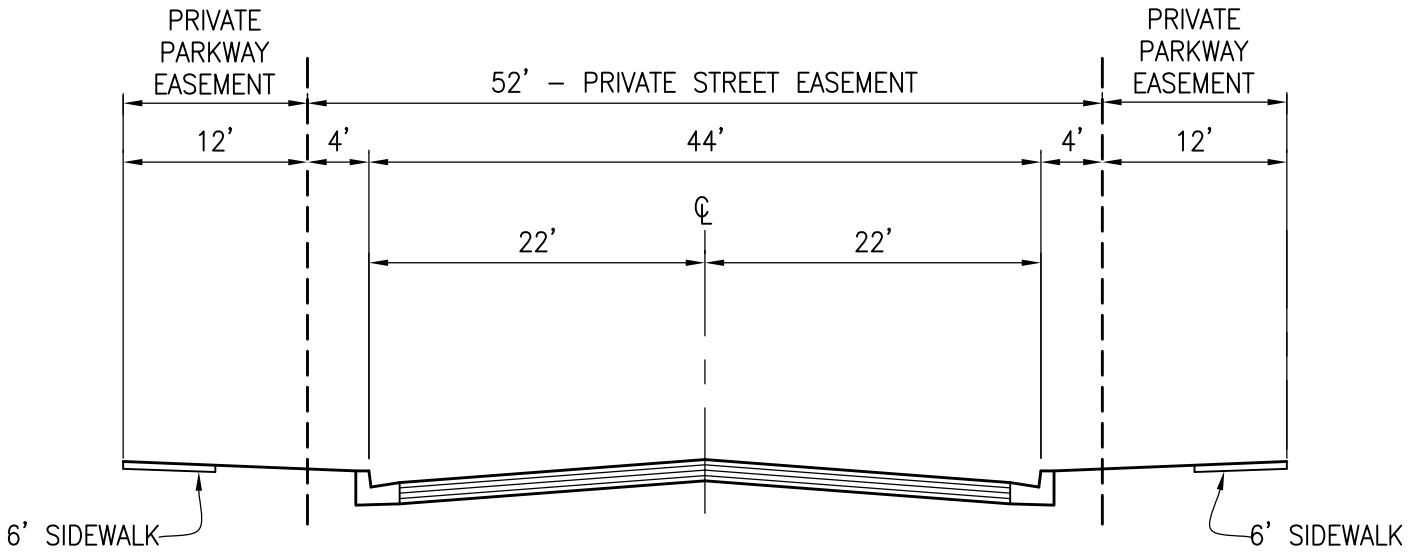
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B

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PRIVATE STREETS B & C - TYPICAL

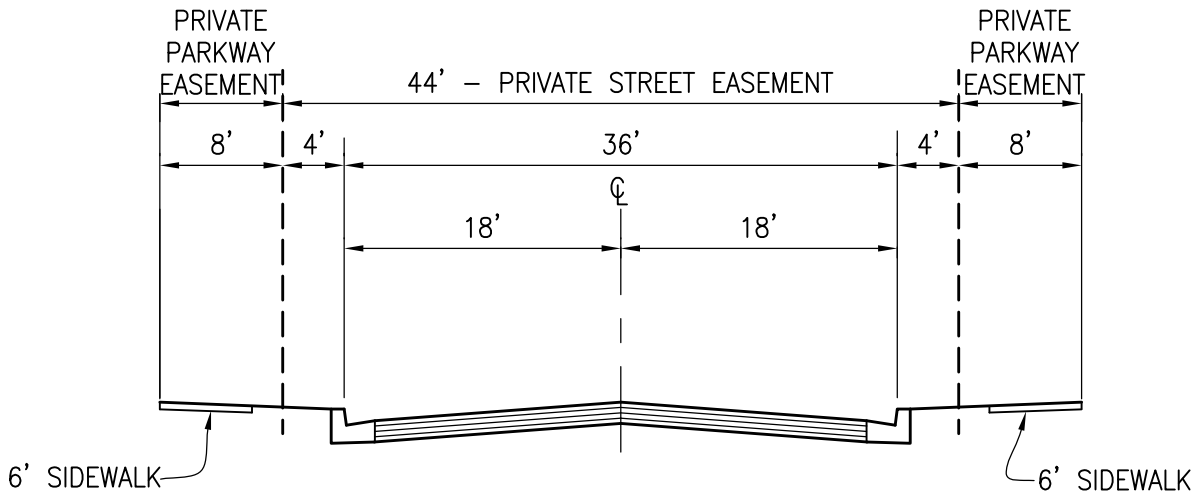
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PRIVATE STREETS D,E, & F - TYPICAL

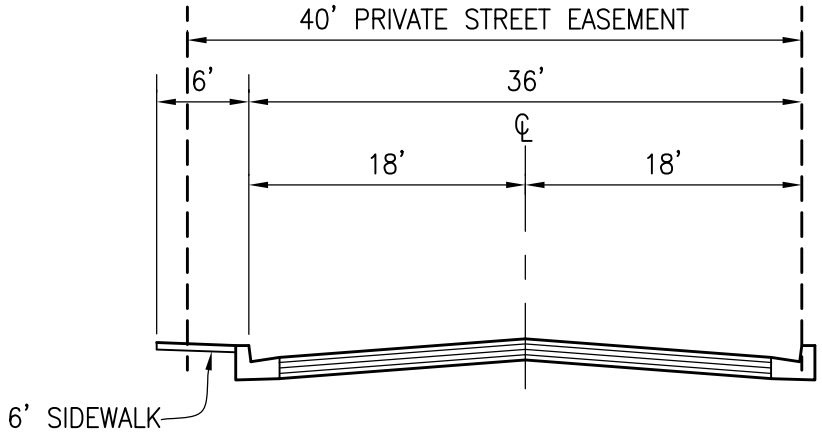
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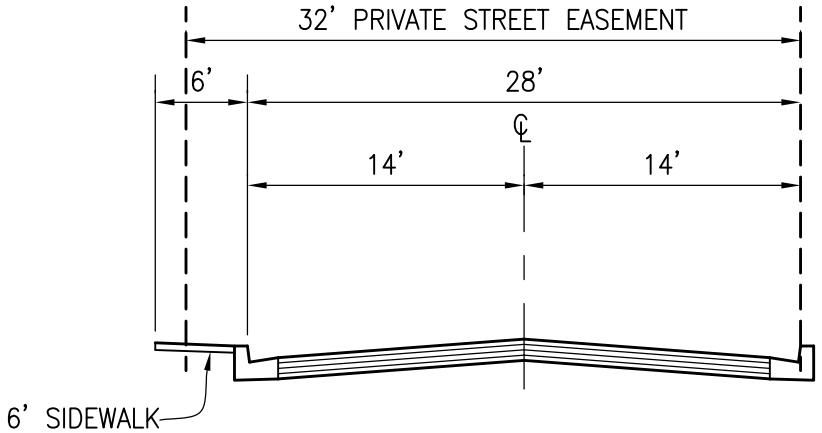
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PRIVATE STREET O - TYPICAL

NTS

E



PRIVATE STREET O - TYPICAL

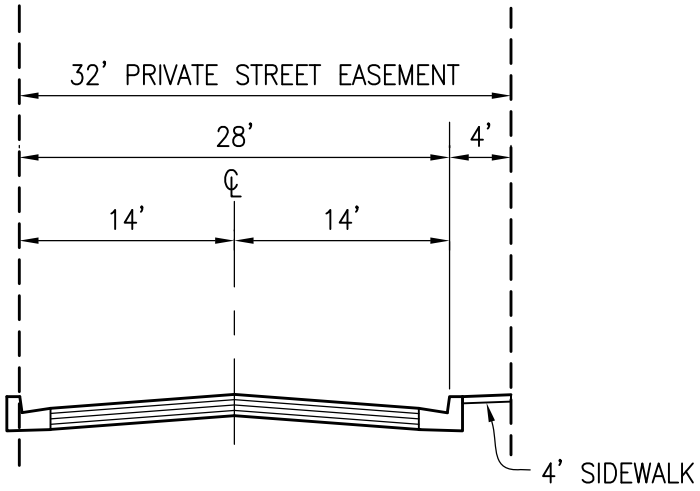
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E1

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PRIVATE STREETS M & N - TYPICAL

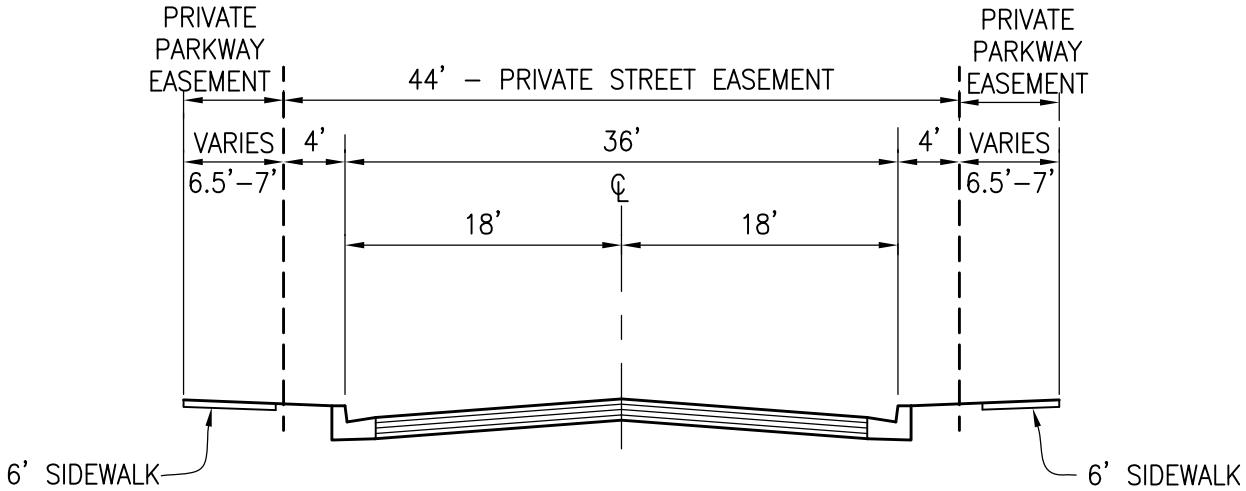
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PRIVATE STREETS C,E,G,H,I,J K & L - TYPICAL

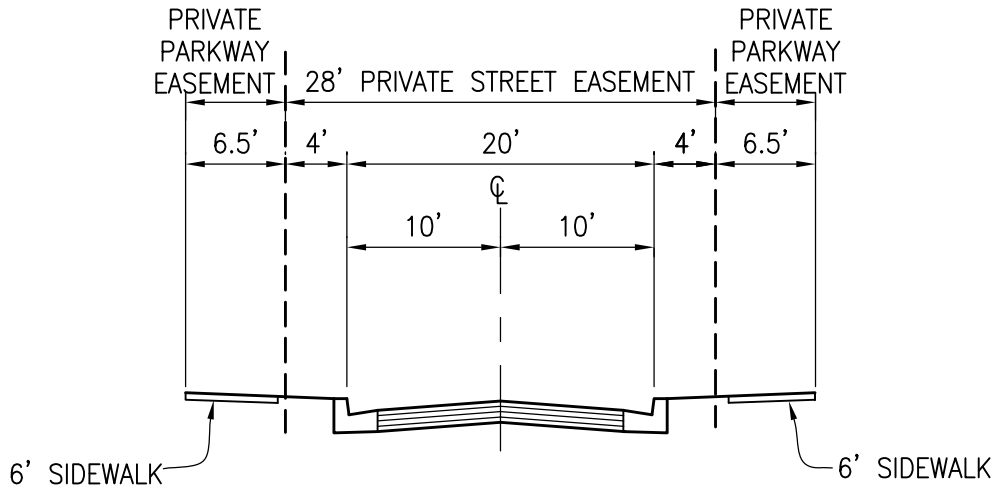
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G

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PRIVATE STREET K - TYPICAL

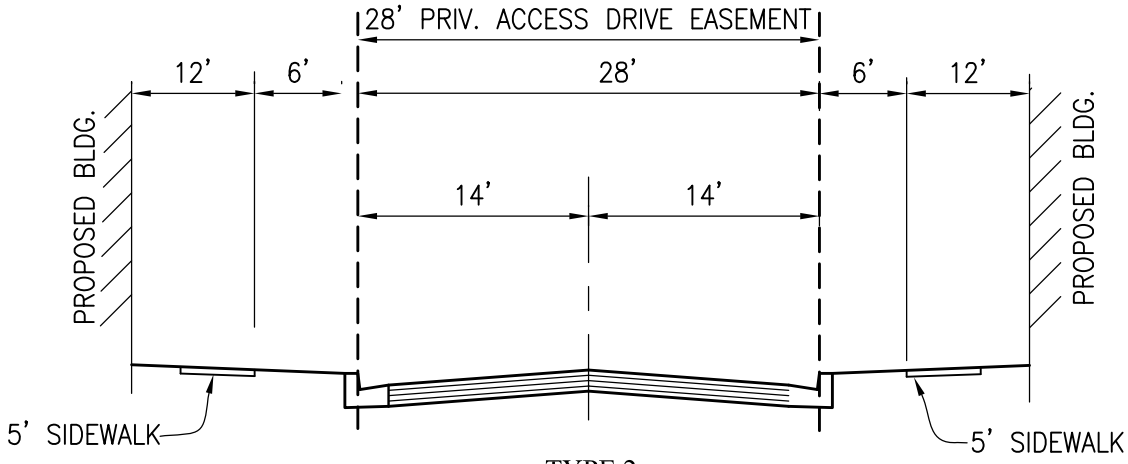
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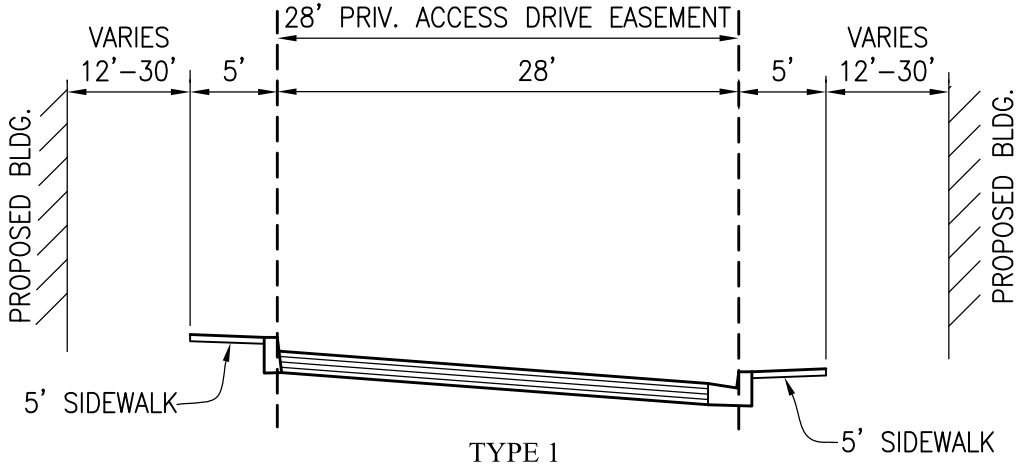
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TYPE 2



TYPE 1

PRIVATE ACCESS ROADWAY 0 - TYPICAL

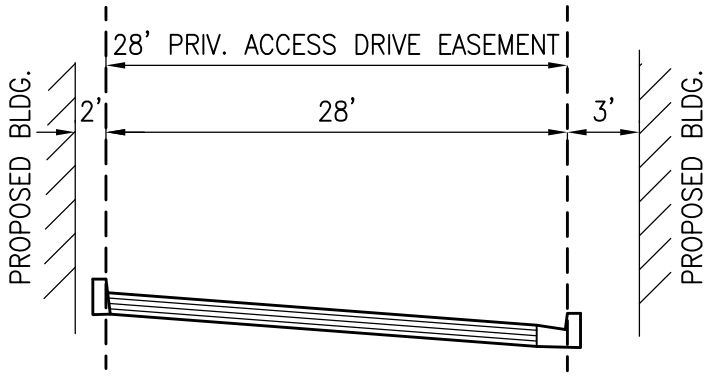
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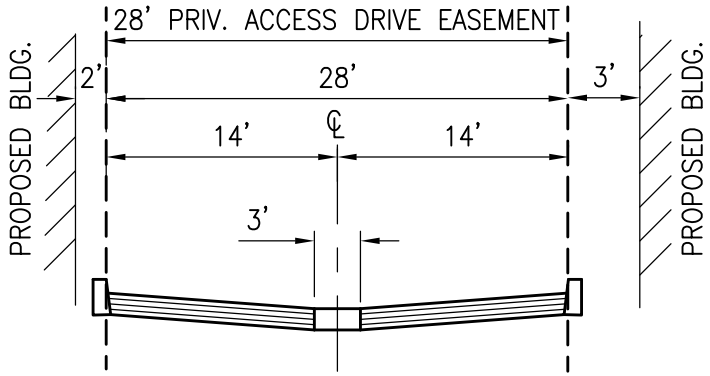
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OPTION 1



OPTION 2

PRIVATE ACCESS ROADWAY P - TYPICAL

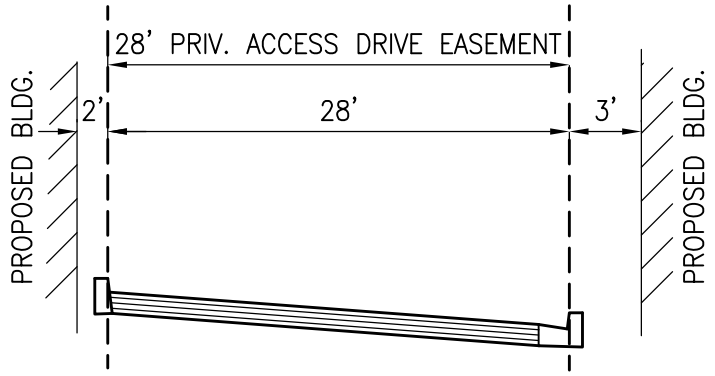
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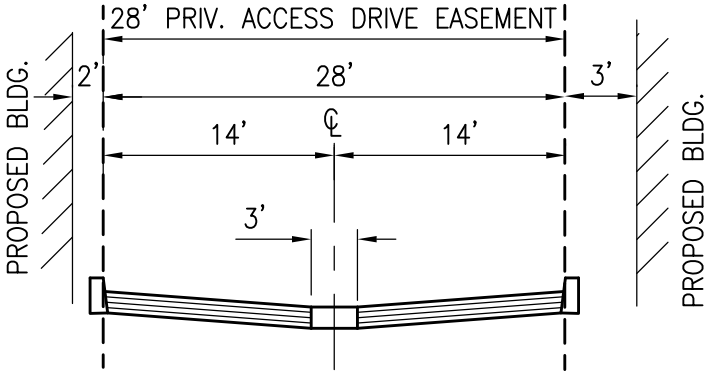
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OPTION 1



OPTION 2

PRIVATE STREET 'ALLEY' Q - TYPICAL

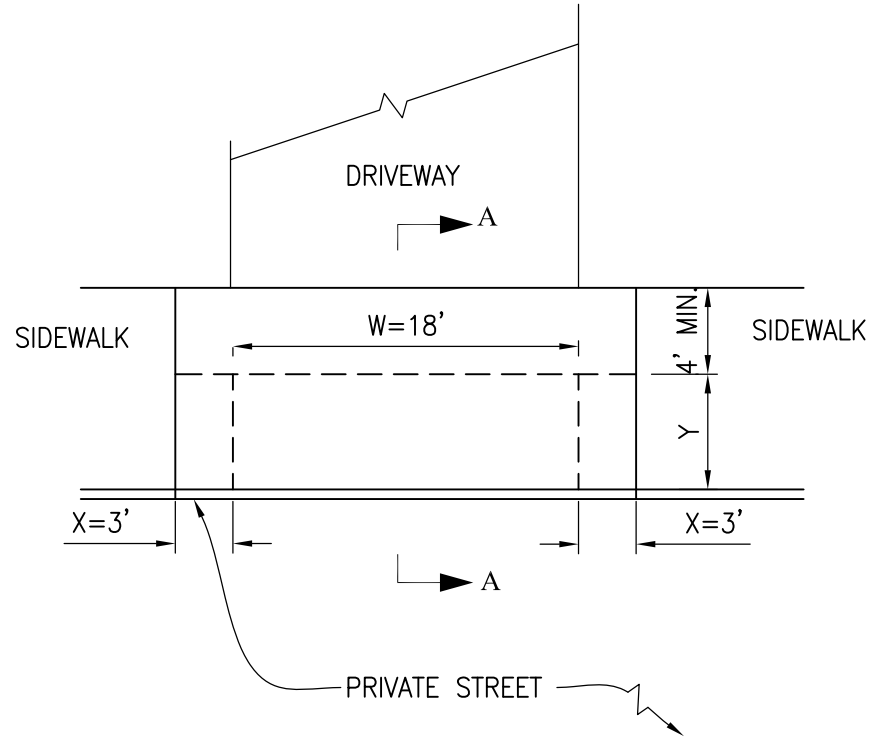
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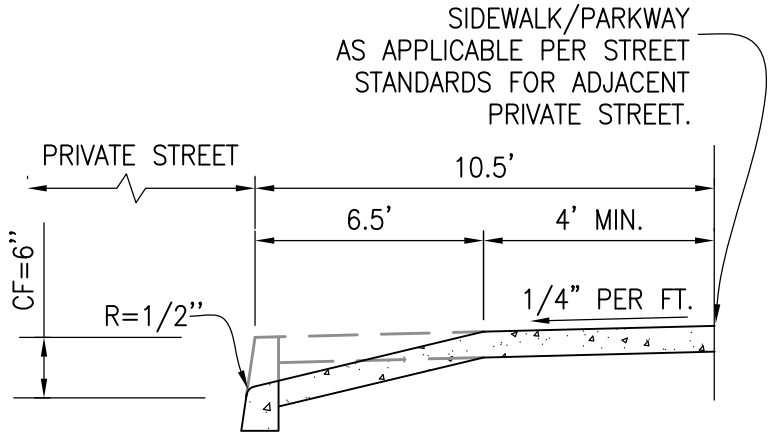
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SECTION A-A

NTS

DRIVEWAY CASE 2 (SINGLE FAMILY)

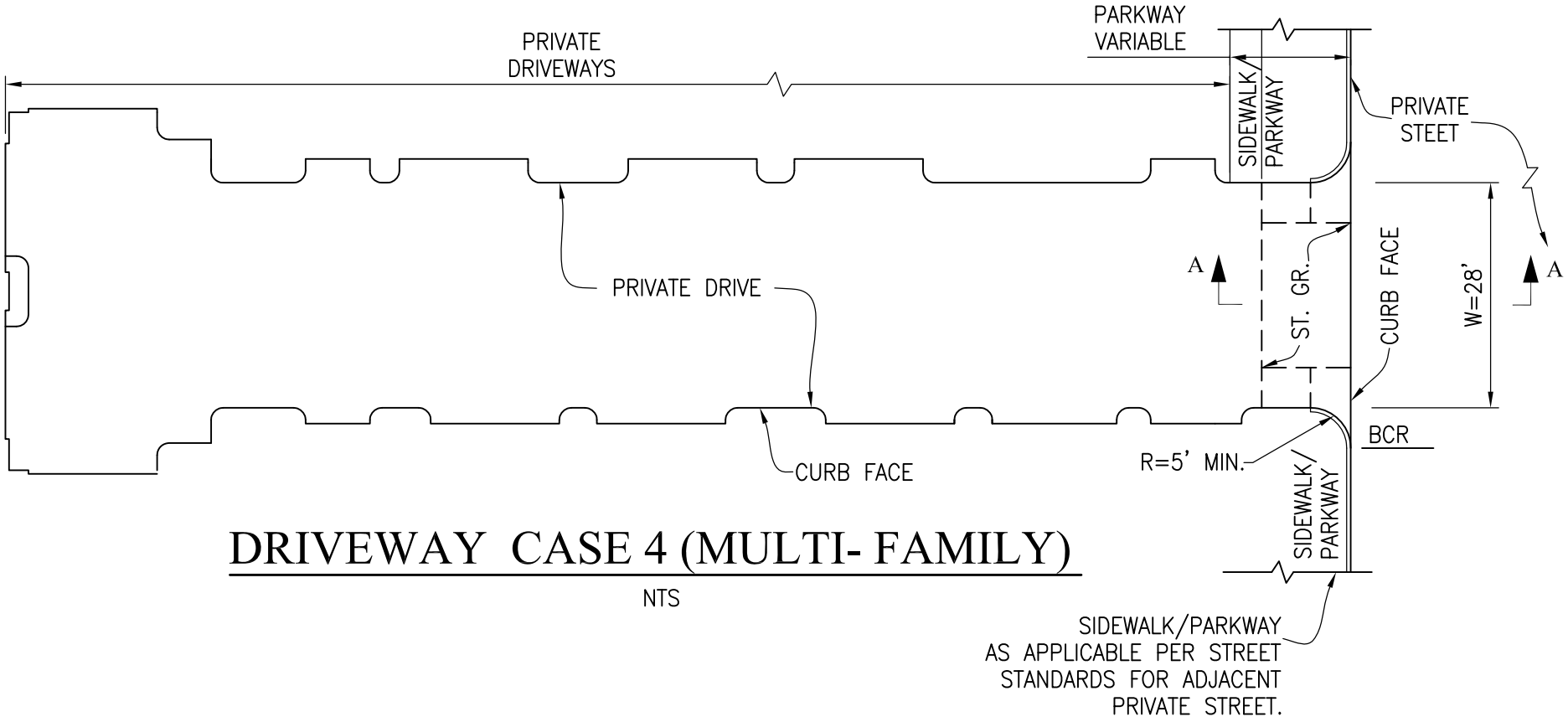
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REINFORCEMENT AND SLOPE REGIME PER CITY OF LOS ANGELES STANDARD PLAN S-440-3

PONTE VISTA
SPECIFIC PLAN
DRIVEWAY STANDARDS
09.26.2013

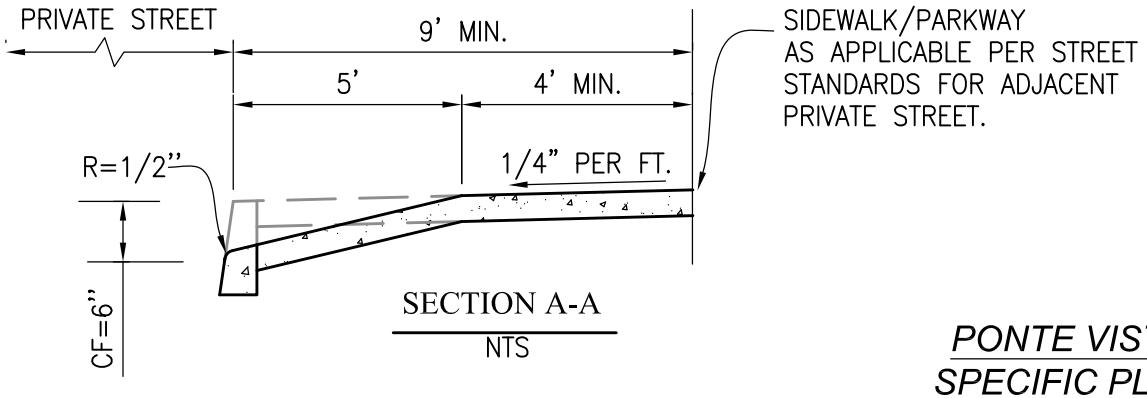
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DRIVEWAY CASE 4 (MULTI- FAMILY)

NTS



SECTION A-A

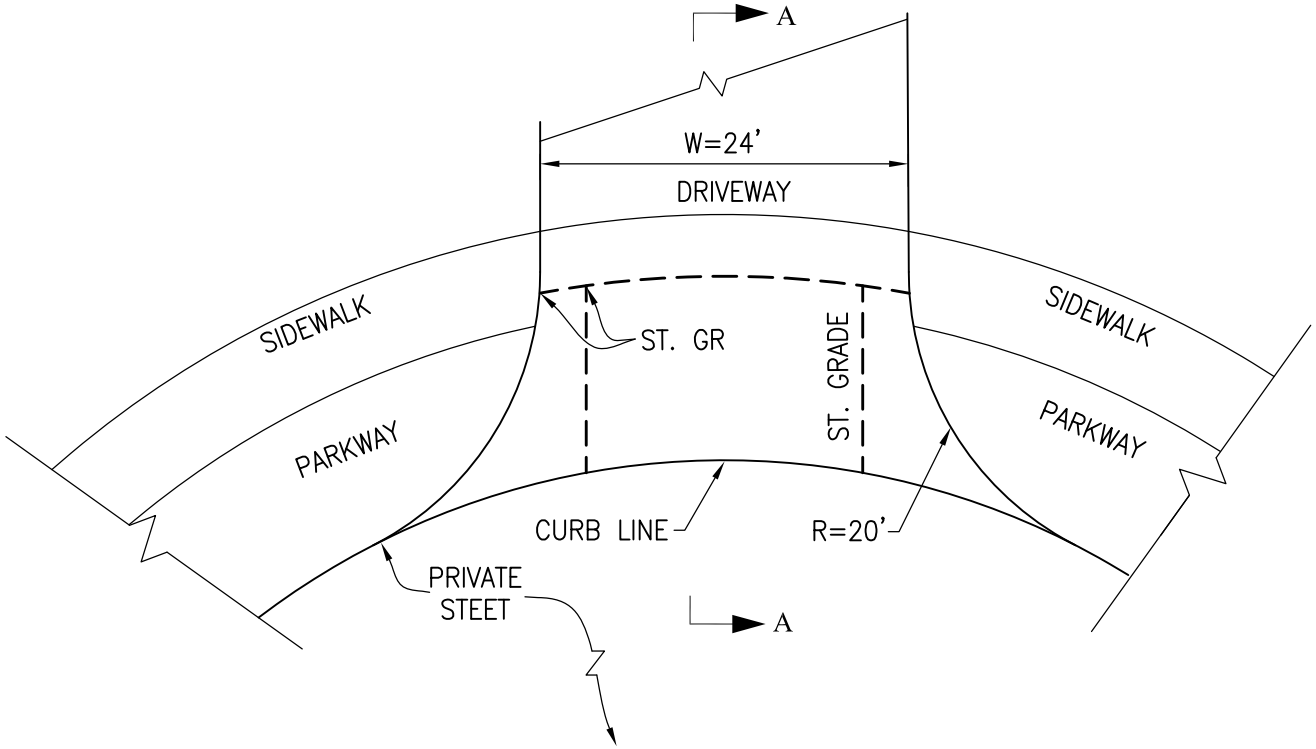
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PONTE VISTA
SPECIFIC PLAN
DRIVEWAY STANDARDS
09.26.2013

REINFORCEMENT AND SLOPE REGIME PER CITY OF LOS ANGELES STANDARD PLAN S-440-3

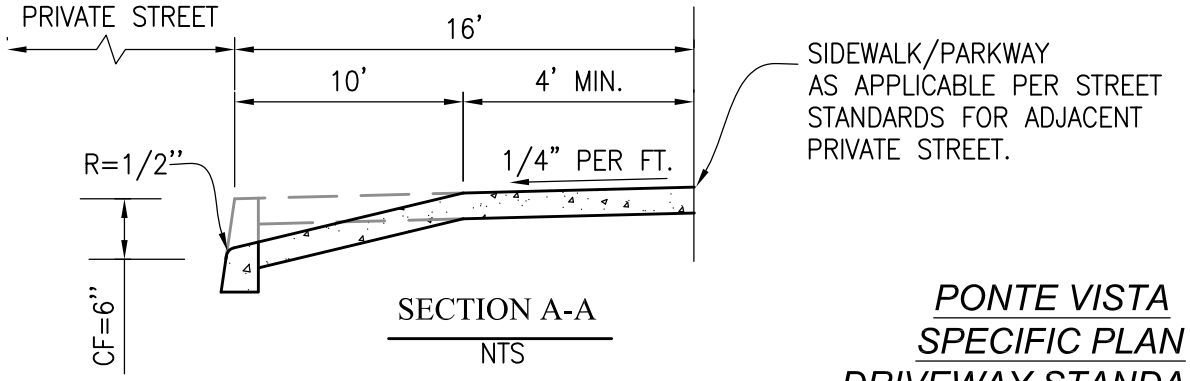
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DRIVEWAY CASE 4A (MULTI- FAMILY)

NTS



SECTION A-A

NTS

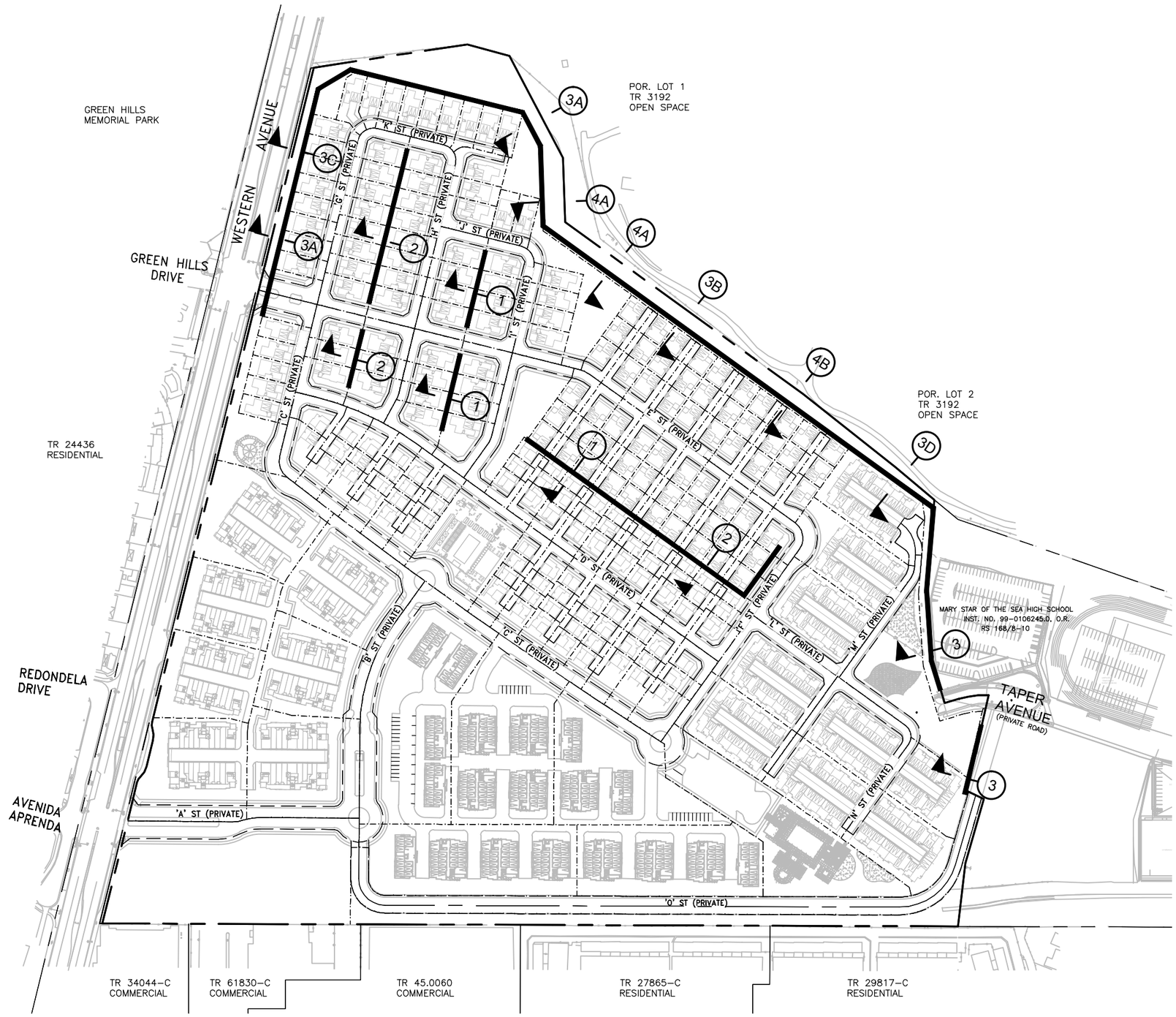
REINFORCEMENT AND SLOPE REGIME PER CITY OF LOS ANGELES STANDARD PLAN S-440-3

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DRIVEWAY STANDARDS
09.26.2013

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APPENDIX NO. 3
Retaining Wall Standards



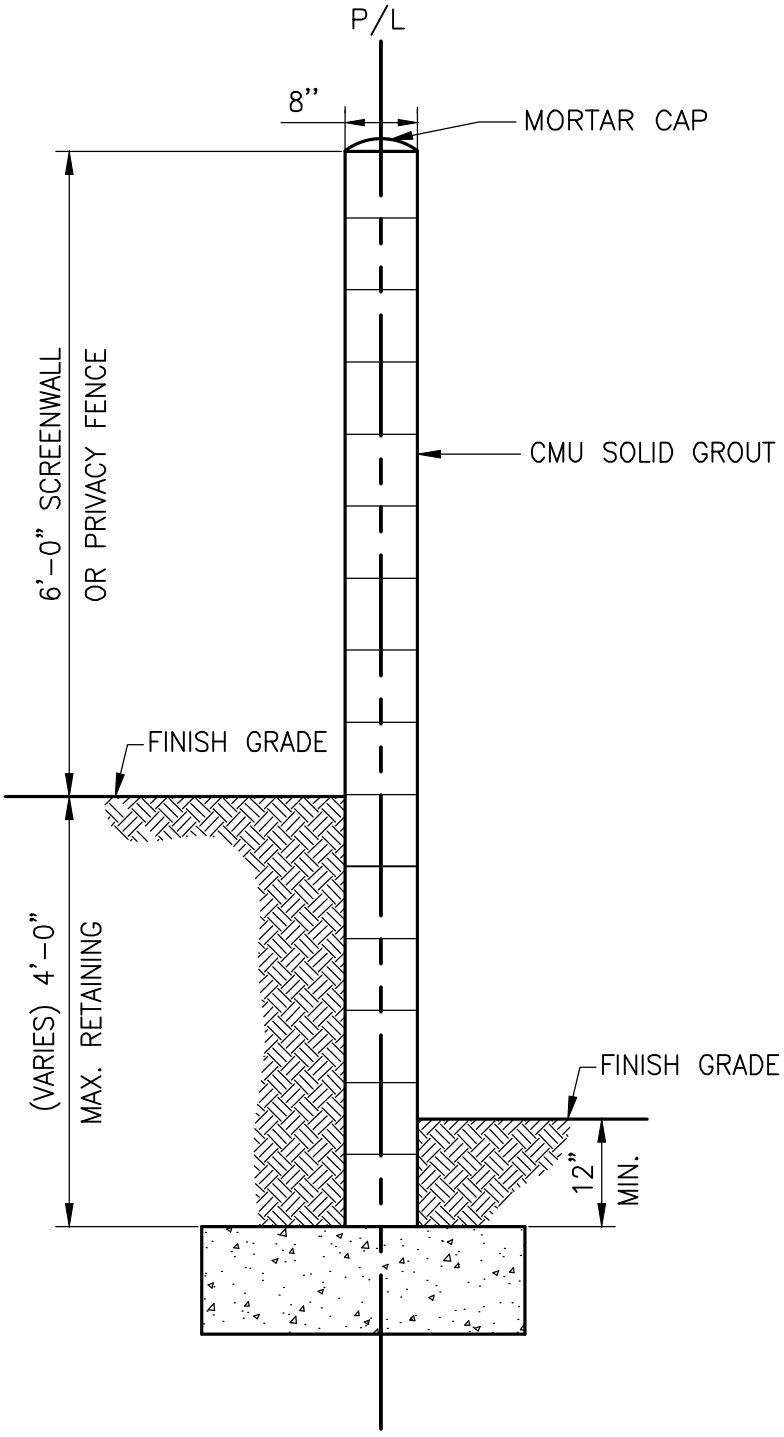
PONTE VISTA SPECIFIC PLAN
RETAINING WALL STANDARDS INDEX

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P:\PROJECTS\11108\01\ENG\EXHIBITS\WALL SECTIONS\WALL SECTIONS\110801SPECIFIC PLAN WALL EXHIBIT INDEX.DWG (09-26-13 7:40:12AM) Plotted by: Nora Jimenez

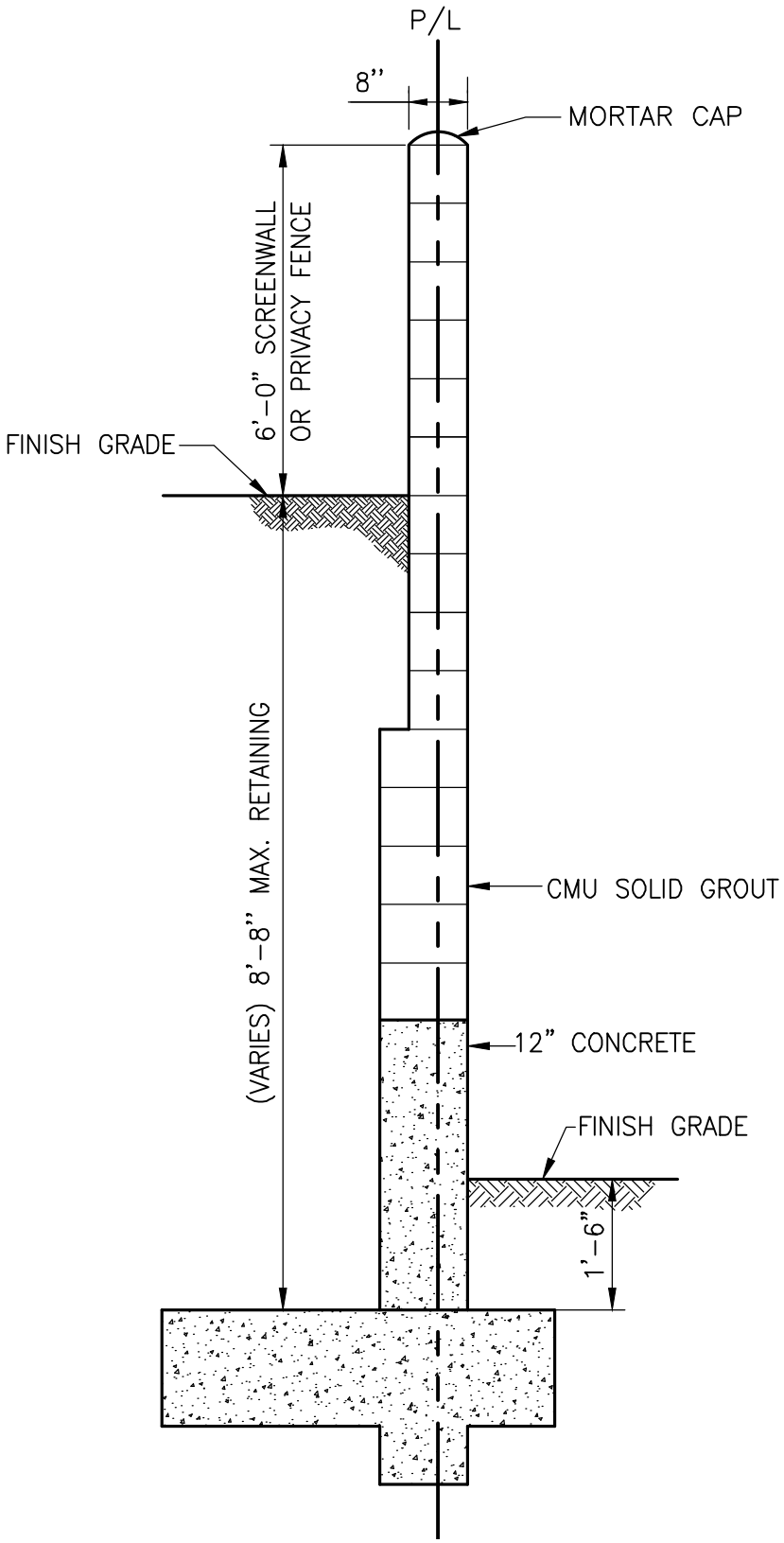
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1 RETAINING WALL - TYPICAL

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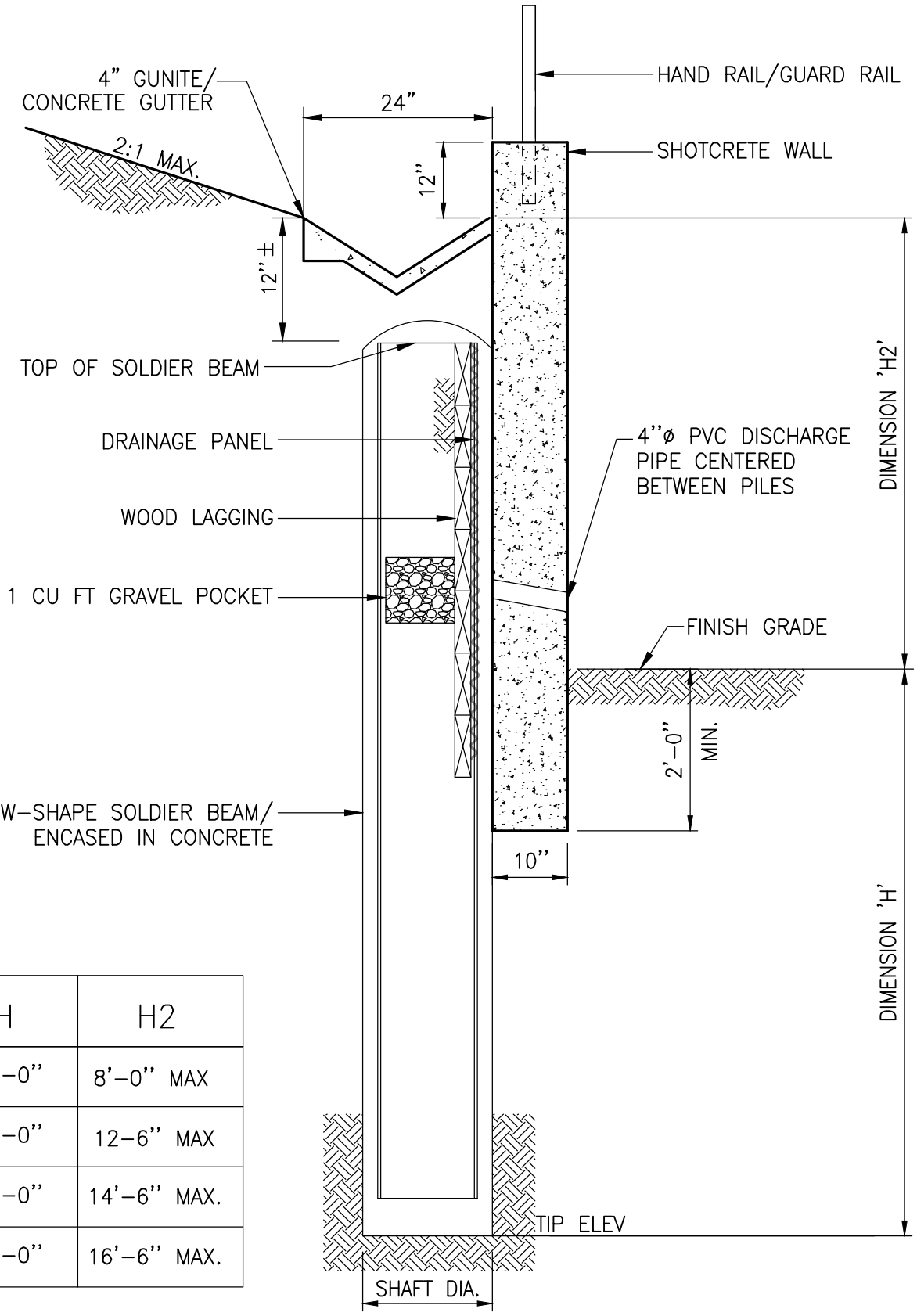
RETAINING WALL - TYPICAL

2

SCALE N.T.S

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WALL	H	H2
3A	12'-0"	8'-0" MAX
3B	18'-0"	12-6" MAX
3C	20'-0"	14'-6" MAX.
3D	20'-0"	16'-6" MAX.

3 RETAINING WALL - TYPICAL

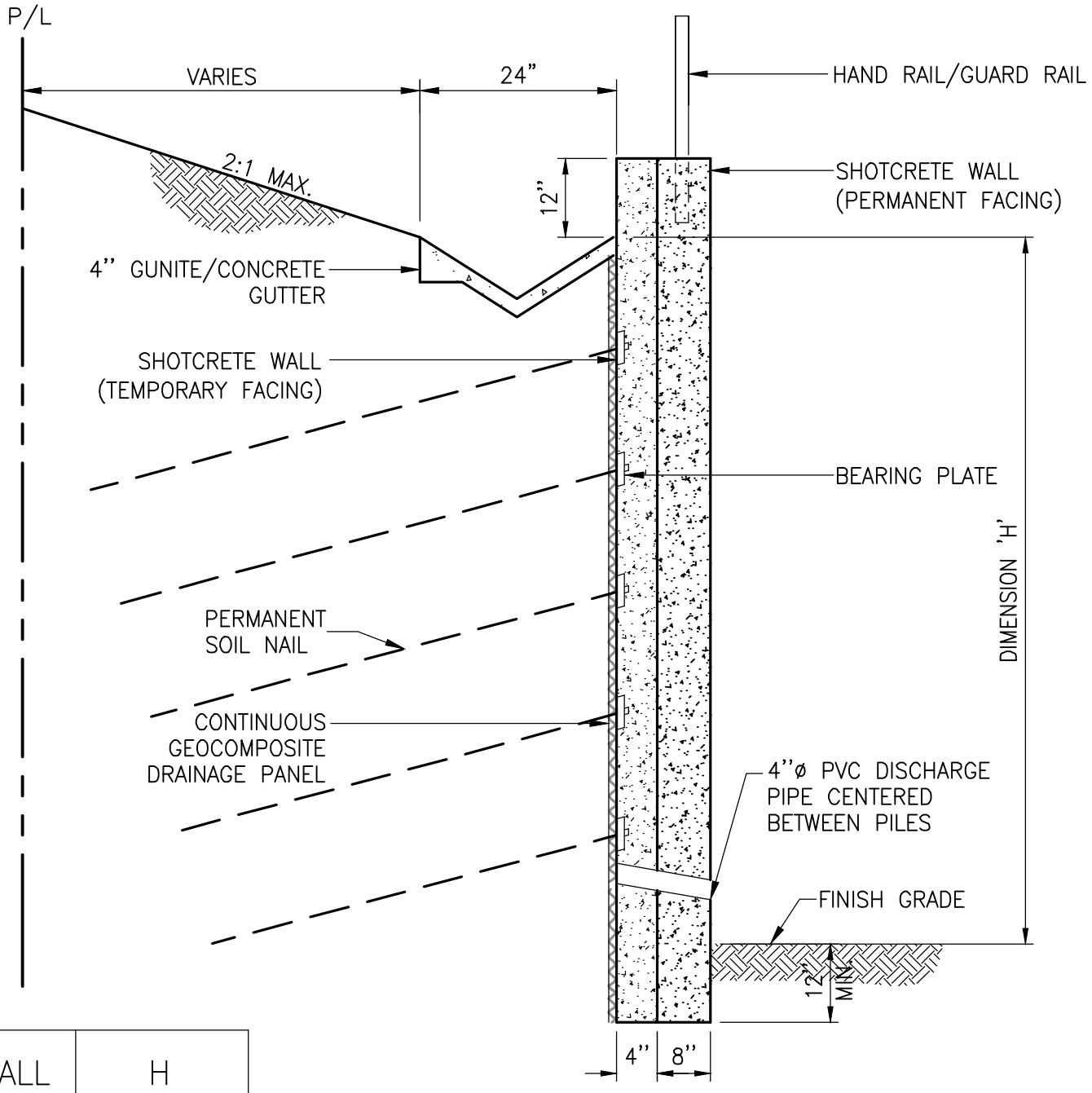
SCALE N.T.S

PONTE VISTA SPECIFIC PLAN - WALL STANDARDS

05.09.2013

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WALL	H
(4A)	20'–0" MAX.
(4B)	34'–0" MAX.

4 RETAINING WALL - TYPICAL

SCALE N.T.S

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APPENDIX NO. 4
Traffic Study

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT STUDY

PONTE VISTA AT SAN PEDRO

City of Los Angeles, California
March 19, 2012

Prepared for:

iStar Financial
The Cavallari Group
96 Vista del Sol
Laguna Beach, California 92651

LLG Ref. 1-10-3861-1



Under the Supervision of:

David S. Shender, P.E.
Principal

Linscott, Law & Greenspan, Engineers

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J. HCM Freeway Segment Analysis Worksheets – Weekday AM and PM Peak Hours

TRAFFIC IMPACT STUDY

PONTE VISTA AT SAN PEDRO PROJECT

City of Los Angeles, California
March 19, 2012

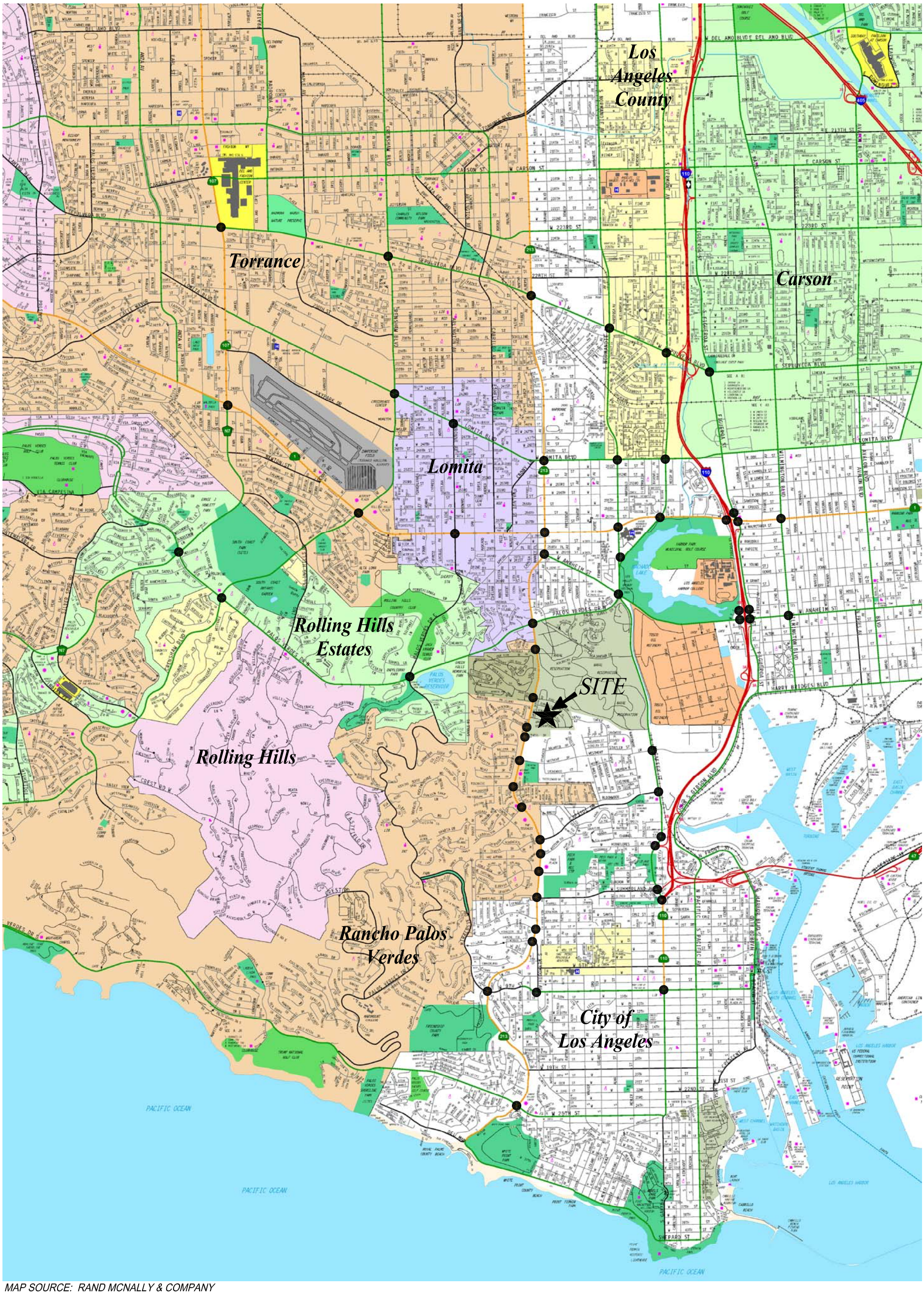
1.0 INTRODUCTION

This traffic analysis[1] has been conducted to identify and evaluate the potential traffic impacts of the proposed Ponte Vista at San Pedro project. The proposed project is located on the east side of Western Avenue Drive, generally between Green Hills Drive and Avenida Aprenda in the San Pedro area of the City of Los Angeles. The proposed project site also is located within the Wilmington-Harbor City Community Plan area of the City of Los Angeles. The proposed project site location and general vicinity are shown in ***Figure 1-1***.

The traffic analysis follows City of Los Angeles traffic study guidelines[2] and is consistent with traffic impact assessment guidelines set forth in the *2010 Congestion Management Program for Los Angeles County*[3]. This traffic analysis evaluates potential project-related impacts at 56 key study intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

While the project site is situated within the jurisdiction of the City of Los Angeles, the traffic study also evaluates potential traffic impacts associated with the project at study intersections located in the cities of Torrance, Lomita, Rancho Palos Verdes, Rolling Hills Estates, and Carson, as well as unincorporated areas of the County of Los Angeles. The intersection, road and freeway segments analyzed herein were determined by consultation with the affected jurisdictions through the California Environmental Quality Act (CEQA) Notice of Preparation (NOP) process. Potential impacts to study intersections located in jurisdictions outside of the City of Los Angeles were determined using both the City of Los Angeles impact criteria and the impact criteria of the affected jurisdiction. The Intersection Capacity Utilization method was

[1] This traffic analysis report updates the previously submitted July 28, 2011, *Traffic Impact Study, Ponte Vista at San Pedro Project, City of Los Angeles, California*, prepared by LLG Engineers. This report includes changes and updates pursuant to comments and questions received from LADOT staff on the July 28, 2011 report.
[2] *Traffic Study Policies and Procedures*, City of Los Angeles Department of Transportation, March 2002. It is noted subsequent to the execution of the Ponte Vista traffic study Memorandum of Understanding, LADOT adopted updated traffic study guidelines (August 2011). Additionally, it is noted that the results of this traffic analysis would not be changed by application of the 2011 traffic study guidelines.
[3] *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, October 2010.



MAP SOURCE: RAND MCNALLY & COMPANY

● STUDY INTERSECTION

N

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FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

PONTE VISTA AT SAN PEDRO PROJECT

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used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections located in the above cities neighboring the City of Los Angeles. In addition, street and freeway segments under the jurisdiction of the California Department of Transportation (Caltrans) have been evaluated.

This study (i) presents existing traffic volumes, (ii) forecasts future traffic volumes with the related projects, (iii) forecasts future traffic volumes with the proposed project, (iv) determines project-related impacts, and (v) recommends mitigation measures, where necessary.

1.1 Study Area

Based on direction from LADOT staff, a total of 56 study intersections have been identified for evaluation. These study locations provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. Further discussion of the existing street system and study area is provided in Section 4.0 herein.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed Ponte Vista at San Pedro project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The Ponte Vista at San Pedro project is located in the San Pedro area of the City of Los Angeles, California. The proposed project also is located within the Wilmington-Harbor City Community Plan area of the City of Los Angeles. The project site is situated on the east side of Western Avenue Drive, generally between Green Hills Drive to the north and Avenida Aprenda to the south.

2.2 Existing Project Site

The project site currently contains 245 duplex residential units that were formerly used for United States Department of Navy housing, a 2,161 square foot community center, and a 3,454 square foot retail convenience store. All of the existing dwelling units and commercial buildings on the project site are vacant and will be demolished to accommodate the proposed project.

2.3 Proposed Project Description

The proposed project consists of the development of 1,135 residential dwelling units, including 392 multi-family rental units, 600 multi-family condominium units, and 143 detached residential units. The multi-family rental units are proposed on the southerly portion of the site while the multi-family condominium and detached units are proposed on the middle and northerly portions of the site. In addition to the residential units, a 2.8 acre public park is proposed on the south-western portion of the project site. It is anticipated that the proposed project will be constructed in phases, with completion and occupancy by the year 2017. The site plan for the Ponte Vista at San Pedro project is illustrated in ***Figure 2-1***.

Access to the project site will be provided via Western Avenue at the existing intersections with Green Hills Drive and Avenida Aprenda. Further discussion of the proposed project site access and circulation scheme is presented in Section 3.0.

2.4 Mary Star of the Sea High School

Mary Star of the Sea High School, which opened in September 2007, is located along Taper Avenue, immediately east of the proposed Ponte Vista at San Pedro project site. Mary Star High School was approved by the City of Los Angeles in August 2001 with the requirement that the school take its primary vehicular access from Western Avenue. Mitigation measures to mitigate the traffic impacts of the school project were identified as part of the City's approval as required by CEQA.

The following provides a brief summary of the current traffic ingress and egress patterns implemented by the Mary Star High School in compliance with its Conditional Use Permit:

- Student Drop-Off and Pick-Up. Parents and other caregivers dropping-off (morning) and picking-up (afternoon) students currently enter the Ponte Vista site via the Green Hills Drive intersection, travel through the Ponte Vista site, drop-off/pick-up their students on the High School site, and then exit the High School site via Taper Avenue.



SOURCE: VALLEY CREST DESIGN GROUP

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LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-1
SITE PLAN

PONTE VISTA AT SAN PEDRO PROJECT

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- Student Drivers. Student drivers enter the Ponte Vista site via the Green Hills Drive intersection in the morning, travel through the Ponte Vista site, park on the High School site, and then exit the High School site via Taper Avenue in the afternoon.

- Faculty/Staff/Visitors. Faculty, staff and visitors travel to and from the High School site via Taper Avenue.

Although Mary Star High School is not a component of the Ponte Vista at San Pedro project, vehicular access to and from the Mary Star High School is planned to be maintained through the Ponte Vista site as a public benefit. The project proposes to continue accommodating vehicular access to the Mary Star of the Sea High School. As part of the Ponte Vista project, vehicular access to the Mary Star High School campus through the Ponte Vista site would be shifted from the Green Hills Drive intersection to the Avenida Aprenda intersection. Parents related to student drop-off and pick-up, as well as student drivers would access the High School (i.e., ingress only) via the Western Avenue/Avenida Aprenda intersection and continue to exit the campus via Taper Avenue.

3.0 SITE ACCESS AND CIRCULATION

The site access scheme for the proposed project is displayed in *Figure 2-1*. The project entrance improvements at the site access points and along the project's Western Avenue property frontage are illustrated in ***Figure 3-1***. Descriptions of the existing site access and proposed project site access and circulation schemes are provided in the following subsections.

3.1 Existing Site Access

Vehicular access to the existing project site is presently provided via the following two intersections on Western Avenue:

- The Western Avenue/Green Hills Drive-John Montgomery Drive intersection which is traffic signal controlled and provides full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements) to the project site; and

- The Western Avenue/John Montgomery Drive intersection which is currently stop-controlled with the stop signs facing the John Montgomery Drive approach. The Western Avenue/John Montgomery Drive intersection is a three-way intersection that does not connect to the existing residential subdivision to the west of Western Avenue. This intersection also provides full left-turn and right-turn vehicular access to the project site.

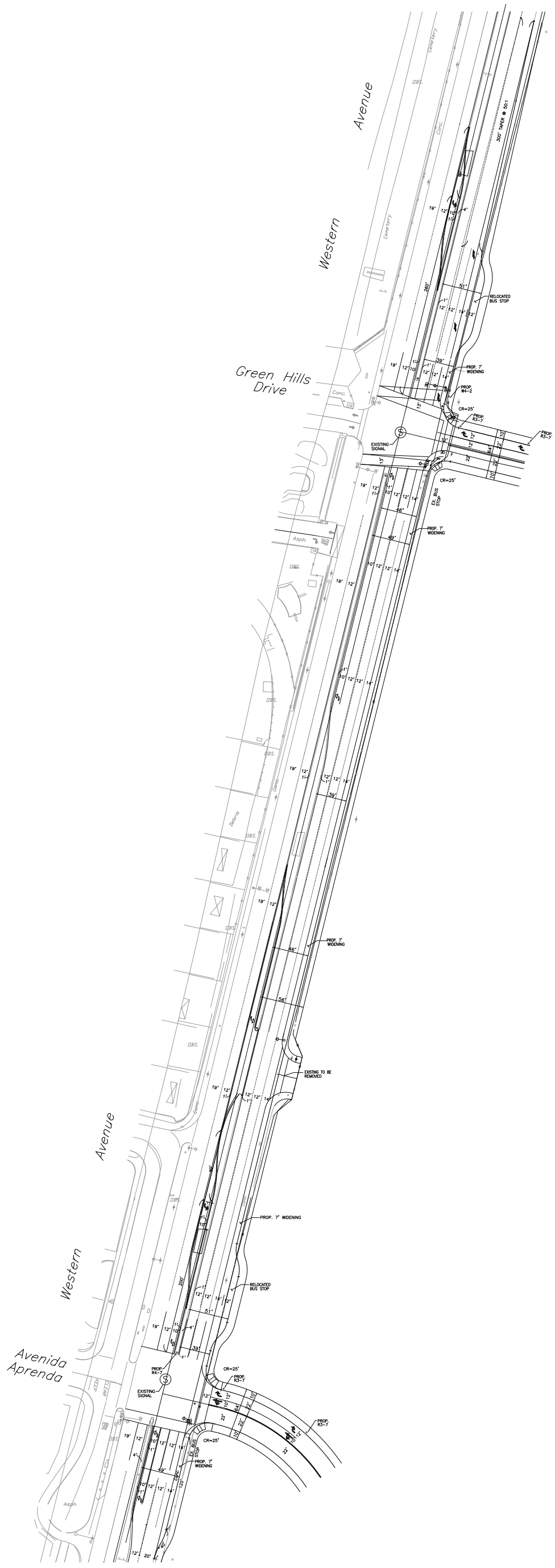
It is noted that the Western Avenue/Avenida Aprenda intersection provides an easterly, fourth leg which is adjacent to the project site; however, there is currently no improved on-site roadway that connects to this intersection. The Western Avenue/Avenida Aprenda intersection is traffic signal controlled and provides full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements) to the project site.

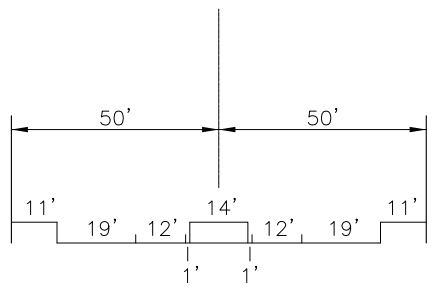
3.2 Proposed Project Site Access

The proposed project site access scheme is displayed in *Figure 2-1*. The proposed project will use the existing signalized intersections on Western Avenue adjacent to the project site for access (i.e., the Western Avenue intersections at Green Hills Drive and Avenida Aprenda). Brief descriptions of the proposed project site access points are provided in the following paragraphs.

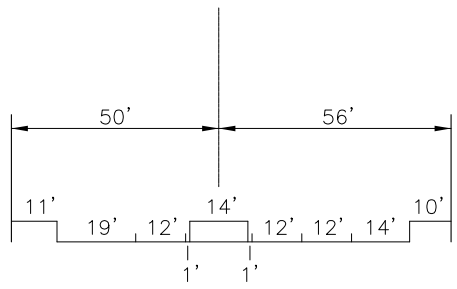
- *Western Avenue/Green Hills Drive-Northerly Project Access*

  Vehicle access to the project site will be provided via the existing intersection on Western Avenue opposite Green Hills Drive near the northerly border of the project site. One lane will be provided for inbound project traffic and two lanes will be provided for outbound project traffic. As noted above, this intersection is currently traffic signal controlled. It is anticipated that full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements) to and from the project will continue to be provided at this intersection. As a project feature, Western Avenue will be widened along the project frontage to accommodate an additional lane on the northbound approach to the intersection to facilitate through movements and right-turn movements.

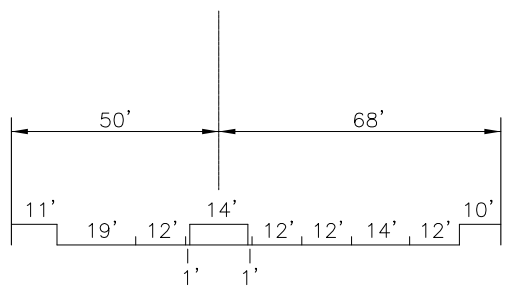




EXISTING



PROPOSED
(TYP.)



PROPOSED AT BUS STOP
(TYP.)

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FIGURE 3-1
PROJECT ENTRANCE IMPROVEMENTS

LINSCOTT, LAW & GREENSPAN, engineers

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- *Western Avenue/Avenida Aprenda-Southerly Project Access*

  Vehicle access to the project site will be provided via the existing intersection on Western Avenue opposite Avenida Aprenda near the southerly border of the project site. The southerly project access will also provide primary access to the public park planned as part of the project. One lane will be provided for inbound project traffic and two lanes will be provided for outbound project traffic. The existing Western Avenue/Avenida Aprenda intersection is currently traffic signal controlled, and will provide full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements) to and from Western Avenue. As a project feature, Western Avenue will be widened along the project frontage to accommodate an additional lane on the northbound approach to the intersection to facilitate through movements and right-turn movements. As previously noted (refer to Subsection 2.4), vehicular access to the Mary Star High School campus through the project site via the Western Avenue intersection at Avenida Aprenda is planned as part of the proposed project as a public benefit. Parents and students will access (i.e., ingress only) the campus via the Western Avenue/Avenida Aprenda intersection and continue to exit the campus via Taper Avenue.

In addition to the improvements noted in the paragraphs above, the following improvements to Western Avenue are proposed as project features (and illustrated on *Figure 3-1*):

- Western Avenue along the project frontage is proposed to be dedicated and improved so as to provide a 46-foot half-street within a 56-foot half right-of-way. This improvement would allow for the striping of a third northbound through lane along Western Avenue adjacent to the project site.

- The existing John Montgomery Drive intersection along the east side of Western Avenue (i.e., between Green Hills Drive and Avenida Aprenda) will be closed.

- If acceptable to Caltrans, LADOT and Metro, bus pull-out lanes would be provided along the east side of Western Avenue north of Avenida Aprenda and north of Green Hills Drive. In the area of the bus pull-out lanes, the dedication and improvement would be increased as needed (e.g., a 58-foot half-street on a 68-foot half right-of-way).

- The raised median on Western Avenue adjacent to the project site will be modified as needed to extend the length of left-turn pockets for southbound traffic turning left into the project site at Green Hills Drive and at Avenida Aprenda. Also, the existing left-turn pocket at the John Montgomery Drive intersection will be closed.

- If approved by Caltrans, LADOT and the City of Rancho Palos Verdes, left-turn traffic signal phasing would be provided for Western Avenue traffic (northbound and southbound directions) at the Green Hills Drive and Avenida Aprenda intersections.

3.3 Other Project Site Access Options Considered but Not Evaluated

In conjunction with the formal scoping process of the Draft Environmental Impact Report to be prepared for the Ponte Vista at San Pedro project, several comments were received regarding potential vehicular access options for the project. These comments are discussed below with an explanation as to why these options are not feasible, and thus they do not warrant further analysis in this traffic study.

- Vehicular Access Directly to Gaffey Street. Several comments suggested that the project should provide direct vehicular access to Gaffey Street, located approximately one-half mile east of the project site. However, most (or all) of this connector roadway would be required to be constructed on land that is owned by the U.S. Navy. The Navy site is currently used for the storage of jet fuel in underground tanks. In prior communications, the Navy has stated that its property is not available for purchase. Further, public access (by Ponte Vista or other traffic), whether by easement or other means, through the jet fuel storage site cannot be accommodated or permitted. Therefore, this site access option does not warrant further consideration within this traffic study.

- Vehicular Access to Taper Avenue. Several comments suggested that the project-related traffic should have access to Taper Avenue to the east of the site. However, this would require project-related traffic to travel onto property owned by Mary Star of the Sea High School. Further, this would result in project-related traffic driving directly through the middle of the High School campus, causing adverse safety impacts to students, faculty/staff, and others related to the High School. Beyond the High School, the section of Taper Avenue southerly to Westmont Drive is located within a residential community, and thus, would experience increases in traffic that would likely cause adverse impacts in the existing neighborhood if this option was implemented. Therefore, this site access option does not warrant further consideration within this traffic study. It is noted, however, that the vehicular access scenario via Taper Avenue through the Mary Star High School site is potentially feasible in terms of accommodating vehicular access during emergencies (i.e., permitting emergency vehicles to enter the Ponte Vista site and residents to exit in the event the Western Avenue access points become unusable).

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the project site is provided by the Interstate 110 (Harbor) Freeway, Interstate 405 (San Diego) Freeway, State Route 213 (Western Avenue), State Route 107 (Hawthorne Boulevard), and State Route 1 (Pacific Coast Highway), as shown in *Figure 1-1*. Brief descriptions of the regional access roadways are provided in the following paragraph.

I-110 (Harbor) Freeway is a major north-south oriented freeway connecting Pasadena to the north with the San Pedro area to the south. In the project vicinity, four mainline travel lanes are provided in each direction on I-110. Northbound and southbound ramps are provided on I-110 Freeway at Pacific Coast Highway and Anaheim Street in the project vicinity, which are located approximately three miles northeast of the project and two miles east of the project site, respectively.

I-405 (San Diego) Freeway is a major north-south freeway that provides five mainline travel lanes in each direction in the project vicinity. Northbound and southbound ramps are provided on I-405 Freeway at Vermont Avenue, Normandie Avenue, Western Avenue, Crenshaw Boulevard, and Hawthorne Boulevard in the project vicinity.

SR-213 (Western Avenue) is a major north-south roadway that provides two mainline travel lanes in each direction in the project vicinity.

SR-107 (Hawthorne Boulevard) is a major north-south roadway that provides three mainline travel lanes in each direction in the project vicinity.

SR-1 (Pacific Coast Highway) is a major north-south roadway that provides two to three mainline travel lanes in each direction in the project vicinity.

4.2 Local Street System

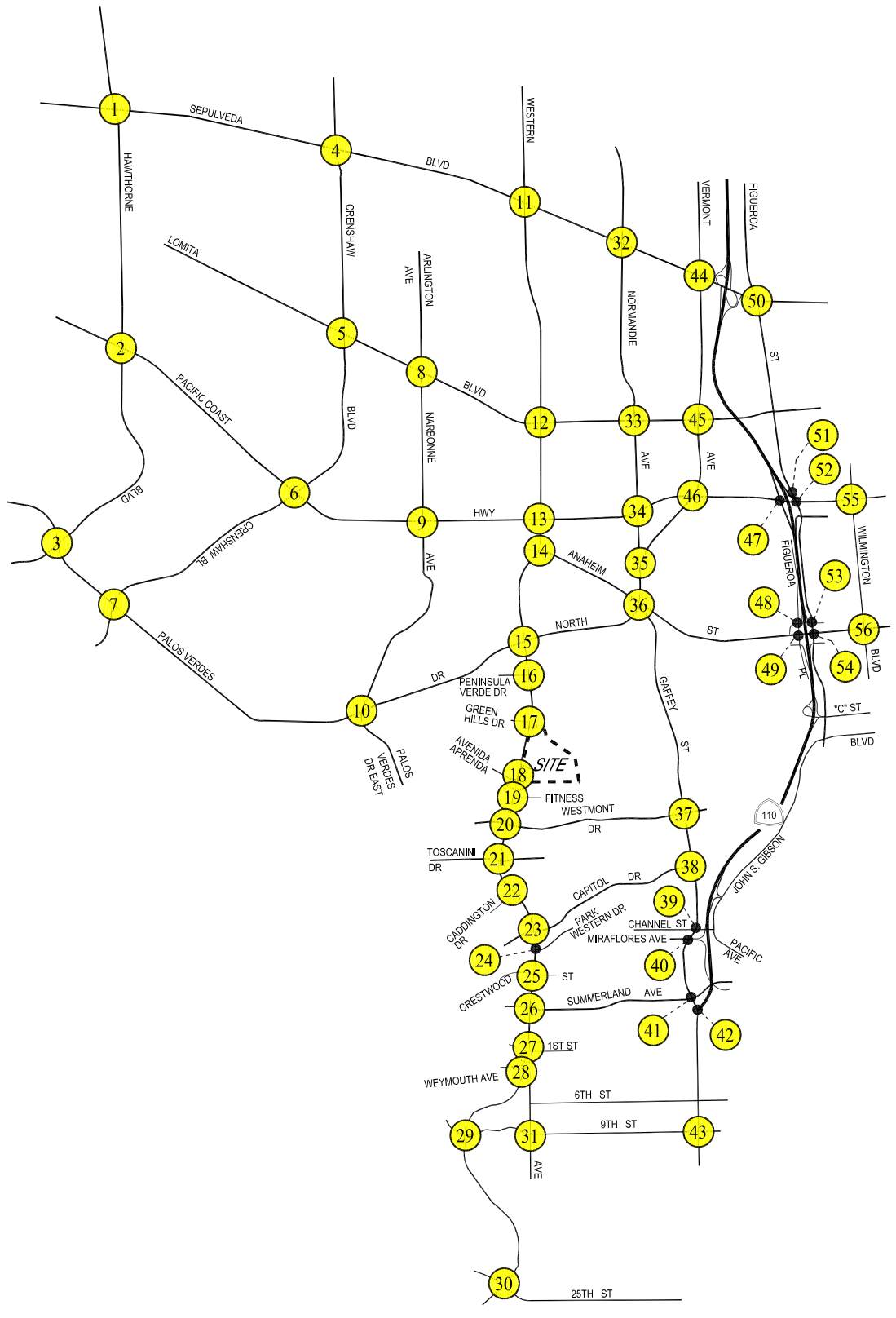
Immediate access to the project site is via Western Avenue. The list of 56 study intersections selected in consultation with LADOT staff for analysis of potential impacts related to the proposed project is presented in ***Table 4-1*** (jurisdiction of each intersection is noted in parenthesis for informational purposes). The study intersections selected for analysis in the traffic study also are noted in *Figure 1-1*. Of the 56 existing study intersections, 51 intersections are presently controlled by traffic signals and remaining 5 intersections are unsignalized. The existing lane configurations at the 56 existing study intersections are displayed in ***Figure 4-1***.

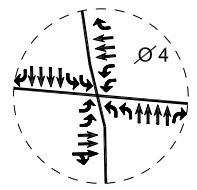
4.3 Roadway Descriptions

A review of the important roadways in the project site vicinity and study area is summarized in ***Table 4-2***. As indicated in *Table 4-2*, the important roadways within the project study area were reviewed on a segment basis in terms of the number of lanes provided, parking restrictions, posted speed limits, etc. Additionally, the roadway classifications as designated by the appropriate jurisdiction are noted on a segment basis in *Table 4-2*.

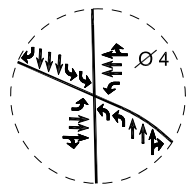
Table 4-1
LIST OF STUDY INTERSECTIONS

Map No.	Location	Traffic Control	Jurisdiction(s)
1	Hawthorne Boulevard/Sepulveda Boulevard	Signalized	City of Torrance
2	Hawthorne Boulevard/Pacific Coast Highway	Signalized	City of Torrance/Caltrans
3	Hawthorne Boulevard/Palos Verdes Drive North	Signalized	City of Rolling Hills Estates
4	Crenshaw Boulevard/Sepulveda Boulevard	Signalized	City of Torrance
5	Crenshaw Boulevard/Lomita Boulevard	Signalized	City of Torrance
6	Crenshaw Boulevard/Pacific Coast Highway	Signalized	City of Torrance/Caltrans
7	Crenshaw Boulevard/Palos Verdes Drive North	Signalized	City of Rolling Hills Estates/County of Los Angeles
8	Arlington Avenue/Lomita Boulevard	Signalized	City of Lomita
9	Narbonne Avenue/Pacific Coast Highway	Signalized	City of Lomita/Caltrans
10	Palos Verdes Drive East/Palos Verdes Drive North	Signalized	City of Rolling Hills Estates
11	Western Avenue/Sepulveda Boulevard	Signalized	City of Los Angeles/City of Torrance/Caltrans
12	Western Avenue/Lomita Boulevard	Signalized	City of Los Angeles/Caltrans
13	Western Avenue/Pacific Coast Highway	Signalized	City of Los Angeles/Caltrans
14	Western Avenue/Anaheim Street	Signalized	City of Los Angeles/Caltrans
15	Western Avenue/ Palos Verdes Drive North	Signalized	City of Lomita/Caltrans
16	Western Avenue/Peninsula Verde Drive	Unsignalized	City of Rancho Palos Verdes/Caltrans
17	Western Avenue/Northerly Project Access-Green Hills Drive	Signalized	City of Rancho Palos Verdes/Caltrans
18	Western Avenue/Avenida Aprenda-Southerly Project Access	Signalized	City of Rancho Palos Verdes/Caltrans
19	Western Avenue/Fitness Drive	Unsignalized	City of Rancho Palos Verdes/Caltrans
20	Western Avenue/Westmont Drive	Signalized	City of Rancho Palos Verdes/Caltrans/City of Los Angeles
21	Western Avenue/Toscanini Drive	Signalized	City of Rancho Palos Verdes/Caltrans
22	Western Avenue/Caddington Drive	Signalized	City of Rancho Palos Verdes/Caltrans
23	Western Avenue/Capitol Drive	Signalized	City of Rancho Palos Verdes/Caltrans/City of Los Angeles
24	Western Avenue/Park Western Drive	Signalized	City of Rancho Palos Verdes/Caltrans/City of Los Angeles
25	Western Avenue/Crestwood Street	Signalized	City of Rancho Palos Verdes/Caltrans/City of Los Angeles
26	Western Avenue/Summerland Avenue	Signalized	City of Rancho Palos Verdes/Caltrans
27	Western Avenue/W. 1st Street	Signalized	City of Los Angeles/Caltrans
28	Western Avenue/S. Weymouth Avenue	Signalized	City of Los Angeles/Caltrans
29	Western Avenue/W. 9th Street	Signalized	City of Los Angeles/Caltrans
30	Western Avenue/W. 25th Street	Signalized	City of Los Angeles/Caltrans
31	S. Weymouth Avenue/W. 9th Street	Signalized	City of Los Angeles
32	Normandie Avenue/Sepulveda Boulevard	Signalized	County of Los Angeles
33	Normandie Avenue/Lomita Boulevard	Signalized	County of Los Angeles
34	Normandie Avenue/Pacific Coast Highway	Signalized	City of Los Angeles/Caltrans
35	Vermont Avenue/Normandie Avenue	Unsignalized	City of Los Angeles
36	Anaheim Street-Gaffey Street-Palos Verdes Drive North/Vermont Avenue	Signalized	City of Los Angeles
37	Gaffey Street/Westmont Drive	Signalized	City of Los Angeles
38	Gaffey Street/Capitol Drive	Signalized	City of Los Angeles
39	Gaffey Street/Channel Street	Signalized	City of Los Angeles
40	Gaffey Street/Miraflores Avenue-I-110 Freeway SB On-Off Ramps	Signalized	City of Los Angeles/Caltrans
41	Gaffey Street/Summerland Avenue	Signalized	City of Los Angeles
42	Gaffey Street/I-110 Freeway SB & NB Ramps-SR-47 Eastbound On-Ramp	Signalized	City of Los Angeles/Caltrans
43	Gaffey Street/ W. 9th Street	Signalized	City of Los Angeles
44	Vermont Avenue/Sepulveda Boulevard	Signalized	County of Los Angeles/Caltrans
45	Vermont Avenue/Lomita Boulevard	Signalized	County of Los Angeles/City of Los Angeles
46	Vermont Avenue/Pacific Coast Highway	Signalized	City of Los Angeles
47	I-110 Freeway SB On-Off Ramps/Pacific Coast Highway	Signalized	City of Los Angeles/Caltrans
48	Figueroa Place/I-110 Freeway SB Off-Ramp (north of Anaheim Street)	Unsignalized	City of Los Angeles/Caltrans
49	Figueroa Place/Anaheim Street	Signalized	City of Los Angeles
50	Figueroa Street/Sepulveda Boulevard	Signalized	City of Carson
51	Figueroa Street/I-110 Freeway NB On-Ramp (north of PCH)	Unsignalized	City of Los Angeles/Caltrans
52	Figueroa Street/Pacific Coast Highway	Signalized	City of Los Angeles/Caltrans
53	Figueroa Street/I-110 Freeway NB On-Ramp (north of Anaheim Street)	Unsignalized	City of Los Angeles/Caltrans
54	Figueroa Street/Anaheim Street	Signalized	City of Los Angeles
55	Wilmington Boulevard/Pacific Coast Highway	Signalized	City of Los Angeles
56	Wilmington Boulevard/Anaheim Street	Signalized	City of Los Angeles

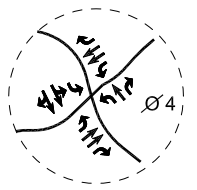




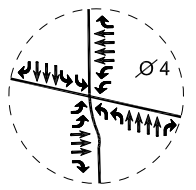
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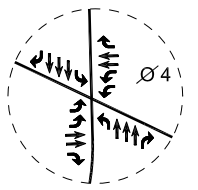
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Hawthorne/PVD North



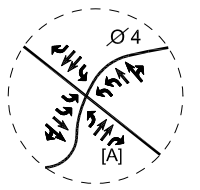
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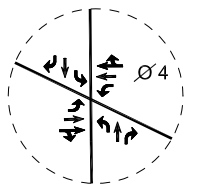
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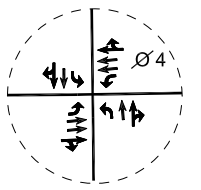
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Crenshaw/PVD North



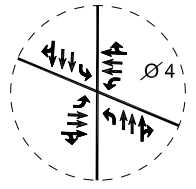
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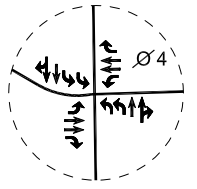
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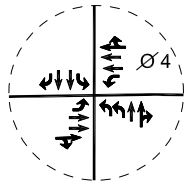
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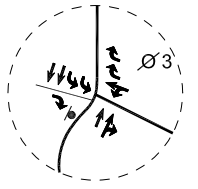
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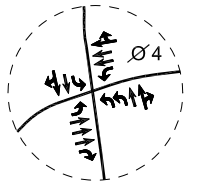
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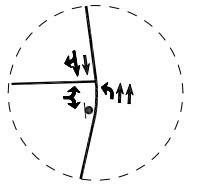
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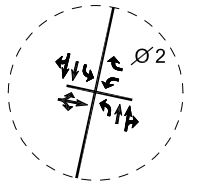


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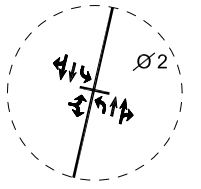


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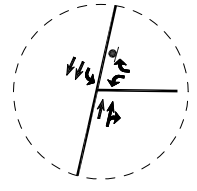

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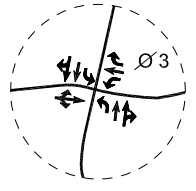


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Western/Green Hills

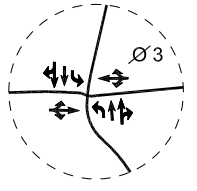


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Western/Avenida Aprenda


No. 19
Western/Fitness



No. 20
Western/Westmont



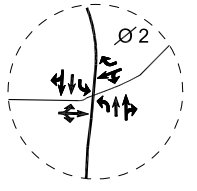
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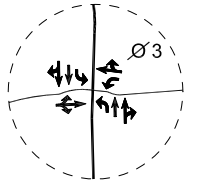
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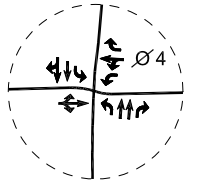
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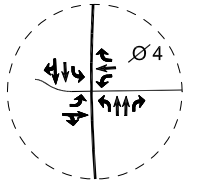
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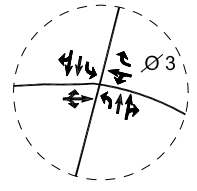
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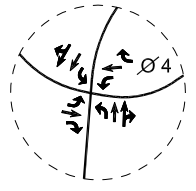
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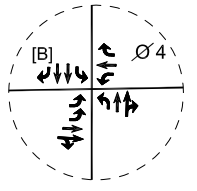
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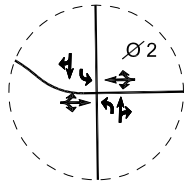
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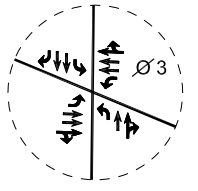
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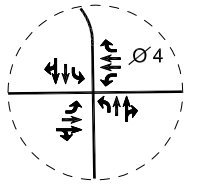
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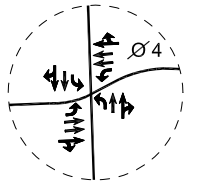
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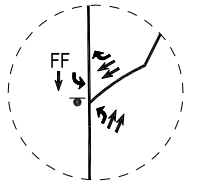
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Normandie/Lomita



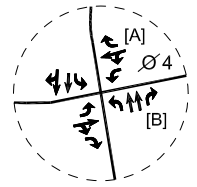
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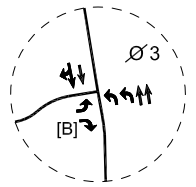
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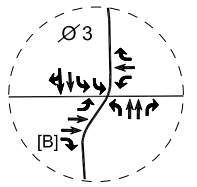
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PVD North-Gaffey/Anaheim



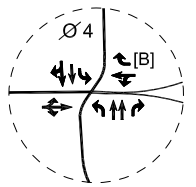
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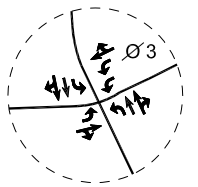
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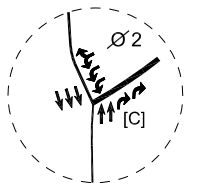
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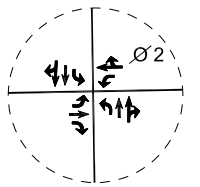
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Gaffey/Miraflores-I-110 SB



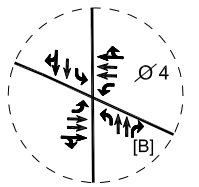
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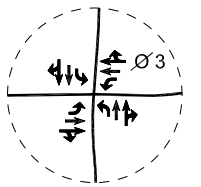
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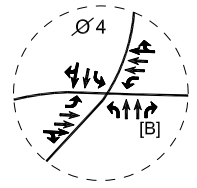
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Gaffey/9th



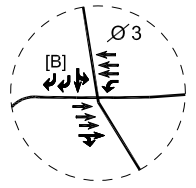
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Vermont/Sepulveda



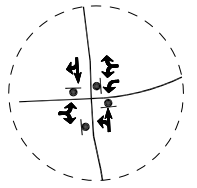
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Vermont/Lomita

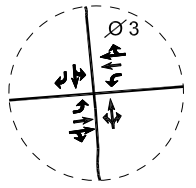


No. 46
Vermont/PCH

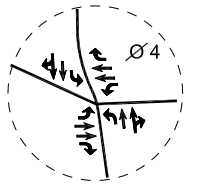


No. 47
I-110 SB/PCH

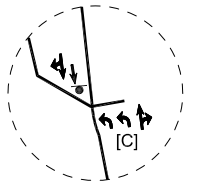

No. 48
Figueroa Pl/I-110 SB



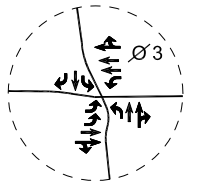
No. 49
Figueroa Pl/Anaheim



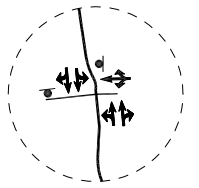
No. 50
Figueroa/Sepulveda

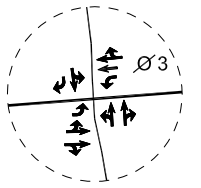


No. 51
Figueroa/I-110 NB

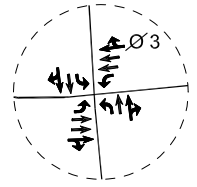


No. 52
Figueroa/PCH

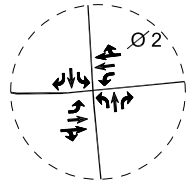

No. 53
Figueroa/I-110 NB



No. 54
Figueroa/Anaheim



No. 55
Wilmington/PCH



No. 56
Wilmington/Anaheim

NOTES:
- [A] NO RIGHT-TURN ON RED
- [B] OVERLAPPING RIGHT-TURN
- [C] FREE-FLOW MOVEMENT
- Ø X SIGNAL PHASING
- STOP SIGN

N

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

PONTE VISTA AT SAN PEDRO PROJECT

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Table 4-2
Existing Roadway Descriptions

Primary Street	Segments			Classification	LANES NB/EB	LANES SB/WB	Median Types	Parking Restrictions NB/EB	Parking Restrictions SB/WB	Speed Limit
Sepulveda Boulevard										
	from Figueroa St	to	I-110 NB Off Ramp	Major Highway	2	2	RM	NPAT	NSAT	40
	from I-110 NB Off Ramp	to	I-110 NB On Ramp	Major Highway	3	3	RM	NSAT	NSAT	40
	from I-110 NB On Ramp	to	I-110 SB On ramp	Major Highway	3	3	RM	NSAT	NSAT	40
	from I-110 SB On ramp	to	I-110 SB Off ramp	Major Highway	3	3	RM	NSAT	NSAT	40
	from I-110 SB Off ramp	to	Vermont Ave	Major Highway	3	3	RM	NSAT	NSAT	40
	from Vermont Ave	to	Mariposa Ave	Major Highway	3	3	RM	NSAT	NSAT	40
	from Mariposa Ave	to	Normandie Ave	Major Highway	2/3	3	RM	NSAT 7a-9a, 4p-6p	NSAT	40
	from Normandie Ave	to	Lockness Ave	Major Highway Class II	3	3	RM/2LT	NSAT	NSAT	40
	from Lockness Ave	to	Western Ave	Major Highway Class II	3	3	2LT/RM	NSAT / TANSAT	NSAT / NPAT	40
	from Western Ave	to	Border Ave	Major Highway	3	3	RM	NSAT	NSAT	40
	from Border Ave	to	Carbrillo Ave	Major Highway	3	3	RM/DY	NSAT	NSAT	40
	from Carbrillo Ave	to	Gramercy Ave	Major Highway	3	3	DY/2LT	NSAT	NSAT	40
	from Gramercy Ave	to	Arlington Ave	Major Highway	3	3	DY/2LT	NSAT	NSAT	40
	from Arlington Ave	to	Orange Ave	Major Highway	3	3	DY/2LT	NSAT	NSAT	40
	from Orange Ave	to	Cypress St	Major Highway	3	3	DY/2LT	NSAT	NSAT	40
	from Cypress St	to	Plum Ave	Major Highway	3	3	RM	NSAT	NSAT	40
	from Plum Ave	to	Crenshaw Blvd	Major Highway	3	4	RM	NSAT	NSAT	40
	from Crenshaw Blvd	to	Eriel Ave	Major Highway	3	4	RM	NSAT	NSAT	40
	from Eriel Ave	to	Fern Ave	Major Highway	3	4	DY/2LT	NSAT	NSAT	40
	from Fern Ave	to	Hickory Ave	Major Highway	3	4	DY	NSAT	NSAT	40
	from Hickory Ave	to	Maple Ave	Major Highway	3	4	DY/2LT/RM	NSAT	NSAT	40
	from Maple Ave	to	Madrona Ave	Major Highway	3	3	RM/2LT	NSAT	NSAT	40
	from Madrona Ave	to	Del Amo Circle East	Major Highway	3	3	RM/DY	NSAT	NSAT	40
	from Del Amo Circle East	to	Madison St	Major Highway	3	3	DY	NSAT	NSAT	40
	from Madison St	to	Ward St	Major Highway	3	3	2LT/DY	NSAT	NSAT	40
	from Ward St	to	Hawthorne Blvd	Major Highway	3	3	DY	NSAT	NSAT	40
Lomita Boulevard										
	from Figueroa St	to	McCoy Ave	Major Highway	2	2	RM	NPAT	NPAT	40
	from McCoy Ave	to	Vermont Ave	Major Highway	2	2	RM	NSAT / NS 10p-6a	NPAT / TANP 10p-6a nightly	40
	from Vermont Ave	to	Marigold Ave	Major Highway Class II	2	2	RM	PA	PA / NPAT commercial vehicles	40
	from Marigold Ave	to	Normandie Ave	Major Highway Class II	2	2	RM	PA	PA / NPAT commercial vehicles	40
	from Normandie Ave	to	President Ave	Major Highway Class II	2	2	Rm	NSAT	PA / TANP 10p-6a nightly	35
	from President Ave	to	Western Ave	Major Highway Class II	2	2	2LT	PA	PA/NSAT	35
	from Western Ave	to	Ebony Lane	Major Highway	2	2	DY	2hr 8a-6p Ex. S	TANSAT	35
	from Ebony Lane	to	Walnut St	Major Highway	2	2	DY/2LT/RM	NP W 6a-8a	2hr 7a-6p Daily Ex. S / NSAT	40
	from Walnut St	to	Eshelman Ave	Major Highway	2	2	DY/2LT	NP W 6a-8a	NPAT/PA NP R 6a-8a	40
	from Eshelman Ave	to	Oak St	Major Highway	2	2	DY/2LT	NP W 6a-8a	NP R 6a-8a	40
	from Oak St	to	Woodward Ave	Major Highway	2	2	DY/2LT	2hr 7a-6p Ex. H, NP W 6a-8a	NP R 6a-8a	40
	from Woodward Ave	to	Narbonne Ave	Major Highway	2	2	RM	2hr 7a-6p Ex. H, NP W 6a-8a	NP R 6a-8a	35
	from Narbonne Ave	to	Alliene Ave	Major Highway	2	2	RM	NP W 6a-8a, NP 3p-6p weekdays only	1hr 7a-6p Ex. S, NP R 6a-8a	35
	from Alliene Ave	to	Moon Ave	Major Highway	2	2	RM	NP W 6a-8a	NP R 6a-8a	35
	from Moon Ave	to	Lucille Ave	Major Highway	2	2	RM	PA	NSAT	35
	from Lucille Ave	to	Cypress St	Major Highway	2	2	RM	PA	NSAT	35
	from Cypress St	to	Lomita Dr	Major Highway	2	2	RM	NSAT	NSAT	35
	from Lomita Dr	to	Pennsylvania Ave	Major Highway	2	2	DY	NSAT	NP R 6a-8a	35

See last page of this worksheet for Footnotes and Abbreviations

Table 4-2 (Continued)
Existing Roadway Descriptions

Primary Street	Segments			Classification	LANES NB/EB	LANES SB/WB	Median Types	Parking Restrictions NB/EB	Parking Restrictions SB/WB	Speed Limit
	from Pennsylvania Ave	to	Crenshaw Blvd	Major Highway	2	2	DY/2LT	NSAT / NP W 6a-8a	NP R 6a-8a / RC	35
	from Crenshaw Blvd	to	Madison St	Minor Arterial	2	2	DY/2LT	NSAT	NSAT	45
	from Madison St	to	Samuel St	Minor Arterial	2	2	DY/2LT	NSAT	PA	45
	from Samuel St	to	Hawthorne Blvd	Minor Arterial	2	2	DY/2LT	NSAT	PA	45
Pacific Coast Highway										
	from Wilmington Blvd	to	Figueroa St	Major Highway Class II	3	3	DY	NS 7a-9a 4p-6p Ex. Sa and S	NS 7a-9a 4p-6p Ex. Sa and S	40
	from Figueroa St	to	I-110 SB Ramps	Major Highway Class II	2	3	DY	NSAT	NSAT	40
	from I-110 SB Ramps	to	Figueroa Pl	Major Highway Class II	2	3	DY	NSAT	NSAT	40
	from Figueroa Pl	to	Bixby Ave	Major Highway Class II	3	3	2LT	TANS 6a-930a 3p-7p M-Sa, 1hr 930a-3p Ex. S	TANS 6a-930a 3p-7p M-Sa, 1hr 930a-3p Ex. S	40
	from Bixby Ave	to	Vermont Ave	Major Highway Class II	3	3	DY	TANS 6a-930a 3p-7p M-Sa, 1hr 930a-3p Ex. S	TANS 6a-930a 3p-7p M-Sa, 1hr 930a-3p Ex. S	40
	from Vermont Ave	to	Normandie Ave	Major Highway Class II	3	3	DY	TANSAT	TANS 6a-930a 3p-7p M-Sa, 1hr 930a-3p Ex. S	40
	from Normandie Ave	to	Oak St	Major Highway Class II	3	3	DY/2LT	TANS 6a-930a 3p-7p M-F, 2hr 930a-3p Ex. S	TANS 6a-930a 3p-7p M-Sa, 1hr 930a-3p Ex. S	40
	from Oak St	to	Narbonne Ave	Major Highway	3	3	DY/2LT	TANS 6a-930a 3p-7p M-F, 2hr 930a-3p Ex. S	TANS 6a-930a 3p-7p M-F, 2hr 930a-3p Ex. S	35
	from Narbonne Ave	to	Reed Dr	Major Highway	3	3	DY/2LT	TANS 6a-930a 3p-7p M-F, 2hr 930a-3p Ex. S	TANS 6a-930a 3p-7p M-F, 2hr 930a-3p Ex. S	35
	from Reed Dr	to	Pennsylvania Ave	Major Highway	3	3	DY/2LT	TANS 6a-930a 3p-7p M-F, 2hr 930a-3p Ex. S	TANS 6a-930a 3p-7p M-F, 2hr 930a-3p Ex. S	35
	from Pennsylvania Ave	to	Hillworth Ave	Major Arterial	3	3	DY/2LT	TANS 6a-930a 3p-7p M-F, 2hr 930a-3p Ex. S	NSAT	35
	from Hillworth Ave	to	Airport Dr	Major Arterial	3	3	DY/2LT	NSAT	NSAT	45
	from Airport Dr	to	Crenshaw Blvd	Major Arterial	3	3	DY	NSAT	NSAT	45
	from Crenshaw Blvd	to	Ward St	Major Arterial	2	3	DY	NSAT	NSAT	45
	from Ward St	to	Hawthorne Blvd	Major Arterial	3	3	RM	NSAT	NSAT	45
Anaheim Street										
	from Wilmington Blvd	to	Figueroa St	Major Highway Class II	2	2	DY	TANSAT	TANSAT	35
	from Figueroa St	to	Figueroa Pl	Major Highway Class II	2	2	DY	NSAT	PA / NSAT	35
	from Figueroa Pl	to	Gaffey/Normandie/PV	Major Highway Class II	2	2	DY	NSAT	NSAT	35
	from Gaffey/Normandie/PV	to	Frampton Ave	Major Highway Class II	2	2	DY	RC / PA	RC / PA	35
	from Frampton Ave	to	President Ave	Major Highway Class II	2	2	DY	PA	PA	35
	from President Ave	to	Governor Ave/260th St	Major Highway Class II	2	2	DY	2hr 8a-6p	2hr 8a-6p	35
	from Governor Ave/260th St	to	Western Ave	Major Highway Class II	2	1	DY	PA / 15min 8a-6p	PA	35
Palos Verdes Drive North										
	from Gaffey/Anaheim St	to	Senator Ave	Major Highway Class II	3	3	RM	NSAT	NSAT	45
	from Senator Ave	to	President Ave	Major Highway Class II	3	3	RM	NSAT	PA	45
	from President Ave	to	Leesdale Ave	Major Highway Class II	3	3	RM	NP F 6a-8a	PA	45
	from Leesdale Ave	to	Western Ave	Major Highway Class II	3	3	RM	2hr 9a-8p NP F 6a-8a	PA	45
	from Western Ave	to	Rolling Vista Dr	Secondary Arterial	3	3	RM	NPAT / 2hr 7a-6p daily	NP F 8a-10a	45
	from Rolling Vista Dr	to	Eastvale Rd	Secondary Arterial	3	3	RM	NPAT	NP F 8a-10a	45
	from Eastvale Rd	to	Crenshaw Blvd	Secondary Arterial	1	1	2LT/RM	NPAT	NPAT	40
	from Crenshaw Blvd	to	Silver Saddle/Moccasin	Secondary Arterial	2	1	RM	NPAT	NPAT	40
	from Silver Saddle/Moccasin	to	Hawthorne Blvd	Secondary Arterial	1	1	DY	NPAT	NPAT	40

See last page of this worksheet for Footnotes and Abbreviations

Table 4-2 (Continued)
Existing Roadway Descriptions

Primary Street	Segments		Classification	LANES NB/EB	LANES SB/WB	Median Types	Parking Restrictions NB/EB	Parking Restrictions SB/WB	Speed Limit
Westmont Drive									
	from Gaffey St	to Mount Shasta Dr	Secondary Arterial	2	2	DY	NSAT / RC	NSAT / RC	35
	from Mount Shasta Dr	to Stonewood Ct	Secondary Arterial	2	2	DY	NSAT	PA	35
	from Stonewood Ct	to Western Ave	Secondary Arterial	2	2	DY/2LT	TANSAT	TANSAT	35
Captiol Drive									
	from Gaffey St	to Meyler St	Secondary Arterial	1	2	DY	PA	PA / TANSAT	35
	from Meyler St	to Brett Pl	Secondary Arterial	2	2	DY/2LT	PA	PA	35
	from Brett Pl	to Western Ave	Secondary Arterial	2	1	DY/2LT	PA / TANSAT	PA / TANSAT	35
Summerland Avenue									
	from Gaffey St	to Harbor View Ave	Secondary Arterial	1	1	DY	PA	PA	30
	from Harbor View Ave	to Western Ave	Secondary Arterial	1	1	DY	PA / 30min GC	PA / RC	30
9th Street									
	from Gaffey St	to Ellery Dr	Major Highway Class II	1	1	DY	PA / 2hr 8a-6p Ex. S MP	PA / NP R 4p-630p	35
	from Ellery Dr	to Malgren Ave	Major Highway Class II	1	1	DY/2LT	PA	PA / NP R 4p-630p	35
	from Malgren Ave	to Western Ave	Major Highway Class II	1	1	DY	RC / PA	RC / TANSAT	35
Figueroa Street									
	from Sepulevda Blvd	to Lomita Blvd	Major Highway	2	2	RM/DY	NPAT / PA	NPAT / PA	40
	from Lomita Blvd	to W. Q St	Major Highway Class II	2	2	RM/2LT	PA / NSAT	NPAT	35
	from W. Q St	to I-110 NB On ramp	Major Highway Class II	2	2	RM/2LT	PA / TANP 10p-6a nightly	PA	35
	from I-110 NB On ramp	to PCH	Major Highway Class II	2	2	RM	PA / TANP 10p-6a nightly	NSAT	35
	from PCH	to Denni St	Major Highway Class II	2	2	DY	NSAT	NSAT	35
	from Denni St	to Grant St	Major Highway Class II	2	2	2LT	PA	NSAT	35
	from Grant St	to I-110 NB On ramp	Major Highway Class II	2	2	DY/2LT	PA	NSAT	35
	from I-110 NB On ramp	to Anaheim St	Major Highway Class II	2	2	DY	PA / RC	2hr 8a-6p Ex. S / RC	35
Vermont Avenue									
	from Sepulveda Blvd	to Stonebryn Dr	Major Highway	2	2	RM	PA / NSAT	RC / PA	40
	from Stonebryn Dr	to 245th St	Major Highway	2	2	RM	NPAT commercial vehicles over 5 tons	PA	40
	from 245th St	to Lomita Blvd	Major Highway	2	2	RM	NPAT commercial vehicles over 5 tons	NPAT commercial vehicles over 5 tons	40
	from Lomita Blvd	to 253rd St	Major Highway Class II	2	2	RM/2LT	NP R 12p-230p	NP W 12p-2p	35
	from 253rd St	to 255th St	Major Highway Class II	2	2	DY/2LT	NP R 12p-230p	NP W 12p-2p	35
	from 255th St	to Bixby Ave	Major Highway Class II	1	2	DY	NSAT	NP W 12p-2p	45
	from Bixby Ave	to PCH	Major Highway Class II	1	2	DY	NSAT	NP W 12p-2p	45
	from PCH	to Normandie Ave	Major Highway Class II	2	2	DY/2LT	NPAT 10p-6a nightly / NSAT / PA	TANSAT / 10p-6a nightly	45
Normandie Avenue									
	from Sepulveda Blvd	to Lomita Blvd	Secondary Highway	2	2	2LT	NSAT	NSAT	45
	from Lomita Blvd	to PCH	Major Highway Class II	2	2	RM/2LT	NP R 12p-230p, 2hr 8a-6p Ex. Sa and S	PA, NP W 12p-2p	45
	from PCH	to Vermont Ave	Major Highway Class II	2	2	2LT	PA	2hr 8a-6p	45
	from Vermont Ave	to Anaheim St	Major Highway Class II	2	1	2LT	10p-6a nightly / PA / TANSAT	2hr 8a-6p / PA	45
Gaffey Street									
	from Anaheim St	to Westmont Dr	Major Highway Class II	2	2	DY/2LT	NSAT	NSAT / PA, NP 11p-5a nightly	45
	from Westmont Dr	to Capitol Dr	Major Highway Class II	2	2	DY/2LT	NSAT	NP 11p-5a nightly / NPAT	40
	from Capitol Dr	to Gatun St	Major Highway Class II	2	2	DY/2LT	NSAT	RC / PA	40
	from Gatun St	to Basin St	Major Highway Class II	2	2	2LT	PA	PA	40
	from Basin St	to Battery St	Major Highway Class II	2	2	DY/2LT	PA	2hr 8a-6p	40
	from Battery St	to Channel St	Major Highway Class II	2	2	DY	RC	PA	40

See last page of this worksheet for Footnotes and Abbreviations

Table 4-2 (Continued)
Existing Roadway Descriptions

Primary Street	Segments			Classification	LANES NB/EB	LANES SB/WB	Median Types	Parking Restrictions NB/EB	Parking Restrictions SB/WB	Speed Limit
	from Channel St	to	Miraflores Ave	Major Highway Class II	2	2	DY	NSAT	RC	40
	from Miraflores Ave	to	110 SB Off ramps	Major Highway Class II	2	2	DY	NSAT	RC / NSAT	40
	from 110 SB Off ramps	to	110 NB On ramps	Major Highway Class II	2	3	RM	NSAT	NSAT	35
	from 110 NB On ramps	to	Sepulveda St	Major Highway Class II	2	3	DY	NSAT	NS 3p-7p / NSAT	35
	from Sepulveda St	to	Santa Cruz St	Major Highway Class II	3	3	DY	NSAT	NS 3p-7p / NSAT	35
	from Santa Cruz St	to	1st St	Major Highway Class II	3	3	DY	NSAT	NS 7a-7p, NP W 4a-630a	35
	from 1st St	to	2nd St	Major Highway Class II	3	3	DY	NS 7a-9a, 4p-6p, NP R 4a-630a	NS 7a-7p, NP W 4a-630a	35
	from 2nd St	to	3rd St	Major Highway Class II	3	3	DY	NS 7a-9a, 4p-6p, NP R 4a-630a	NS 7a-7p, NP W 4a-630a	35
	from 3rd St	to	4th St	Major Highway Class II	3	2	DY	NS 7a-9a, 4p-6p, 1hr 9a-4p	NS 7a-7p, NP W 4a-630a	35
	from 4th St	to	5th St	Major Highway Class II	3	2	DY	NS 7a-9a, 4p-6p, 1hr 9a-4p	NS 7a-7p, NP W 4a-630a	35
	from 5th St	to	6th St	Major Highway Class II	2	2	DY	1hr 8a-6p Ex. Sa and S, NP R 4a-630a	1hr 8a-6p Ex. Sa and S, NP W 4a-630a	35
	from 6th St	to	7th St	Major Highway Class II	2	2	DY	1hr 8a-6p Ex. Sa and S, NP R 4a-630a	30 min 8a-6p, NP W 4a-630a	35
	from 7th St	to	8th St	Major Highway Class II	2	2	DY	30min 8a-6p, NP R 4a-630a	1hr 8a-6p Ex. Sa and S, NP W 4a-630a	35
	from 8th St	to	9th St	Major Highway Class II	2	2	DY	1hr 8a-6p Ex. Sa and S, NP R 4a-630a	1hr 8a-6p Ex. Sa and S, NP W 4a-630a	35
Western Avenue										
	from Sepulveda Blvd	to	237th St	Major Highway Class II	2	2	RM	PA	PA / NPAT	40
	from 237th St	to	242nd Pl	Major Highway Class II	2	2	RM	PA	NSAT	35
	from 242nd Pl	to	247th St	Major Highway Class II	2	2	RM	15m 7a-5p school/2hr 9a-1:30p/NS 7a-5p	PA	35
	from 247th St	to	249th St	Major Highway Class II	2	2	RM	PA	PA	35
	from 249th St	to	Lomita Blvd	Major Highway Class II	2	2	RM	PA	PA / RC	35
	from Lomita Blvd	to	254th St	Major Highway Class II	2	2	RM	PA	RC / PA	35
	from 254th St	to	255th St	Major Highway Class II	2	2	RM	PA	2hr 8a-Midnight daily	35
	from 255th St	to	256th St	Major Highway Class II	2	2	RM	PA	PA	35
	from 256th St	to	257th St	Major Highway Class II	2	2	RM	PA	PA	35
	from 257th St	to	PCH	Major Highway Class II	2	2	DY	PA	RC / PA	35
	from PCH	to	258th Pl	Major Highway Class II	2	2	DY	PA	RC	35
	from 258th Pl	to	259th St	Major Highway Class II	2	2	DY	PA	PA	35
	from 259th St	to	259th Pl	Major Highway Class II	2	2	RM	PA	PA	35
	from 259th Pl	to	Anaheim St	Major Highway Class II	2	2	RM	NSAT / PA	RC	35
	from Anaheim St	to	263rd St	Major Highway Class II	2	2	RM	NP F 6a-8a	NP F 6a-8a	35
	from 263rd St	to	Hillcrest Ave	Major Highway	2	2	RM	2hr 7a-6p NP F 6a-8a	NP F 6a-8a	35
	from Hillcrest Ave	to	Leesdale Ave	Major Highway	2	2	RM	NSAT / NP F 6a-8a	NP F 6a-8a, 1hr 7a-6p	35
	from Leesdale Ave	to	Palos Verdes Dr N.	Major Highway	2	2	RM	NSAT / NP F 6a-8a	NP F 6a-8a	35
	from Palos Verdes Dr N.	to	Peninsula Verde Dr	Major Highway	2	2	RM	NP F 6a-8a	NP F 6a-8a	35/45
	from Peninsula Verde Dr	to	Fitness Dr	Major Highway	2	2	RM	PA	NS 7a-9a 3p-7p Ex. Sa and S	35/45
	from Fitness Dr	to	Westmont Dr	Major Highway	2	2	RM	NP 7a-9a, 3p-7p Ex. Sa and S	NS 7a-9a 3p-7p Ex. Sa and S	35/45
	from Westmont Dr	to	Park Western Dr	Major Highway	2	2	RM	NP 7a-9a, 3p-7p Ex. Sa and S	NS 7a-9a 3p-7p Ex. Sa and S	35
	from Park Western Dr	to	Crestwood St	Major Highway	2	2	RM	NS 4p-6p	NS 7a-9a 3p-7p Ex. Sa and S	35
	from Crestwood St	to	Summerland Ave	Major Highway Class II	2	2	RM	NS 4p-6p	PA	35
	from Summerland Ave	to	Santa Cruz St	Major Highway Class II	2	2	DY/2LT	PA, NS 4p-6p Ex. Sa and S	NS 3p-7p Ex. Sa and S	35
	from Santa Cruz St	to	W. 1st St	Major Highway Class II	2	2	RM	PA, NS 4p-6p Ex. Sa and S	NSAT	35
	from W. 1st St	to	Weymouth Ave	Major Highway Class II	2	2	RM	NSAT	NSAT	40
	from Weymouth Ave	to	Bynner Dr	Major Highway Class II	2	2	RM	NSAT	None	40
	from Bynner Dr	to	9th St	Major Highway Class II	2	2	2LT	NSAT	None	40

See last page of this worksheet for Footnotes and Abbreviations

Table 4-2 (Continued)
Existing Roadway Descriptions

Primary Street	Segments		Classification	LANES NB/EB	LANES SB/WB	Median Types	Parking Restrictions NB/EB	Parking Restrictions SB/WB	Speed Limit
Weymouth Avenue									
	from Western Ave	to 7th St	Secondary Arterial	1	1	DY/2LT	15min 7a-5a, NS 7a-5p School Days	PA	35
	from 7th St	to 8th St	Secondary Arterial	1	1	DY	PA	PA	35
	from 8th St	to 9th St	Secondary Arterial	1	1	DY/2LT	RC	PA	35
Arlington Avenue/Narbonne Avenue/Palos Verdes Drive East									
	from Sepulveda Blvd	to 230th St	Secondary Highway	1	2	DY	RC	PA	35
	from 230th St	to 231st St	Secondary Highway	1	1	2LT	NP F 10a-2p	PA	35
	from 231st St	to 232nd St	Secondary Highway	1	1	DY	PA	PA	35
	from 232nd St	to 235th St	Secondary Highway	1	1	DY	PA	PA	35
	from 235th St	to 236th Pl	Secondary Highway	1	1	DY/2LT	PA	NP F 10a-2p	35
	from 236th Pl	to 238th St	Secondary Highway	1	1	DY/2LT	PA	2hr 9a-6p	35
	from 238th St	to 239th St	Secondary Highway	1	1	DY/2LT	PA	NP F 12p-4p	25
	from 239th St	to 240th St	Secondary Highway	1	1	2LT	NP F 12p-4p	PA	25
	from 240th St	to 241st St	Secondary Highway	2	1	RM/2LT	PA	PA	25
	from 241st St	to 242nd St	Secondary Highway	2	1	DY	PA	PA	25
	from 242nd St	to 243rd St	Secondary Highway	1	1	DY	PA	2hr 7a-6p daily	25
	from 243rd St	to 245th St	Secondary Highway	1	1	DY	NSAT	PA	25
	from 245th St	to Lomita Blvd	Secondary Highway	1	1	DY	PA/RC	PA	25
	from Lomita Blvd	to 247th St	Secondary Highway	1	1	DY	1hr 7a-6p, NP W 6a-8a	NP R 6a-8a	30
	from 247th St	to 250th St	Secondary Highway	2	2	DY	NP W 6a-8a	NP R 6a-8a	30
	from 250th St	to 253rd Pl	Secondary Highway	2	2	DY	1hr 7a-6p, NP W 6a-8a	1hr 7a-6p, NP R 6a-8a	35
	from 253rd Pl	to 254th St	Secondary Highway	2	2	DY	1hr 7a-6p, NP W 6a-8a	NP R 6a-8a	35
	from 254th St	to 255th St	Secondary Highway	2	2	DY	NP W 6a-8a	NP R 6a-8a	35
	from 255th St	to 256th St	Secondary Highway	2	2	DY	NP W 6a-8a	1hr 7a-6p, NP R 6a-8a	35
	from 256th St	to PCH	Secondary Highway	2	2	DY	1hr 7a-6p, NP W 6a-8a	PA	35
	from PCH	to Vista Lomita Ln	Secondary Highway	2	2	DY	NP W 8a-10a	RC / PA	35
	from Vista Lomita Ln	to Visloma Pl	Secondary Highway	2	2	DY	NP W 8a-10a	NSAT	35
	from Visloma Pl	to Bridlewood Cir	Major Highway	2	2	DY	NP W 8a-10a	NP R 6a-8a	35
	from Bridlewood Cir	to Club View Ln	Major Highway	1	1	DY	NPAT	NPAT	40
	from Club View Ln	to Palos Verdes Dr N.	Major Highway	1	1	RM/2LT	NPAT	NPAT / PA	40
Crenshaw Boulevard									
	from Sepulveda Blvd	to 255th Pl	Major Arterial	4	3	RM	NSAT	NSAT	45
	from 255th Pl	to 227th St	Major Arterial	3	3	RM	NSAT	NSAT	45
	from 227th St	to Lomita Blvd	Major Arterial	3	3	DY/2LT	NSAT	NSAT	45
	from Lomita Blvd	to Skypark Dr	Major Highway	3	3	DY/2LT	NSAT	NSAT	45
	from Skypark Dr	to Airport Dr	Major Highway	3	3	DY/RM	NSAT	NSAT	45
	from Airport Dr	to PCH	Major Highway	3	3	RM/DY/2LT	NSAT	NSAT	45
	from PCH	to Hidden Ln	Major Highway	3	3	RM	NSAT	NSAT	45
	from Hidden Ln	to Palos Verdes Dr N.	Major Arterial	3	3	RM	NSAT	NSAT	45/TS

See last page of this worksheet for Footnotes and Abbreviations

Table 4-2 (Continued)
Existing Roadway Descriptions

Primary Street	Segments		Classification	LANES NB/EB	LANES SB/WB	Median Types	Parking Restrictions NB/EB	Parking Restrictions SB/WB	Speed Limit
Hawthorne Boulevard									
from	Sepulveda Blvd	to Lomita Blvd	Principal Arterial	4	4	RM	NSAT	NSAT	40
from	Lomita Blvd	to 240th St	Principal Arterial	4	3	RM	NSAT	PA	40
from	240th St	to PCH	Principal Arterial	3	3	RM	NSAT / NS 6a-9a Ex. Sa and S, 1hr 9a-6p e	NSAT	40
from	PCH	to 242nd St	Principal Arterial	3	3	RM	NSAT	NSAT	40
from	242nd St	to 244th St	Principal Arterial	3	3	RM	1hr 9a-6p Ex. S, NS 6a-9a Ex. Sa and S	NSAT / 1hr 9a-4p NS 4p-7p	40
from	244th St	to Newton St	Principal Arterial	3	3	RM	1hr 9a-6p Ex. S, NS 6a-9a Ex. Sa and S	1hr9a-4p NS 4p-7p	40
from	Newton St	to Rolling Hills Dr	Principal Arterial	3	3	RM	2hr 7a-6p	NSAT	40
from	Rolling Hills Dr	to Palos Verdes Dr N.	Principal Arterial	2	2	RM	None	None	45
Wilmington Boulevard									
from	PCH	to Anaheim St	Secondary Highway	1	2	DY/2LT	PA / RC	PA / RC	35
from	Anaheim St	to C Street	Secondary Highway	2	2	DY	PA / RC	PA / RC	35
from	C Street	to Harry Bridges Blvd	Secondary Highway	2	2	DY	PA	PA	35
Harry Bridges Boulevard									
from	Figueroa St	to Wilmington Blvd	Major Highway Class II	2	2	DY	TANSAT	TANSAT	35
John S Gibson Boulevard									
from	Harry Bridges Blvd	to I-110 NB Ramps	Major Highway Class II	2	2	RM/DY	TANSAT	TANSAT	40
Pacific Avenue									
from	I-110 NB Ramps	to Channel St	Major Highway Class II	2	2	DY	TANSAT	TANSAT	40
Channel Street									
from	Gaffey Street	to Pacific Ave	Major Highway Class II	2	2	DY	TANSAT	TANSAT	30

Footnotes and Abbreviations:

Lanes

- # Number of lanes
- #/# Off peak hr # of lanes/Peak hr # of lanes
- x=>y Changed from x number of lanes to y number of lanes

Median Type

- DY Double Yellow
- RM Rasied Median
- 2LT 2-Way Left-Turn pocket

Parking

- TANSAT Tow-Away No Stopping AnyTime
- NSAT No Stopping AnyTime
- NPAT No Parking AnyTime
- RC Red Curb
- NP No Parking
- MP Metered Parking
- / Change in Parking Restriction
- None No parking restrictions
- NS No Stopping
- PA Parking Available
- GC Green Curb
- TS Truck Speed - 25mph
- TANP Tow-Away No Parking

- Ex. Except
- M Monday
- T Tuesday
- W Wednesday
- R Thursday
- F Friday
- Sa Saturday
- S Sunday
- H Holiday

4.4 Existing Public Bus Transit Service

Public bus transit service in the project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and LADOT. A summary of the existing transit routes, including the transit route, destinations and peak hour headways on roadways within the project study area is presented in ***Table 4-3***. The existing public transit routes in the proposed project site vicinity are illustrated in ***Figure 4-2***.

Table 4-3
EXISTING TRANSIT ROUTES

ROUTE	DESTINATIONS	ROADWAY NEAR SITE	NO. OF BUSES DURING PEAK PERIOD		
			DIR	AM	PM
Metro 205 [1]	San Pedro to Willowbrook (Lomita, Harbor City, Carson, Compton)	Western Avenue, Palos Verdes Drive North	NB SB	3 3	2 2
Metro 246-247 [1]	Los Angeles to San Pedro (Wilmington, Carson)	John Gibbs Boulevard, Harbor Beacon Park-Ride Lot	NB SB	2 2	2 2
Metro 232 [1]	Long Beach to LAX (Wilmington, Harbor City, Torrance, Redondo Beach)	Pacific Coast Highway, Western Avenue	NB SB	7 5	4 5
Metro 344 [1]	Rancho Palos Verdes to Los Angeles (Torrance, Harbor Gateway)	Hawthorne Boulevard, Pacific Coast Highway	NB SB	3 5	4 3
Metro 445 [1]	San Pedro to Downtown LA (Harbor Gateway)	Figueroa Street, Pacific Coast Highway	NB SB	2 2	2 2
Metro 550 [1]	San Pedro to West Hollywood (Harbor City, Harbor Gateway, Exposition Park, Midcity, Beverly Hills)	Normandie Avenue, Pacific Coast Highway	NB SB	2 2	2 2
Beach Cities 104 [2] (Redondo Transit)	Redondo Beach Pier to Del Amo Fashion Center (Riviera Village, Torrance)	Sepulveda Boulevard	NB SB	1 1	1 1
Commuter Express CE 448 [3]	Rancho Palos Verdes to Downtown Los Angeles	Western Avenue, Pacific Coast Highway	EB WB	3 0	0 4
LADOT DASH San Pedro [3]	San Pedro	Western Avenue, Gaffey Street Crestwood Street, Summerland	NB SB	3 3	3 3
Gardena Municipal Bus Line 2 [4]	Western Avenue (circulator)	Western Avenue, Pacific Coast Highway	NB SB	2 2	3 3
MAX Line 2 [5]	Palos Verdes Peninsula	Hawthorne Boulevard, Palos Verdes Drive North	NB SB	2 0	0 2

[1] Source: Los Angeles County Metropolitan Transportation Authority (Metro) Website.
[2] Source: City of Redondo Beach Transit (Beach Cities) Website.
[3] Source: Los Angeles Department of Transportation (LADOT) Website.
[4] Source: City of Gardena (Gardena Municipal Bus Line) Website.
[5] Source: Municipal Area Express (MAX) Website.
[6] Source: Palos Verdes Peninsula Transit Authority (PVPTA) Website.
[7] Source: City of Torrance (Torrance Transit) Website.

Table 4-3 (Continued)
EXISTING TRANSIT ROUTES

ROUTE	DESTINATIONS	ROADWAY NEAR SITE	NO. OF BUSES DURING PEAK PERIOD		
			DIR	AM	PM
MAX Line 3 [5]	San Pedro to Torrance	Western Avenue, Capital Drive	NB SB	0 0	0 2
MAX Line 3x [5]	Freeway Express	Gaffery Street, 9th Street	NB SB	1 0	0 3
PVPTA Green Route [6]	Miraleste Plaza to Ridgecrest School	Western Avenue, Crenshaw Boulevard, Palos Verdes Drive North	NB SB	2 2	0 0
PVPTA Green-Eastview [6]	Miraleste Intermediate to Eastview neighborhood circulator	Western Avenue, Palos Verdes Drive North, Toscanini, Caddington Drive	NB SB	0 2	0 0
PVPTA Orange Route [6]	Palos Verdes North/Peninsula to Palos Verdes High School	Western Avenue, Toscanini Drive	NB SB	0 0	0 0
Torrance Line 3 [7]	Redondo Beach Pier to Downtown Long Beach - (Del Amo Fashion Center, Harbor/UCLA, Wilmington)	Wilmington Boulevard, Pacific Coast Highway,	EB WB	5 5	5 5
Torrance Line 5 [7]	El Camino College (Torrance Airport, Charles H. Wilson Park, Torrance Station) circulator	Crenshaw Boulevard, Pacific Coast Highway, Narbonne Avenue	NB SB	2 2	1 2
Torrance Line 7 [7]	Redondo Beach Pier to Wilmington (Charles H. Wilson Park, Kaiser Medical Center, LA Harbor College)	Vermont Avenue, Sepulveda Boulevard, Pacific Coast Highway, Wilmington)	EB WB	3 3	3 3
Torrance Line 8 [7]	Skypark Business District to LAX Lot C (South Bay Galleria, Manhattan Beach North Redondo Beach)	Hawthorne Boulevard, Pacific Coast Highway	NB SB	3 4	3 4
Torrance Line 9 [7]	Del Amo Fashion Center to Historic Downtown Torrance - (Torrance Hospital, Lomita, Harbor City) circulator	Lomita Boulevard, Crenshaw Boulevard, Western Avenue, Normandie Avenue, Vermont Avenue	NB SB	2 2	2 2

[1] Source: Los Angeles County Metropolitan Transportation Authority (Metro) Website.
[2] Source: City of Redondo Beach Transit (Beach Cities) Website.
[3] Source: Los Angeles Department of Transportation (LADOT) Website.
[4] Source: City of Gardena (Gardena Municipal Bus Line) Website.
[5] Source: Municipal Area Express (MAX) Website.
[6] Source: Palos Verdes Peninsula Transit Authority (PVPTA) Website.
[7] Source: City of Torrance (Torrance Transit) Website.



MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

N

NOT TO SCALE

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

PONTE VISTA AT SAN PEDRO PROJECT

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5.0 TRAFFIC COUNTS

Existing manual counts of vehicular turning movements were conducted in September and October 2010 at each of the 56 existing study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The traffic counts were conducted during weekdays when local schools were in session. The manual counts were conducted by several traffic count subconsultants (i.e., Accutek Traffic Data, City Traffic Counters, and The Traffic Solution) at the study intersections from 7:00 to 10:00 AM to determine the AM peak commuter hour, and from 3:00 to 6:00 PM to determine the PM peak commuter hour. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with peak commuter hours in the metropolitan Los Angeles area. In addition, Saturday mid-day peak period traffic counts were conducted at 17 study intersections along Western Avenue from 11:00 AM to 2:00 PM to determine weekend mid-day peak hour conditions, primarily associated with Saturday shopping traffic in the commercial sections of Western Avenue near the project site.

In addition to the manual intersection traffic counts conducted during the AM and PM commuter periods, supplemental spot counts were conducted at key intersections situated within close proximity to schools based on comments received during community outreach meetings. The comments received from community members indicated that traffic near schools during the school afternoon peak hour (i.e., approximately 2:00 to 3:00 PM) can be higher than during the typical PM peak commuter period (i.e., 3:00 to 6:00 PM). Accordingly, manual intersection traffic counts were conducted at 12 key intersections located near area schools for the 2:00 to 3:00 PM to supplement the 3:00 to 6:00 PM counts for purposes of determining the highest one hour period of traffic during the overall four hour count period.

5.1 Weekday and Saturday Peak Period Traffic Counts

The weekday AM and PM peak period manual counts of vehicle movements at the 56 existing study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the weekday manual traffic counts at the study intersections are contained in ***Appendix A***.

The Saturday mid-day peak period manual counts of vehicle movements at the 17 study intersections included in the weekend analysis are summarized in ***Table 5-2***. The existing traffic volumes at these study intersections during the Saturday mid-day peak hour are shown in ***Figure 5-3***. Summary data worksheets of the Saturday manual traffic counts at the study intersections also are contained in *Appendix A*.

Table 5-1
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Hawthorne Boulevard/ Sepulveda Boulevard [1]	09/28/2010	NB	8:15	2,479	5:00	2,520
			SB		1,906		2,899
			EB		1,460		1,294
			WB		1,385		1,789
2	Hawthorne Boulevard/ Pacific Coast Highway [1]	09/28/2010	NB	7:30	1,641	5:00	1,216
			SB		1,325		2,110
			EB		1,702		1,593
			WB		1,359		1,467
3	Hawthorne Boulevard/ Palos Verdes Drive [1]	09/28/2010	NB	7:45	1,251	5:00	940
			SB		958		1,427
			EB		931		628
			WB		736		739
4	Crenshaw Boulevard/ Sepulveda Boulevard [1]	09/29/2010	NB	7:45	1,677	5:00	2,037
			SB		1,239		1,859
			EB		1,428		1,684
			WB		2,243		1,836
5	Crenshaw Boulevard/ Lomita Boulevard [1]	09/29/2010	NB	7:45	1,202	3:15	1,959
			SB		1,636		1,852
			EB		737		1,609
			WB		1,704		1,224
6	Crenshaw Boulevard/ Pacific Coast Highway [1]	09/29/2010	NB	7:30	1,441	3:15	1,075
			SB		727		1,232
			EB		1,314		1,599
			WB		2,656		1,994
7	Crenshaw Boulevard/ Palos Verdes Drive [1]	09/30/2010	NB	7:30	1,367	5:00	1,015
			SB		948		1,146
			EB		944		871
			WB		955		958
8	Arlington Avenue/ Lomita Boulevard [1]	09/30/2010	NB	7:30	666	3:00	547
			SB		423		545
			EB		989		1,549
			WB		1,595		1,231
9	Narbonne Avenue/ Pacific Coast Highway [1]	09/30/2010	NB	7:30	761	5:00	474
			SB		415		618
			EB		1,685		2,063
			WB		2,350		2,093
10	Palos Verdes Drive East/ Palos Verdes Drive North [1]	10/07/2010	NB	7:30	730	5:00	415
			SB		302		520
			EB		1,324		1,326
			WB		1,214		1,239

[1] Counts conducted by Accutek Traffic Data, Inc.
[2] Counts conducted by City Traffic Counters
[3] Counts conducted by The Traffic Solution

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
11	Western Avenue/ Sepulveda Boulevard [1]	10/07/2010	NB SB EB WB	7:15	1,477 1,188 1,339 2,058	5:00	1,184 1,388 1,766 1,779
12	Western Avenue/ Lomita Boulevard [1]	10/07/2010	NB SB EB WB	7:30	1,359 1,150 1,237 1,186	5:00	908 1,263 1,767 1,142
13	Western Avenue/ Pacific Coast Highway [1]	10/12/2010	NB SB EB WB	7:30	1,388 891 1,928 1,895	5:00	1,142 1,031 1,903 1,659
14	Western Avenue/ Anaheim Street [1]	10/12/2010	NB SB EB WB	7:30	1,060 972 4 638	5:00	777 1,337 1 474
15	Western Avenue/ Palos Verdes Drive North [2]	09/28/2010	NB SB EB WB	7:15	1,945 776 1,465 984	5:00	1,247 995 1,410 1,179
16	Western Avenue/ Peninsula Verde Drive [2]	09/28/2010	NB SB EB WB	7:15	1,918 1,153 23 0	5:00	1,212 1,642 15 0
17	Western Avenue/ Green Hills Drive [2]	09/28/2010	NB SB EB WB	7:15	2,043 1,126 1 0	5:00	1,185 1,640 30 0
18	Western Avenue/ Avenida Aprenda [2]	09/28/2010	NB SB EB WB	7:30	1,758 950 455 0	5:00	1,181 1,640 101 0
19	Western Avenue/ Fitness Drive [2]	09/28/2010	NB SB EB WB	7:45	1,710 964 0 112	5:00	1,180 1,637 0 37
20	Western Avenue/ Westmont Drive [2]	09/28/2010	NB SB EB WB	7:30	1,600 936 315 593	5:00	1,215 1,547 134 539

[1] Counts conducted by Accutek Traffic Data, Inc.
[2] Counts conducted by City Traffic Counters
[3] Counts conducted by The Traffic Solution

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
21	Western Avenue/ Toscanini Drive [2]	09/28/2010	NB SB EB WB	7:30	1,672 1,009 348 163	5:00	1,335 1,558 98 77
22	Western Avenue/ Caddington Drive [2]	09/28/2010	NB SB EB WB	7:30	1,724 1,296 160 37	5:00	1,245 1,581 270 45
23	Western Avenue/ Capitol Drive [2]	09/28/2010 03/22/2011	NB SB EB WB	7:30	1,504 1,250 299 460	2:00	1,299 1,648 210 450
24	Western Avenue/ Park Western Drive [2]	09/29/2010	NB SB EB WB	7:15	1,717 1,154 11 232	5:00	1,561 1,528 29 347
25	Western Avenue/ Crestwood Street [2]	09/29/2010	NB SB EB WB	7:30	1,731 1,233 332 104	4:30	1,465 1,572 200 318
26	Western Avenue/ Summerland Avenue [2]	09/29/2010	NB SB EB WB	7:30	1,327 1,267 115 653	5:00	1,202 1,683 65 565
27	Western Avenue/ 1st Street [2]	09/29/2010	NB SB EB WB	7:30	1,524 1,166 322 522	4:45	1,291 1,627 264 645
28	Western Avenue/ Weymouth Avenue [2]	09/29/2010	NB SB EB WB	7:30	975 1,272 134 505	5:00	907 1,640 66 411
29	Western Avenue/ 9th Street [2]	09/29/2010	NB SB EB WB	7:30	1,118 767 207 339	4:45	974 1,149 351 309
30	Western Avenue/ 25th Street [2]	09/29/2010	NB SB EB WB	7:30	202 737 761 527	4:45	246 849 776 456

[1] Counts conducted by Accutek Traffic Data, Inc.
[2] Counts conducted by City Traffic Counters
[3] Counts conducted by The Traffic Solution

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
31	Weymouth Avenue/ 9th Street [2]	09/29/2010 03/22/2011	NB SB EB WB	7:30	418 263 355 430	2:45	272 294 306 378
32	Normandie Avenue/ Sepulveda Boulevard [1]	10/12/2010	NB SB EB WB	7:30	800 645 1,451 2,018	4:30	613 816 1,739 1,663
33	Normandie Avenue/ Lomita Boulevard [1]	10/13/2010 03/22/2011	NB SB EB WB	7:30	772 770 1,517 1,370	2:00	670 892 1,626 1,137
34	Normandie Avenue/ Pacific Coast Highway [1]	10/13/2010	NB SB EB WB	7:30	536 625 1,856 1,838	4:45	717 618 1,663 1,702
35	Vermont Avenue/ Normandie Avenue [1]	10/13/2010	NB SB EB WB	7:30	1,077 495 284 0	4:45	646 436 0 0
36	Vermont Ave-Palos Verdes N-Gaffey Street/ Anaheim Street [1]	10/14/2010	NB SB EB WB NEB	7:15	816 715 447 1,003 1,519	4:45	552 937 538 1,027 1,036
37	Gaffey Street/ Westmont Drive [3]	10/12/2010	NB SB EB WB	7:30	1,134 688 711 39	4:30	1,114 935 378 280
38	Gaffey Street/ Capitol Drive [3]	10/12/2010	NB SB EB WB	7:30	1,216 874 533 0	4:45	1,319 1,145 334 0
39	Gaffey Street/ Channel Street [3]	10/12/2010	NB SB EB WB	7:15	1,309 1,207 601 597	4:30	1,270 1,240 510 614
40	Gaffey Street/ Miraflores Ave-I110 SB Ramps [3]	10/12/2010	NB SB EB WB	7:15	1,172 1,027 78 438	4:45	1,040 1,036 61 391

[1] Counts conducted by Accutek Traffic Data, Inc.
[2] Counts conducted by City Traffic Counters
[3] Counts conducted by The Traffic Solution

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES

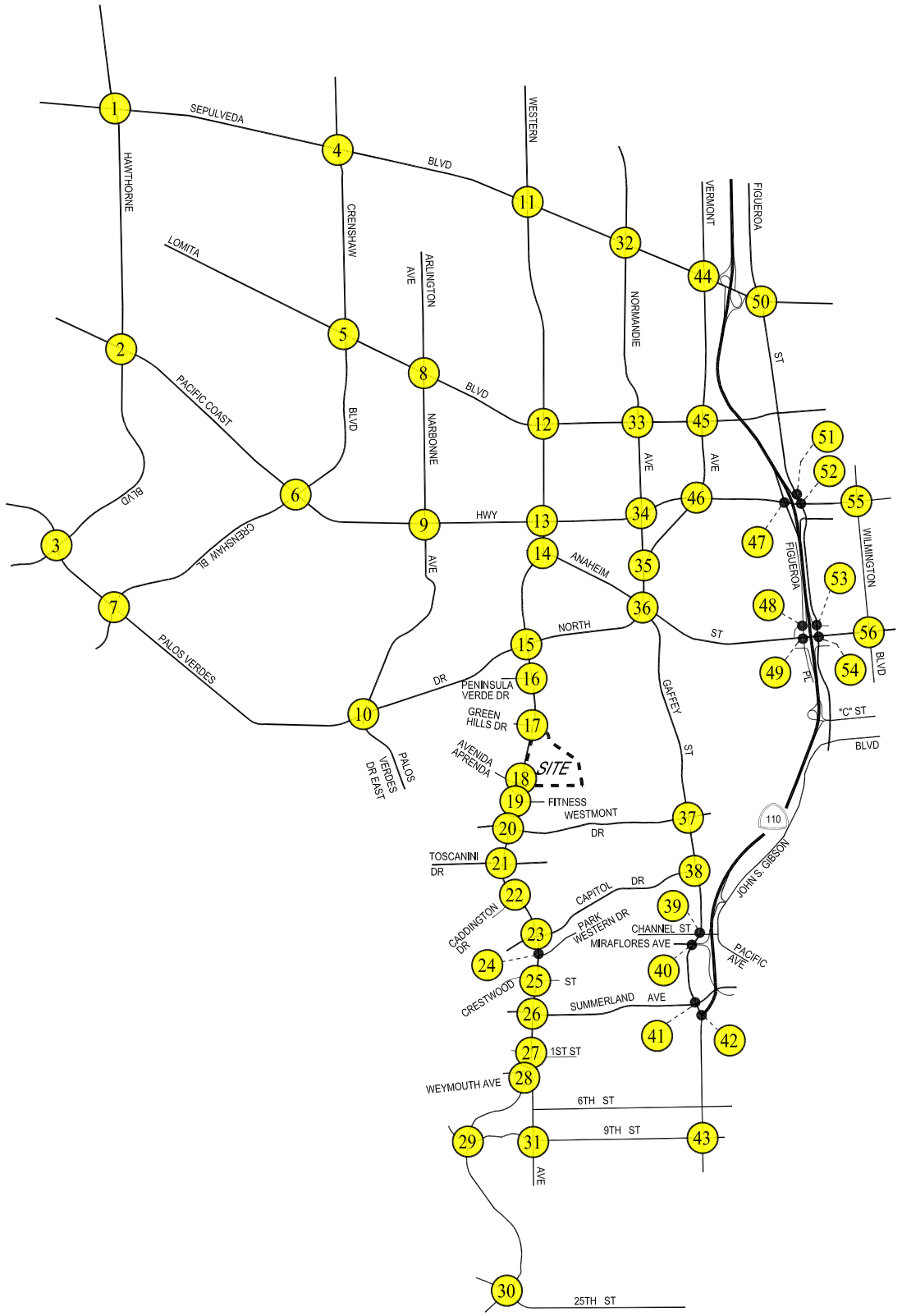
NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
41	Gaffey Street/ Summerland Avenue [3]	10/12/2010	NB SB EB WB	7:15	562 524 513 838	4:45	735 728 248 1,109
42	Gaffey Street/ I-110 NB and SB Ramps- SR-47 EB On-Ramp [3]	10/12/2010	NB SB EB WB	7:15	2,877 812 0 1,357	4:45	2,483 1,170 0 1,894
43	Gaffey Street/ 9th Street [3]	09/29/2010	NB SB EB WB	7:15	1,097 821 628 361	3:30	1,013 1,039 470 326
44	Vermont Avenue/ Sepulveda Boulevard [3]	10/13/2010	NB SB EB WB	7:15	1,051 786 1,473 2,442	4:45	1,097 942 1,835 2,105
45	Vermont Avenue/ Lomita Boulevard [3]	10/13/2010	NB SB EB WB	7:30	595 876 1,187 1,326	4:45	709 930 1,435 924
46	Vermont Avenue/ Pacific Coast Highway [3]	10/13/2010	NB SB EB WB	7:30	560 653 1,701 2,079	4:45	693 530 1,544 1,809
47	I-110 Southbound Ramps Pacific Coast Highway [3]	10/26/2010	NB SB EB WB	7:30	0 2,002 1,686 1,369	5:00	0 2,248 1,753 1,056
48	Figueroa Place/ I-110 Southbound Off-Ramp [3]	10/14/2010	NB SB EB WB	7:45	198 114 31 874	5:00	84 154 20 1,170
49	Figueroa Place/ Anaheim Street [3]	10/14/2010	NB SB EB WB	7:45	52 670 1,258 930	4:45	36 1,188 1,150 794
50	Figueroa Street/ Sepulveda Boulevard [3]	10/13/2010	NB SB EB WB	7:15	573 545 1,155 1,263	5:00	507 456 1,529 1,100

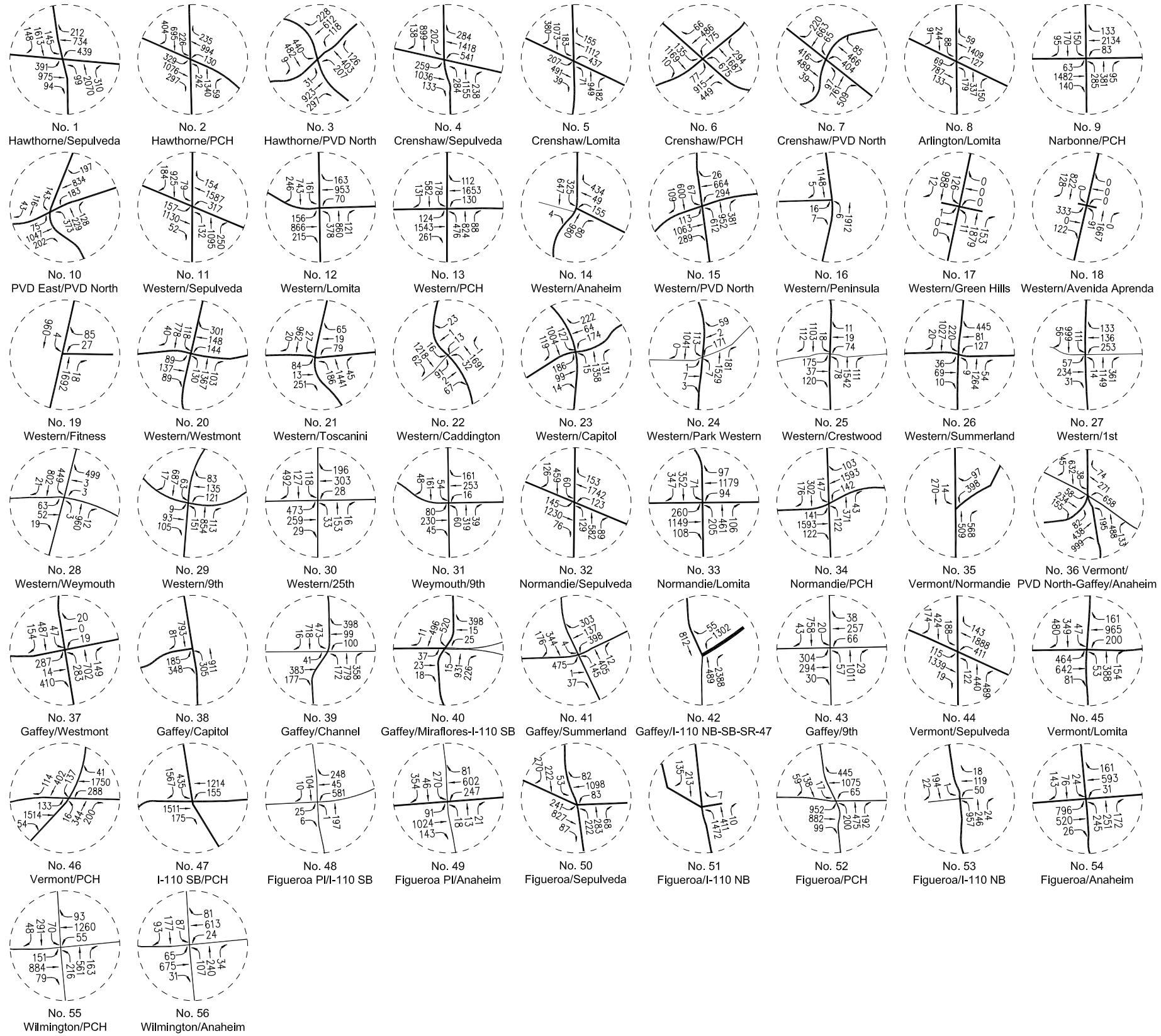
[1] Counts conducted by Accutek Traffic Data, Inc.
[2] Counts conducted by City Traffic Counters
[3] Counts conducted by The Traffic Solution

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
51	Figueroa Street/ I-110 Northbound On-Ramp [3] (north of PCH)	10/26/2010	NB SB EB WB	7:30	1,893 348 0 7	5:00	1,929 363 0 11
52	Figueroa Street/ Pacific Coast Highway [3]	10/26/2010	NB SB EB WB	7:45	867 214 1,933 1,585	5:00	935 317 2,484 1,227
53	Figueroa Street/ I-110 NB on-ramp [3] (north of Anaheim Street)	10/14/2010	NB SB EB WB	7:45	1,227 217 0 187	5:00	1,118 165 0 97
54	Figueroa Street/ Anaheim Street [3]	10/14/2010	NB SB EB WB	7:15	668 243 1,342 785	4:45	685 175 1,410 859
55	Wilmington Boulevard/ Pacific Coast Highway [3]	10/26/2010	NB SB EB WB	7:15	940 409 1,114 1,408	5:00	560 528 1,674 1,208
56	Wilmington Boulevard/ Anaheim Street [3]	10/14/2010	NB SB EB WB	7:15	381 357 771 718	4:30	254 420 1,042 849

[1] Counts conducted by Accutek Traffic Data, Inc.
[2] Counts conducted by City Traffic Counters
[3] Counts conducted by The Traffic Solution



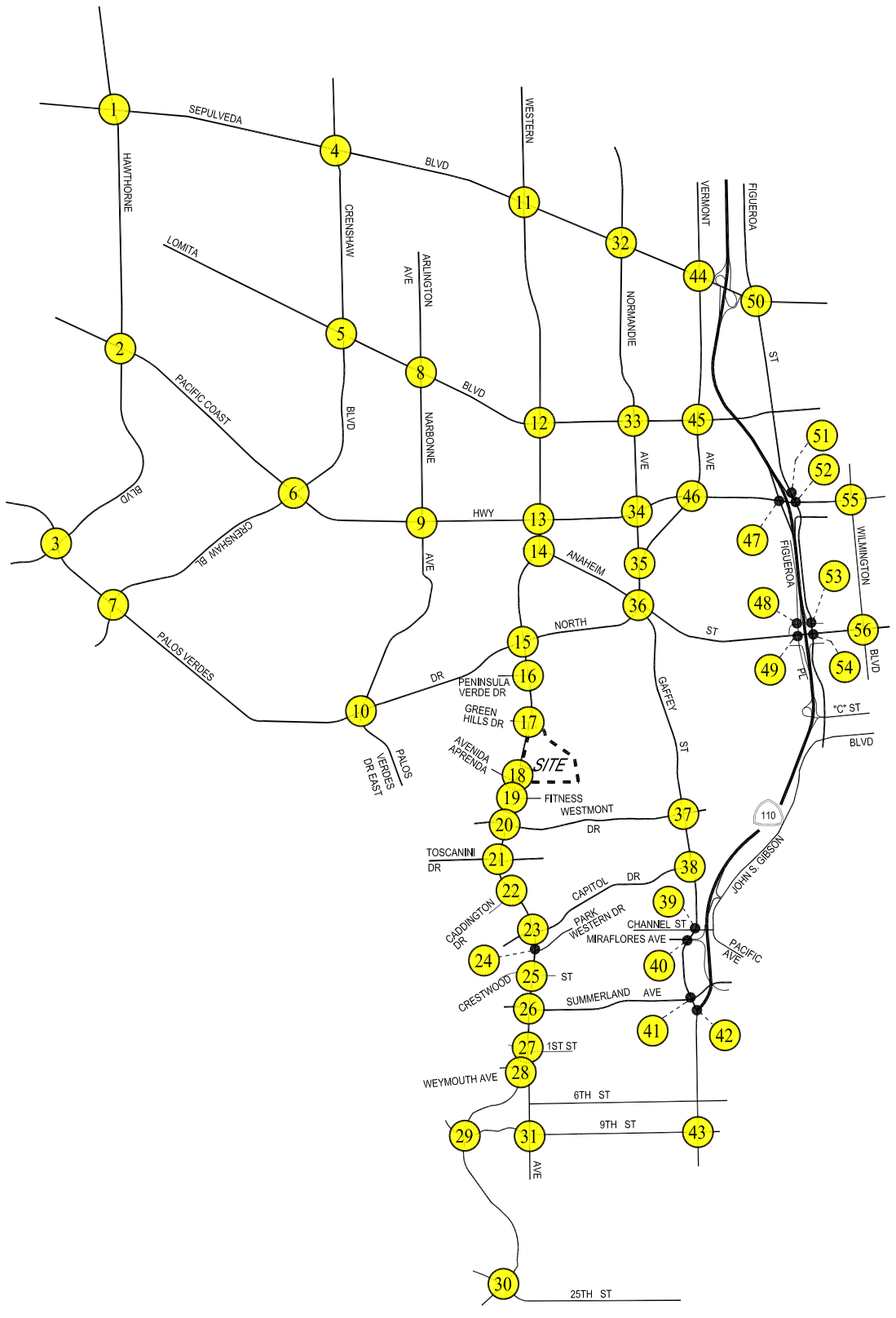


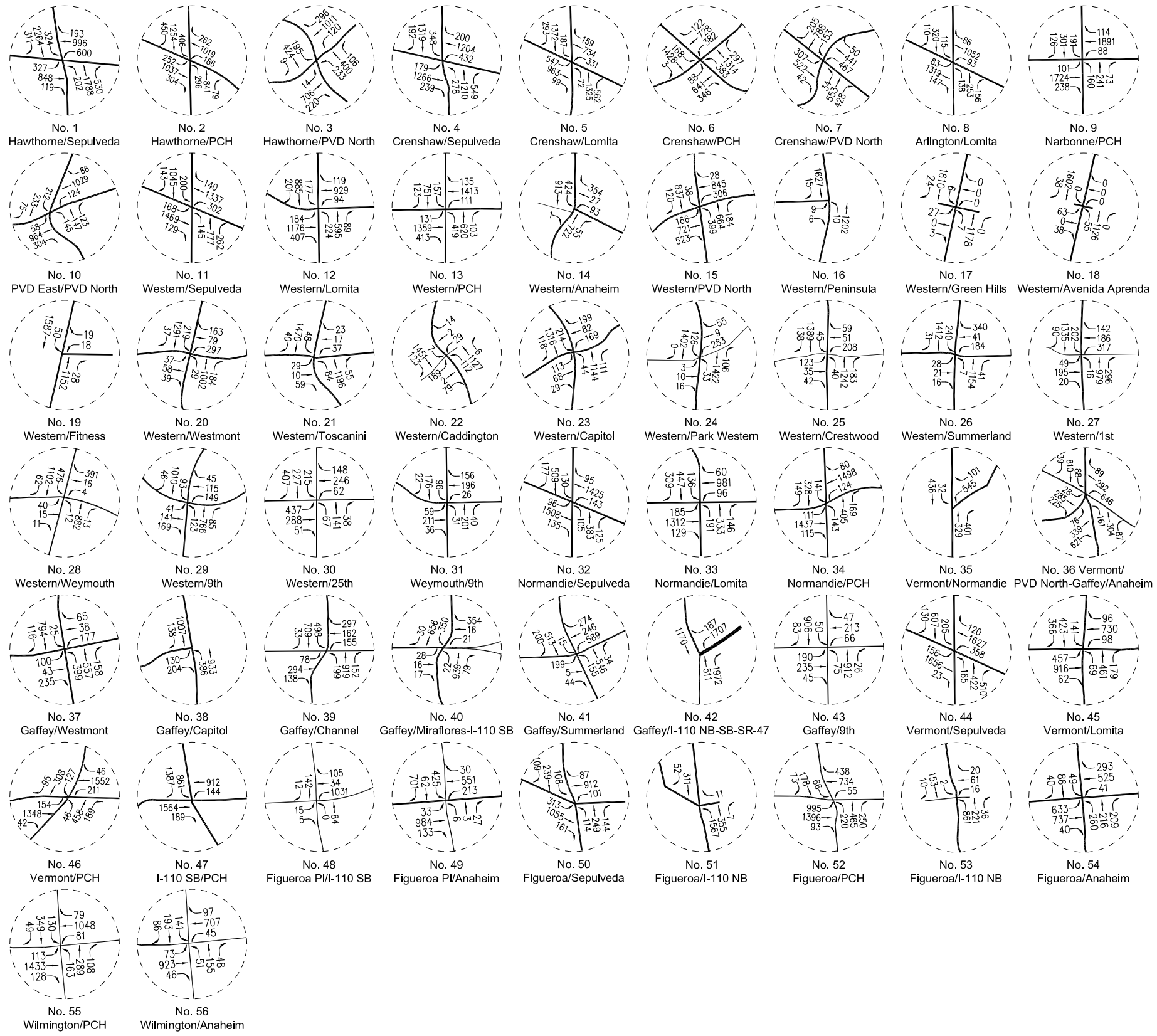
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-1
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT

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FIGURE 5-2
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT

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Table 5-2
EXISTING SATURDAY TRAFFIC VOLUMES [1]

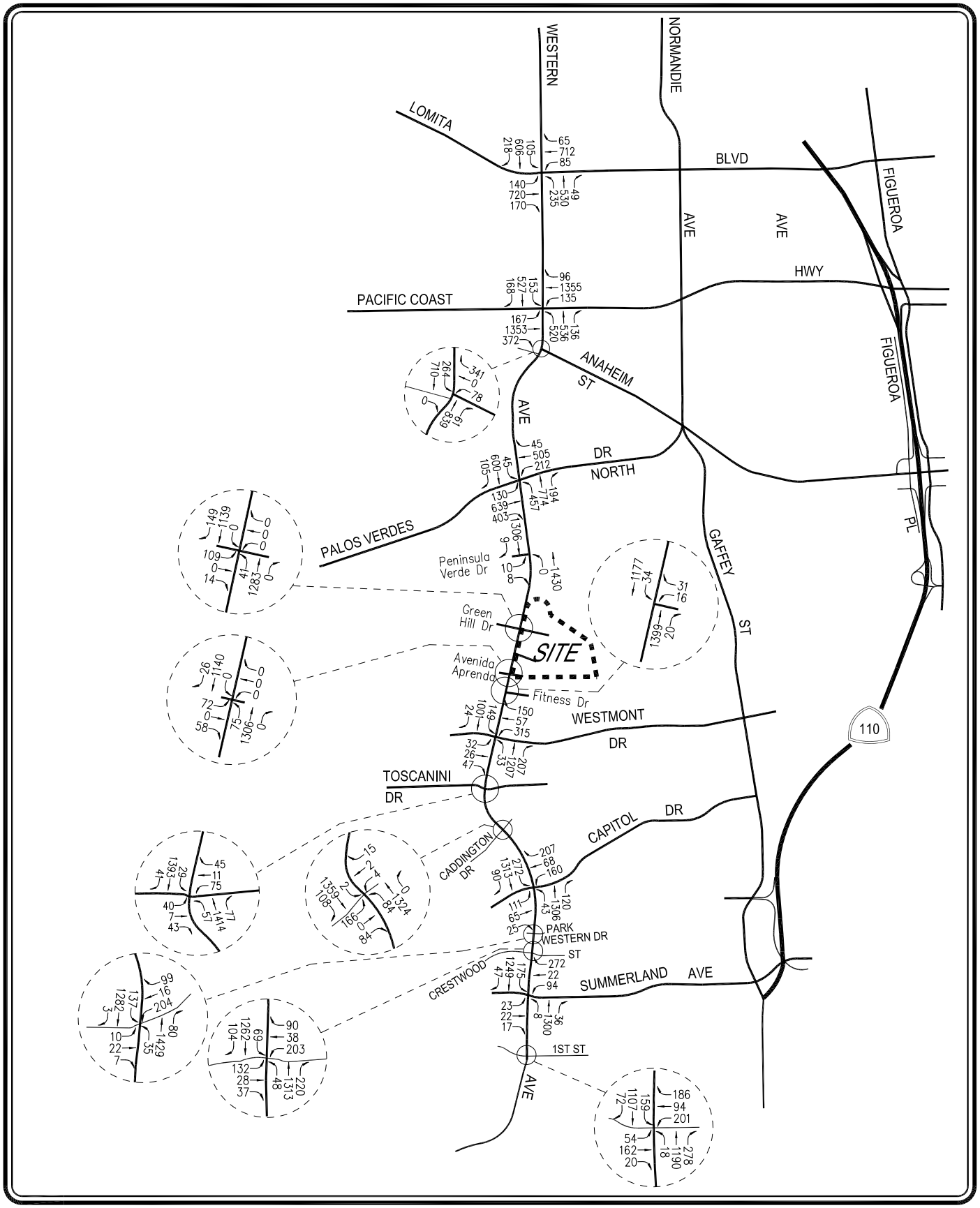
NO.	INTERSECTION	DATE	DIR	SATURDAY PEAK HOUR BEGAN	SATURDAY PEAK HOUR VOLUME
11	Western Avenue/ Sepulveda Boulevard	09/25/2010	NB SB EB WB	12:30	1,099 762 1,492 1,570
12	Western Avenue/ Lomita Boulevard	09/25/2010	NB SB EB WB	12:00	814 929 1,030 862
13	Western Avenue/ Pacific Coast Highway	09/25/2010	NB SB EB WB	12:00	1,192 848 1,892 1,586
14	Western Avenue/ Anaheim Street	09/25/2010	NB SB EB WB	12:15	900 974 0 419
15	Western Avenue/ Palos Verdes Drive North	09/25/2010	NB SB EB WB	11:15	1,425 750 1,172 762
16	Western Avenue/ Peninsula Verde Drive	11/13/2010	NB SB EB WB	12:00	1,430 1,315 18 0
17	Western Avenue/ Green Hills Drive	09/25/2010	NB SB EB WB	12:15	1,324 1,288 123 0
18	Western Avenue/ Avenida Aprenda	09/25/2010	NB SB EB WB	11:15	1,381 1,166 130 0
19	Western Avenue/ Fitness Drive	11/13/2010	NB SB EB WB	11:45	1,419 1,211 0 47
20	Western Avenue/ Westmont Drive	09/25/2010	NB SB EB WB	11:45	1,447 1,174 105 522

[1] Counts conducted by City Traffic Counters.

Table 5-2 (Continued)
EXISTING SATURDAY TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DATE	DIR	SATURDAY PEAK HOUR	
				BEGAN	VOLUME
21	Western Avenue/ Toscanini Drive	10/02/2010	NB SB EB WB	12:30	1,548 1,463 90 131
22	Western Avenue/ Caddington Drive	10/02/2010	NB SB EB WB	12:00	1,408 1,469 250 21
23	Western Avenue/ Capitol Drive	10/02/2010	NB SB EB WB	12:00	1,469 1,675 201 435
24	Western Avenue/ Park Western Drive	10/02/2010	NB SB EB WB	12:00	1,544 1,422 39 319
25	Western Avenue/ Crestwood Street	10/02/2010	NB SB EB WB	12:00	1,581 1,435 197 331
26	Western Avenue/ Summerland Avenue	10/02/2010	NB SB EB WB	12:00	1,344 1,471 62 388
27	Western Avenue/ W. 1st Street	10/02/2010	NB SB EB WB	11:30	1,486 1,338 236 481

[1] Counts conducted by City Traffic Counters.



NOT TO SCALE

FIGURE 5-3
EXISTING TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

PONTE VISTA AT SAN PEDRO PROJECT

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5.2 Funeral Processions

In conjunction with the formal scoping process of the Draft Environmental Impact Report to be prepared for the Ponte Vista at San Pedro project, several comments noted that funeral processions associated with the Green Hills Memorial Park located on the west side of Western Avenue across from the Ponte Vista site caused significant traffic congestion that should be considered in the traffic study. It is noted that these processions (generally related to a service that occurs off-site) can cause momentary disruptions of traffic on Western Avenue. However, it has been observed that these processions are generally scheduled on weekdays during mid-day periods (i.e., after the morning commuter peak period and before the afternoon commuter peak period) and occur infrequently. Further, the disruption of traffic occurs momentarily (a matter of minutes) with regular traffic patterns recovering shortly thereafter. While it is recognized that the funeral processions have been a long fixture in the community, it does not appear that the Ponte Vista project would significantly contribute to the worsening of traffic conditions during these events. Instead, it is appropriate to analyze the traffic effects of the Ponte Vista project during the recurring peak commuter hours, which happen on a regular basis and are substantially longer in duration as compared to a funeral procession. Therefore, no additional or unique traffic analysis is required associated with the Green Hills funeral processions.

6.0 CUMULATIVE DEVELOPMENT PROJECTS

A forecast of on-street traffic conditions prior to occupancy of the project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Los Angeles Departments of Planning and Transportation, City Rancho Palos Verdes, City of Rolling Hills Estates, City of Carson, City of Long Beach, City of Torrance, City of Lomita, and the County of Los Angeles. The list of related projects in the project study area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***. The list was compiled and then re-verified in October 2010, coinciding with the issuance of the Notice of Preparation for the Draft Environmental Impact Report to be prepared for the project. Many related projects have proposed or approved mitigation measures. However, consistent with LADOT policy, the beneficial effects of such measures were not assumed in this traffic analysis, except as noted herein.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual[4]. The related projects' respective weekday traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday, also is summarized in *Table 6-1*. The anticipated distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours is displayed in ***Figures 6-2*** and ***6-3***, respectively. The related projects' respective Saturday traffic generation for the mid-day peak hour, as well as on a daily basis, is summarized in *Table 6-1*. The forecast assignment of the related projects traffic volumes to the study intersections during the Saturday mid-day peak hour is displayed in ***Figure 6-4***.

6.1 San Pedro Waterfront Project

The Port of Los Angeles previously announced the project referred to as the proposed San Pedro Waterfront Project (or the "Bridge to Breakwater" project). This project is a master plan for port facilities and improvements (e.g. port and public recreational improvements), as well as private uses (e.g. retail, office, commercial, warehouse) that would be developed on approximately 400 acres from the Vincent Thomas Bridge to the federal breakwater within the property of the City of Los Angeles Harbor Department, including replacing uses that are currently located there. The public facilities would be implemented by the Port of Los Angeles. The private facilities envisioned by the master plan would be developed by private developers. An EIR has been prepared to evaluate the potential environmental effects of this master plan with the project build-out at 2015. The related projects analysis incorporates the project build-out of the San Pedro Waterfront Project in the traffic analysis as a related project. A traffic study has been prepared for the San Pedro Waterfront project. Accordingly, this traffic study includes the project trips documented in the San Pedro Waterfront traffic study. It should be noted that San Pedro Waterfront Project is the single largest trip generator of related projects in the San Pedro area identified in this traffic study.

[4] Institute of Transportation Engineers *Trip Generation* manual, 8th Edition, Washington, D.C., 2008.

Table 6-1
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL	SATURDAY DAILY TRIP ENDS VOLUMES [2]	MID-DAY PEAK HOUR VOLUMES [2] IN	MID-DAY OUT	MID-DAY TOTAL
City of Los Angeles																
LA1	Proposed	West Channel/Cabrillo Miner Street and 22nd Street	Land Development	47 Acres	[3]	3,867	73	58	131	138	124	262	5,194	310	275	585
LA2	Proposed	2006-CEN-3299 Palos Verdes Street Housing 550 and 560 S. Palos Verdes Street	Townhouse Apartment Retail Less 50% Pass-By Restaurant Less 20% Pass-By	85 DU 245 DU 8,880 GLSF 3,000 GSF 	[4] [5] [6] [7] [8] [7]	494 1,629 381 (191) 381 (76)	6 25 5 (3) 18 (4)	31 100 4 (2) 17 (3)	37 125 9 (5) 35 (7)	29 99 16 (8) 19 (4)	15 53 17 (9) 14 (3)	44 152 33 (17) 33 (7)	482 1,566 444 (222) 475 (95)	22 64 22 (11) 22 (4)	18 63 21 (11) 20 (4)	40 127 43 (22) 42 (8)
LA3	Proposed	San Pedro Waterfront (Bridge to Breakwater) of the Port of Los Angeles 425 S. Palos Verdes Street Berths 45-95	Cruise Ship Terminal Retail Restaurant Conference Center Warehouse R&D Site Public Open Space	2 Terminals 175,000 GSF 125,000 GSF 75,000 GSF 70,000 GSF 13 Acres 18 Acres	[9]	18,350	646	462	1,108	562	751	1,313	17,861	1,047	870	1,917
LA4	Proposed	Ocean View 111 and 203-233 N. Harbor Boulevard	Apartment Retail Less 50% Pass-By	158 DU 8,000 GLSF 	[5] [6] [7]	1,051 344 (172)	16 5 (3)	65 3 (2)	81 8 (4)	64 15 (8)	34 15 (8)	98 30 (15)	1,010 400 (200)	41 20 (10)	41 19 (10)	82 39 (20)
LA5	Proposed	281 W. 8th Street	Townhouse Retail Less 50% Pass-By	72 DU 7,000 GLSF 	[4] [6] [7]	418 301 (151)	5 4 (2)	27 3 (2)	32 7 (4)	25 13 (7)	12 13 (7)	37 26 (13)	408 350 (175)	18 18 (9)	16 16 (8)	34 34 (17)
LA6	Proposed	420-430 W. 9th Street	Condominium	25 DU	[4]	145	2	9	11	9	4	13	142	6	6	12
LA7	Proposed	Sepia Homes 812 S. Pacific Avenue	Condominium	90 DU	[4]	523	7	33	40	31	16	47	510	23	19	42
LA8	Built & Occupied [NT]	Port Police Station & Charter School 330 S. Centre Street	Office Police Headquarters Charter School	12,500 SF 155 Employees 580 Students	[10]	3,583	323	189	512	80	120	200	1,100	55	55	110
LA9	Built	ENV-2005-5459-MND, TT-63729 26404 S. Vermont Avenue	Condominium	44 DU	[4]	256	3	16	19	15	8	23	249	11	10	21
LA10	Proposed	TT-61196 315 N. Marine Avenue	Apartment	35 DU	[5]	233	4	14	18	14	8	22	224	9	9	18
LA11	Proposed	China Shipping Container Terminal China Shipping Line - Phases II and III Berths 97-108	Marine Terminal	70 Acres	[11]	3,540	184	68	252	149	205	354	3,540	149	205	354
LA12	Proposed	TRAPAC Container Terminal TRAPAC Container Expansion Berths 136-147	Marine Terminal	57 Acres	[12]	2,100	128	79	207	86	124	210	2,100	86	124	210
LA13	Proposed [NT]	ENV-2007-1514-EA 327 & 407 N. Harbor Boulevard	Condominium	94 DU	[4]	546	7	34	41	33	16	49	533	24	20	44

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	WEEKDAY AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	WEEKDAY PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL	SATURDAY DAILY TRIP ENDS VOLUMES [2]	SATURDAY MID-DAY PEAK HOUR VOLUMES [2] IN	MID-DAY OUT	MID-DAY TOTAL
City of Los Angeles (continued)																
LA14	Proposed	Habitat for Humanity L Street and Lecouvreur Street	Single-Family Residential	8 DU	[13]	77	2	4	6	5	3	8	81	4	3	7
LA15	Proposed	534 Eubank Avenue	Retail Less 50% Pass-By	20,000 GSF	[6] [7]	859 (430)	12 (6)	8 (4)	20 (10)	37 (19)	38 (19)	75 (38)	999 (500)	51 (26)	47 (24)	98 (49)
LA16	Proposed	Truck Parking and Dispatch Facility 525 E. E Street	Office Warehouse	1,440 GSF 1,926 GSF	[14] [15]	16 7	2 1	0 0	2 1	0 0	2 1	2 1	3 2	1 Nom.	0 Nom.	1 Nom.
LA17	Proposed	Potential Industries 701 E. E Street	Industrial	40,000 GSF	[16]	278	33	4	37	5	34	39	52	3	3	6
LA18	Proposed	Electronic Balancing Expansion 600 E. D Street	Industrial	24,000 GSF	[16]	168	19	3	22	3	20	23	32	1	2	3
LA19	Under Construction [NT]	ENV-2006-4723-EA Kaiser Permanente South Bay Master Plan 25825 Vermont Avenue (along PCH frontage)	Medical Office Building Warehouse Hospital	303,000 GSF 42,500 GSF 260 Beds	[17]	2,481	139	37	176	69	187	256	2,481	69	187	256
LA20	Proposed	ENV-2008-32-EAF 1616 W. 208th Street	Condominium	5 DU	[4]	29	0	2	2	2	1	3	28	1	1	2
LA21	Proposed	ENV-2006-9652-MN 931 Frigate Avenue	Private Elementary School	128 Students	[18]	317	63	41	104	9	13	22	Nom.	Nom.	Nom.	Nom.
LA22	Proposed	Yang Ming Container Terminal Berths 121-131	Marine Terminal	N/A	[10]	5,080	252	111	363	206	302	508	5,080	206	302	508
LA23	Proposed	AA-2007-2601-PMLA-SL 1616 W. 205th Street	Condominium	4 DU	[4]	23	0	2	2	1	1	2	23	1	1	2
LA24	Proposed	Wilmington Waterfront Development 100 East Harry Bridges Boulevard	 Restaurant Light Industrial Retail Open Space	 12,000 GSF 150,000 GSF 58,000 GSF 15.5 Acres	[19] [8] [16] [6] [20]	5,140	232	107	339	206	296	502	 1,900 198 2,898 188	 90 10 150 21	 79 11 138 14	 169 21 288 35
LA25	Built & Occupied [NT]	Community Plan 97-0050-CPU 401 Hawaiian Avenue	Condominium Apartment Single-Family Residential Senior Housing	115 DU 120 DU 76 DU 100 Occ. DU	[4] [5] [13] [21]	668 798 727 348	9 12 14 5	42 49 43 8	51 61 57 13	40 48 49 10	20 26 28 6	60 74 77 16	652 767 766 251	29 31 38 15	25 31 33 15	54 62 71 30
LA26	Built & Occupied	AA-2008-2427-COC 576 W. 10th Street	Condominium	4 DU	[4]	23	0	2	2	1	1	2	23	1	1	2
LA27	Proposed	DIR-2008-4235-CLQ 529 N. Broad Avenue	Office	6,500 GSF	[14]	72	9	1	10	2	8	10	15	2	1	3
LA28	Proposed	ZA-2008-4396-ZAA 1325 S. Beacon Street	Condominium	3 DU	[4]	17	0	1	1	1	1	2	17	1	0	1
LA29	Proposed	ENV-2007-3326-EAF 2345 S. Gaffey Street	Apartment	7 DU	[5]	47	1	3	4	3	1	4	45	2	2	4

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL	SATURDAY DAILY TRIP ENDS VOLUMES [2]	MID-DAY PEAK HOUR VOLUMES [2] IN	MID-DAY OUT	MID-DAY TOTAL
City of Los Angeles (continued)																
LA30	Built & Occupied [NT]	ZA-2007-2966-ZV Toberman Village 201 N. Palos Verdes Street	Apartment	49 DU	[5]	326	5	20	25	20	10	30	313	13	12	25
LA31	Proposed	AA-2007-1359-PMLA-CN 1553 W. 205th Street	Condominium	4 DU	[4]	23	0	2	2	1	1	2	23	1	1	2
LA32	Proposed	ENV-2007-1546-EAF 1609 W. 224th Street	Condominium	8 DU	[4]	46	1	3	4	3	1	4	45	2	2	4
LA33	Proposed	ENV-2007-1167-CE 1658 W. 228th Street	Condominium	4 DU	[4]	23	0	2	2	1	1	2	23	1	1	2
LA34	Proposed	ENV-2007-804-EAF 25941 S. Belle Porte Avenue	Condominium	30 DU	[4]	174	2	11	13	11	5	16	170	8	6	14
LA35	Proposed	TT-68723-CN 255 W. 8th Street	Condominium Apartment	43 DU 4 DU	[4] [5]	250 27	3 0	16 2	19 2	15 1	7 1	22 2	244 26	11 1	9 1	20 2
LA36	Proposed	ENV-2008-4836-EAF 901 E. E Street	Warehouse	43,000 GSF	[15]	153	10	3	13	4	10	14	53	4	2	6
LA37	Proposed	ENV-2007-3097-MND 1620 W. 237th Street	Condominium	10 DU	[4]	58	1	3	4	3	2	5	57	3	2	5
LA38	Proposed	AA-2008-4022-PMLA 945 Broad Avenue	Apartment	3 DU	[5]	20	0	2	2	1	1	2	19	1	1	2
LA39	Built & Occupied	ENV-2008-1046-EAF 1831 S. Pacific Avenue	Convenience Market Less 50% Pass-By	2,700 GSF	[22] [7]	1,993 (997)	91 (46)	90 (45)	181 (91)	72 (36)	70 (35)	142 (71)	2,330 (1,165)	104 (52)	104 (52)	208 (104)
LA40	Proposed	ENV-2008-95-EAF 1616 W. 260th Street	Apartment	8 DU	[5]	53	1	3	4	3	2	5	51	2	2	4
LA41	Proposed	CPC-2006-10244-ZC 1450 W. Pacific Coast Highway	Condominium	57 DU	[4]	331	4	21	25	20	10	30	323	15	12	27
LA42	Proposed	CPC-2009-542-GPA-ZA-HD-SPR-ZAA 1311 W. Sepulveda Boulevard	Apartment Retail Less 10% Internal Capture Less 50% Pass-by Remove Warehouse Remove Office	520 DU 17,904 GLSF (300) Employees (10,000) GSF	[23]	3,494 769 (77) (346) (1,167) (110)	53 11 (1) (5) (110) (14)	212 7 (1) (3) (43) (2)	265 18 (2) (8) (153) (16)	209 32 (3) (15) (62) (3)	113 35 (4) (16) (115) (12)	322 67 (7) (31) (177) (15)	2,058 895 (89) (403) (177) (24)	135 46 (5) (21) (19) (2)	135 43 (4) (20) (11) (2)	270 89 (9) (41) (30) (4)
LA43	Proposed	AA-2007-1166-PMLA-CN 1658 W. 209th Street	Condominium	4 DU	[4]	23	0	2	2	1	1	2	23	1	1	2
LA44	Under Construction [NT]	Harry Bridges Span School 1235 Broad Avenue	Elementary School (K-8)	1,278 Students	[24]	1,649	316	259	575	94	98	192	Nom.	Nom.	Nom.	Nom.
LA45	Proposed	Pacific Pointe Project 18900 S. Vermont Avenue	Office Retail Less 50% Pass-By	275,000 GSF 10,000 GSF	[14] [6] [7]	3,028 429 (215)	375 6 (3)	51 4 (2)	426 10 (5)	70 18 (9)	340 19 (10)	410 37 (19)	652 500 (250)	61 25 (13)	52 24 (12)	113 49 (25)

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	WEEKDAY AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	WEEKDAY PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL	SATURDAY DAILY TRIP ENDS VOLUMES [2]	SATURDAY MID-DAY PEAK HOUR VOLUMES [2] IN	MID-DAY OUT	MID-DAY TOTAL
City of Los Angeles (continued)																
LA46	Proposed	Public Storage 1437-1459 W. 190th Street	Self-Storage	185,054 GSF	[25]	463	17	11	28	24	24	48	431	37	37	74
LA47	Proposed	HRB10-004 Capelin Distribution Center 20000 S. Western Avenue	Industrial	266,005 GSF	[16]	1,854	216	29	245	31	227	258	352	17	20	37
LA48	Proposed [NT]	ENV-2009-1034-EAF, HRB09-003 1717 W. 255th Street	Private School (K-8) Existing Private School (K-8) Existing Day Care Center	225 Students (47) Students (20) Students	[26] [26] [27]	2,030 (420) (90)	112 (23) (8)	91 (19) (8)	203 (42) (16)	Nom. Nom. (8)	Nom. Nom. (8)	Nom. Nom. (16)	Nom. Nom. (8)	Nom. Nom. (1)	Nom. Nom. (1)	Nom. Nom. (2)
LA49	Proposed	HRB10-005 1524 Palos Verdes Drive North	Affordable Housing	76 DU	[4] [28]	442	6	27	33	27	13	40	431	19	17	36
LA50	Under Construction [NT]	HRB08-001 3200 S. Alma St	High School Adult Evening School	810 Students 450 Students	[29] [30]	1,385 540	231 Nom.	109 Nom.	340 Nom.	49 35	56 19	105 54	494 189	57 13	32 10	89 23
LA51	Proposed [NT]	HRB09-002 522 Flint Avenue	Grain Rail Transfer Facility	4 Acres	[16]	208	25	5	30	6	23	29	34	2	2	4
LA52	Proposed	ENV-2009-3810-EAF, HRB10-002 1655 E. Anaheim Street	Convenience Market Less 50% Pass-By Office	2,480 GLSF 2,852 GSF	[22] [7] [14]	1,830 (915) 31	83 (42) 4	83 (42) 0	166 (83) 4	66 (33) 1	64 (32) 3	130 (65) 4	2,140 (1,070) 7	96 (48) 1	95 (48) 0	191 (96) 1
LA53	Proposed	AA-2010-1580-PMLA 906 W. 30th Street	Condominium	3 DU	[4]	17	0	1	1	1	1	2	17	1	0	1
LA54	Under Construction	ZA-2010-1604-CU 750 W. Basin Street	Self-Storage	44,341 GSF	[25]	111	4	3	7	6	6	12	103	9	9	18
LA55	Proposed	ENV-2010-1216-CE 1401 W. 253rd Street	Condominium Existing Commercial	2 DU (3,500) GSF	[4] [6]	12 (150)	0 (2)	1 (2)	1 (4)	1 (6)	0 (7)	1 (13)	11 (175)	1 (9)	0 (8)	1 (17)
LA56	Proposed	ENV-2009-4097-CE Harbor Interfaith Services 678 W. 9th Street	Family Resource Center and Childcare Facilities	15,398 GSF	[27]	1,220	100	89	189	90	102	192	96	16	10	26
LA57	Proposed	ZA-2009-3972-CEX 100 N. Avalon Boulevard	Park	7,319 GSF	[31]	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.
LA58	Built & Occupied	ENV-2009-3936-EAF, HRB10-001 25621 S. Normandie Avenue	Day Care	84 Students	[27]	376	36	31	67	32	37	69	33	6	3	9
LA59	Built & Occupied	HRB10-006 1603 W. 25th Street	Bank with Drive-Through Less 20% Pass-By Existing Auto Care Center	3,700 GSF (1,046) GLSF	[32] [33] [34]	548 (110) (40)	26 (5) (2)	20 (4) (1)	46 (9) (3)	48 (10) (2)	48 (10) (2)	96 (19) (4)	319 (64) (17)	51 (10) (2)	47 (9) (2)	98 (20) (4)
LA60	Proposed	META Housing Corporation 303 S. Pacific Avenue	Senior Housing	70 DU	[21]	244	3	6	9	7	4	11	176	11	10	21

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	WEEKDAY AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	WEEKDAY PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL	SATURDAY DAILY TRIP ENDS VOLUMES [2]	SATURDAY MID-DAY PEAK HOUR VOLUMES [2] IN	MID-DAY OUT	MID-DAY TOTAL
City of Rancho Palos Verdes																
R1	Partially Built [NT]	Trump National Golf Club Palos Verdes Drive South/west of Shoreline Park	Single-Family Residential Affordable Housing (5 Homes Built)	54 DU 4 DU	[13] [13]	517 38	10 1	31 2	41 3	35 3	20 1	55 4	544 40	27 2	23 2	50 4
R2	Partially Built [NT]	Ocean Front Estates Seaward side of Palos Verdes Drive West terminus of Hawthorne Bouelvard	Single-Family Residential (74 Homes Built)	5 DU	[13]	48	1	3	4	3	2	5	50	3	2	5
R3	Partially Built [NT]	TTM No. 52666 3200 Palos Verdes Drive West	Single-Family Residential (10 Homes Built)	3 DU	[13]	29	1	1	2	2	1	3	30	2	1	3
R4	Proposed	Marymount College Facilities Expansion 30800 Palos Verdes Drive East (793 Student Enrollment Cap with 250 student Bachelor of Arts Degree Program and 150 student Weekend Enrollment)	Junior College Bldg Expansion Demolish Existing Building BA Degree Program (University) Existing Junior College Jr. College Weekend Enrollment	77,504 SF (18,022) SF 250 Students (250) Students 67 Students	[35]	1,931	149	51	200	83	92	175	888	65	47	112
R5	Proposed	Crestridge Estate LLC 5601 Crestridge Road	Senior Center Senior Condominium	10,000 SF 90 DU	[36] [21]	229 313	10 4	6 8	16 12	6 8	9 6	15 14	91 226	6 14	5 13	11 27
R6	Proposed	Green Hills Memorial Park Master Plan 27501 S. Western Avenue	Cemetary	27.3 Acres	[37]	129	4	1	5	8	15	23	162	43	41	84
R7	Permit Expired 10/09	Hawthorne/Crest Office Building 29941 Hawthorne Boulevard	Office	7,232 GSF	[14]	80	10	1	11	2	9	11	17	2	1	3
R8	Proposed	Zone 2 Landslide Moratorium Ordinance Revision North of Palos Verdes Drive between Narcissa Drive and Peppertree Drive	Single-Family Residential	47 DU	[13]	450	9	26	35	30	17	47	474	23	21	44
R9	Under Construction [NT]	The Mirandela Project Northwest corner of Crestridge Road and Crenshaw Boulevard	Senior Apartment	34 DU	[38] [21]	272	2	16	18	16	9	25	85	5	5	10
R10	Proposed	Northwest corner of Granvia Altamira and Hawthorne Boulevard	Pharmacy Remove Gas-Station	10,880 GSF (8) VFP	[39] [40]	959 (4,341)	17 (67)	12 (66)	29 (133)	57 (77)	56 (76)	113 (153)	850 (1,636)	43 (41)	42 (39)	85 (80)
R11	Approved	Highridge Condominium Project 28220 Highridge Road	Condominium	28 DU	[4]	163	2	10	12	10	5	15	159	7	6	13
R12	Approved	St. John Fisher Church Expansion 5488 Crest Road	Day Care Center New Building Remove Existing Building	40 Students 32,426 SF (10,329) SF	[27] [41] [41]	179 295 (94)	17 11 (4)	15 7 (2)	32 18 (6)	16 9 (3)	17 9 (3)	33 18 (6)	16 336 (107)	3 82 (26)	1 33 (11)	4 115 (37)
R13	Proposed	Chevron with Car Wash 27774 Hawthorne Boulevard	Gas Station With Convenience Market and Car Wash	6 VFP	[42]	917	37	35	72	43	41	84	1,210	61	60	121
R14	Approved	Point Vicente Animal Hospital 31270 Palos Verdes Drive West	Animal Hospital	5,759 GSF	[43]	270	17	6	23	11	16	27	270	11	16	27
R15	Proposed	The Annenberg Project at Lower Point Vicente 31501 Palos Verdes Drive West			[44]	596	81	30	111	51	59	110	297	5	14	19

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

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City of Rolling Hills Estates																
RH1	Proposed	Rolling Hills Covenant Church Expansion 2221-2222 Palos Verdes Drive North	Church	1,650 Seats	[45]	1,000	68	28	96	41	59	100	Nom.	Nom.	Nom.	Nom.
RH2	Proposed	South Coast County Golf Course 25706 Hawthorne Boulevard	Golf Course Club House	18 Holes 29,000 SF	[46]	643	32	8	40	23	27	50	731	41	42	83
RH3	Built/ Partially Occupied [NT]	Rolling Hills Villas 901 Deep Valley Drive	Senior Condominium Retail	41 Occ. DU 1,526 GLSF	[21] [6]	143 66	2 1	3 1	5 2	4 3	3 3	7 6	103 76	6 4	6 3	12 7
RH4	Built/ Partially Occupied [NT]	Silver Spur Court 981 Silver Spur Road	Condominium	18 DU	[4]	105	1	7	8	6	3	9	102	4	4	8
RH5	Approved	Silverdes Medical Office Project 828 Silver Spur Road	Medical Office Office	24,518 GSF 5,124 GSF	[47] [14]	886 56	44 7	12 1	56 8	23 1	62 7	85 8	220 12	51 1	38 1	89 2
RH6	Approved	Deep Valley Condominiums 627 Deep Valley Drive	Condominium Retail Less 10% Pass-By Less 10% Internal Capture Existing Car Wash Existing Auto Repair	58 DU 5,810 GSF (13,608) SF (13,608) SF	[48] [4] [6] [49] [50]	636	(2)	15	13	30	21	51	329 290 (29) (29) (1,920) (900)	15 15 (2) (2) (96) (41)	12 13 (1) (1) (96) (49)	27 28 (3) (3) (192) (90)
RH7	Approved	Mediterranean Village 927 Deep Valley Drive	Condominium Retail	75 DU 2,000 SF	[4] [6]	436 86	6 1	27 1	33 2	26 3	13 4	39 7	425 100	19 5	16 5	35 10
RH8	Approved	827 Deep Valley Drive	Senior Condominium	16 DU	[21]	93	1	6	7	5	3	8	91	4	4	8
RH9	Proposed	Butcher Ranch Subdivision Palos Verdes Drive North and Montecillo Drive	Single-Family Residential	11 DU	[13]	105	2	6	8	7	4	11	111	5	5	10
RH10	Approved	Crest Road Building 5883 Crest Road	Office Retail	4,545 GSF 1,215 GLSF	[14] [6]	50 52	6 1	1 0	7 1	1 2	6 3	7 5	11 61	1 3	1 3	2 6
RH11	Proposed	Chandler Ranch/Rolling Hills Country Club 26311 and 27000 Palos Verdes Drive East	Single-Family Residential Quality Restaurant Health/Fitness Club Tennis Courts New Social Club Members	114 DU 338 Seats 7,150 GSF 5 TC 100 Members	[51] [13] [52] [53] [54] [55]	1,486	24	42	66	152	70	222	1,149 950 149 139 80	56 66 9 8 3	50 46 11 7 4	106 112 20 15 7
RH12	Proposed	Brickwalk LLC Residential Project 655-683 Deep Valley Drive and 924-950 Indian Peak Road	Condominium Retail	148 DU 14,200 GLSF	[4] [6]	860 610	11 9	54 5	65 14	52 26	25 27	77 53	839 710	38 36	32 33	70 69
RH13	Proposed	Silver Center Project 449 Silver Spur Road	Retail/Commercial	4,745 GLSF	[6]	204	3	2	5	9	9	18	237	12	11	23
RH14	Proposed	Promenade at the Peninsula 520, 550, and 580 Deep Valley Drive	Condominium Retail	66 DU 16,620 GLSF	[4] [6]	383 714	5 10	24 7	29 17	23 30	11 32	34 62	374 831	17 42	14 39	31 81

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

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City of Rolling Hills Estates (continued)																
RH15	Proposed	2901 Palos Verdes Drive North	Single-Family Residential	3 DU	[13]	29	1	1	2	2	1	3	30	2	1	3
RH16	Proposed	Tanglewood Subdivision Northeast corner of Tanglewood Lane and Rolling Hills Road	Single-Family Residential	3 DU	[13]	29	1	1	2	2	1	3	30	2	1	3
RH17	Proposed	Continental Development Project 627 Silver Spur Road	Condominium Commercial	70 DU 30,000 GSF	[4] [14]	407 330	5 41	26 6	31 47	24 8	12 37	36 45	397 71	18 6	15 6	33 12
City of Carson																
C1	Proposed	Hopkins Real Estate Group 20700 S. Avalon Boulevard	Retail	41,000 GLSF	[6]	1,761	25	16	41	75	78	153	2,049	104	96	200
C2	Under Construction [NT]	Boulevards at South Bay	Condominium Apartment Commercial Restaurant Hotel	1,150 DU 400 DU 1,654,000 SF 141,125 SF 300 Rooms	[56]	68,591	1,266	1,244	2,510	2,955	2,806	5,761	6,521 2,556 57,983 12,010 2,457	292 104 2,705 537 121	249 104 2,423 497 95	541 208 5,128 1,034 216
C3	Proposed	Carson Street Master Plan	Mixed-Use													
C4	Proposed	Shell Specific Plan 20945 S. Wilmington Avenue	Industrial	1,500,000 SF 83,000 GLSF	[57] [6]	10,440 3,564	1,033 51	227 32	1,260 83	271 152	1,019 158	1,290 310	3,736 4,148	168 211	357 195	525 406
C5	Proposed	BP Shop Building DOR 1365-2010 2350 E. 223rd Street	Warehouse	127,273 GSF	[15]	453	30	8	38	10	31	41	157	11	6	17
C6	Proposed	Cityview 616 E. Carson Street	Single-Family Residential Condominium Commercial	29 DU 123 DU 20,000 GLSF	[13] [4] [6]	278 715 859	6 9 12	16 45 8	22 54 20	18 43 37	11 21 38	29 64 75	292 697 999	14 31 51	13 27 47	27 58 98
C7	Under Construction [NT]	Gabuten Shopping Center 22005 S. Main Street	Commercial	8,700 GSF	[6]	374	5	4	9	16	16	32	435	22	21	43
C8	Under Construction [NT]	Harbor Community Church of God 21739-21745 Dolores Street	Church	11,516 GSF	[41]	105	4	2	6	3	3	6	119	29	12	41
C9	Proposed	Judson Baptist Church 451 E. 223rd Street	Church (Demolish Existing Church)	13,023 GSF (6,465) GSF	[41] [41]	119 (59)	4 (2)	3 (2)	7 (4)	3 (2)	4 (2)	7 (4)	135 (67)	33 (16)	13 (7)	46 (23)
C10	Under Construction [NT]	Pacific Planning Group 101-155 E. Lomita Boulevard	Mixed-Use Retail Condominium Storage	16,530 GLSF 1 DU 105,490 GSF	[6] [4] [15]	710 6 376	10 0 25	7 0 7	17 0 32	30 1 9	32 0 25	62 1 34	826 6 130	42 0 9	39 0 5	81 0 14
C11	On Hold	ProLogis 2211-2241/2307 E. Carson Street	Warehouse	273,323 GSF	[15]	973	65	17	82	22	65	87	336	23	13	36
C12	Proposed	Related 425-437 E. Carson Street	Affordable Housing Live/Work	65 DU	[4]	378	5	24	29	23	11	34	369	17	14	31

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

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City of Carson (continued)																
C13	Under Construction [NT]	Safran City Center Project 708-724 E. Carson Street 21720-21814 S. Avalon Boulevard	Condominium Senior Housing Restaurant Retail	150 DU 86 DU 8,500 GSF 20,000 GSF	[4] [21] [8] [6]	872 299 1,081 859	11 4 51 12	55 7 47 8	66 11 98 20	52 8 56 37	26 6 39 38	78 14 95 75	851 216 1,346 999	38 13 64 51	33 13 56 47	71 26 120 98
C14	Proposed	DOR 1379-10 20400 S. Main Street	Landfill Operation Center Water Treatment Structure	6,528 GSF 7,179 GSF	[16]	46	5	1	6	1	5	6	8	0	1	1
C15	Proposed	CUP 799-10 21601-21607 S. Moneta Avenue	Adult Day Care	2,856 GSF	[27]	226	19	16	35	17	19	36	18	3	2	5
C16	Proposed	DOR 1334-09 22235 S. Figueroa Street	Gas Station with Convenience Market	2,254 GSF	[58]	2,190	91	88	179	110	109	219	2,190	110	109	219
C17	Approved	DOR 1339-09 628-640 E. Lincoln Street 24007 Broad Street	Single-Family Residential	7 DU	[13]	67	1	4	5	4	3	7	71	4	3	7
C18	Approved	CUP 722-09 129 E. 223rd Street	Day Care	20 Students	[27]	90	8	8	16	8	8	16	8	1	1	2
C19	Approved	DOR 1295-08 20630 Figueroa Street	Mixed-Use Business Park	265,000 GSF	[59]	3,381	318	61	379	79	263	342	678	16	53	69
C20	Proposed	DOR 1294-08 20331 S. Main Street	Apartment	197 DU	[5]	1,310	20	80	100	79	43	122	1,259	51	51	102
C21	Proposed	DOR 1282-08 440 E. Sepulveda Boulevard	Office Condominium	10,661 GSF 8 DU	[14] [4]	117 46	15 1	2 3	17 4	3 3	13 1	16 4	25 45	2 2	2 2	4 4
C22	Approved	CUP 352-88 22100 Dolores Street	Condominium	38 DU	[4]	221	3	14	17	13	7	20	215	10	8	18
C23	Proposed	CUP 696-08 214 E. 220th Street	Multi-Family Residential	5 DU	[5]	33	1	2	3	2	1	3	32	2	1	3
C24	Proposed	DOR 1329-09 21900 S. Main Street	Rectory	3,075 GSF	[41]	28	1	1	2	1	1	2	32	8	3	11
C25	Proposed	DOR 1391-10 21205 S. Main Street	Industrial Condominium	35,000 GSF 10 DU	[16]	244	28	4	32	4	30	34	46	2	3	5
City of Long Beach																
LB1	Proposed	West Gateway - New Urban Community 8 square blocks situated at the entry to the City's downtown core.	Condominium Apartment Retail	391 DU 409 DU 15,000 GLSF	[4] [5] [6]	2,272 2,720 644	29 42 9	143 167 6	172 209 15	136 165 27	67 89 29	203 254 56	2,217 2,614 750	99 107 38	85 106 35	184 213 73

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

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City of Torrance																
T1	Approved	TorMed Medical Center Expansion 3330 Lomita Boulevard Northeast corner of Skypark Drive and Medical Center Drive	Hospital (Existing Medical Office)	389,216 GSF (23,764) GSF	[60] [47]	6,422 (859)	257 (43)	179 (12)	436 (55)	186 (22)	258 (60)	444 (82)	3,962 (213)	440 (49)	440 (37)	880 (86)
T2	Under Construction [NT]	CUP04-00007 24510 Hawthorne Boulevard	Office Restaurant Condominium	3,600 GSF 1,030 GSF 14 DU	[14] [61] [4]	40 737 81	5 27 1	1 18 5	6 45 6	1 14 5	4 13 2	5 27 7	9 717 79	1 27 4	0 29 3	1 56 7
T3	Approved	CUP07-00016, DOT Case No. OUT09-002 2740 Lomita Boulevard	Office Medical Office	222,189 GSF 129,020 GSF	[14] [47]	2,446 4,661	303 235	41 62	344 297	56 120	275 326	331 446	527 1,156	49 267	42 201	91 468
T4	Under Construction [NT]	Standard Pacific Homes 2303 Jefferson Street	Condominium	33 DU	[4]	192	3	12	15	11	6	17	187	9	7	16
T5	Approved	Sunrise Senior Living 25535 Hawthorne Boulevard	Assisted Living	103 Beds	[62]	274	9	5	14	10	13	23	227	16	18	34
T6	Approved	CUP07-00005 3525 Maricopa Street	Condominium	12 DU	[4]	70	1	4	5	4	2	6	68	3	3	6
T7	Approved	CUP07-00025 24255 Hawthorne Boulevard	Retail General Office Apartment	1,090 GLSF 1,122 GSF 6 DU	[6] [14] [5]	47 12 40	1 2 1	0 0 2	1 2 3	2 0 3	2 2 1	4 2 4	54 3 38	3 0 2	2 0 1	5 0 3
T8	Approved	CUP08-00025 23248 Hawthorne Boulevard	Drug Store with Drive-Through	12,850 GSF	[39]	1,133	19	15	34	67	66	133	1,010	51	50	101
T9	Approved	CUP08-00015 3720 Pacific Coast Highway	Shopping Center	20,300 GLSF	[6]	872	12	8	20	37	39	76	1,014	51	48	99
T10	Approved	Providence Medical CUP08-00011 5215 Torrance Boulevard	Medical Office Bldg - Phase I (Existing Office) Medical Office Bldg - Phase II	106,200 GSF (85,000) GSF 68,435 GSF	[47] [14] [47]	3,837 (936) 2,473	193 (116) 124	51 (16) 33	244 (132) 157	99 (22) 64	268 (105) 173	367 (127) 237	952 (201) 613	220 (19) 141	166 (16) 107	386 (35) 248
T11	Approved	CUP09-00018 2841 Lomita Boulevard	Medical Office (Existing Manufacturing)	66,000 GSF (66,000) GSF	[47] [63]	2,385 (252)	120 (37)	32 (11)	152 (48)	62 (17)	166 (31)	228 (48)	591 (98)	137 (9)	103 (9)	240 (18)
T12	EIR Required	CUP08-00026 20911 Earl Street	Medical Office	92,000 GSF	[47]	3,324	167	45	212	86	232	318	824	190	144	334
T13	Under Construction [NT]	CUP07-00008 1620 Gramercy Avenue	Condominium Shopping Center	7 DU 2,600 GLSF	[4] [6]	41 112	1 2	2 1	3 3	3 5	1 5	4 10	40 130	2 7	1 6	3 13
T14	Approved	CUP04-00004 1918 Artesia Boulevard	Synagogue	23,914 GSF	[64]	254	2	1	3	19	21	40	141	27	38	65
T15	Under Construction [NT]	CUP07-00024 1104 Sartori Avenue	Office Condominium	12,741 GSF	[14]	140	18	2	20	3	16	19	30	3	2	5
T16	Approved	CUP07-00031 2319 Apple Avenue	Condominium	6 DU	[4]	35	1	2	3	2	1	3	34	2	1	3

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

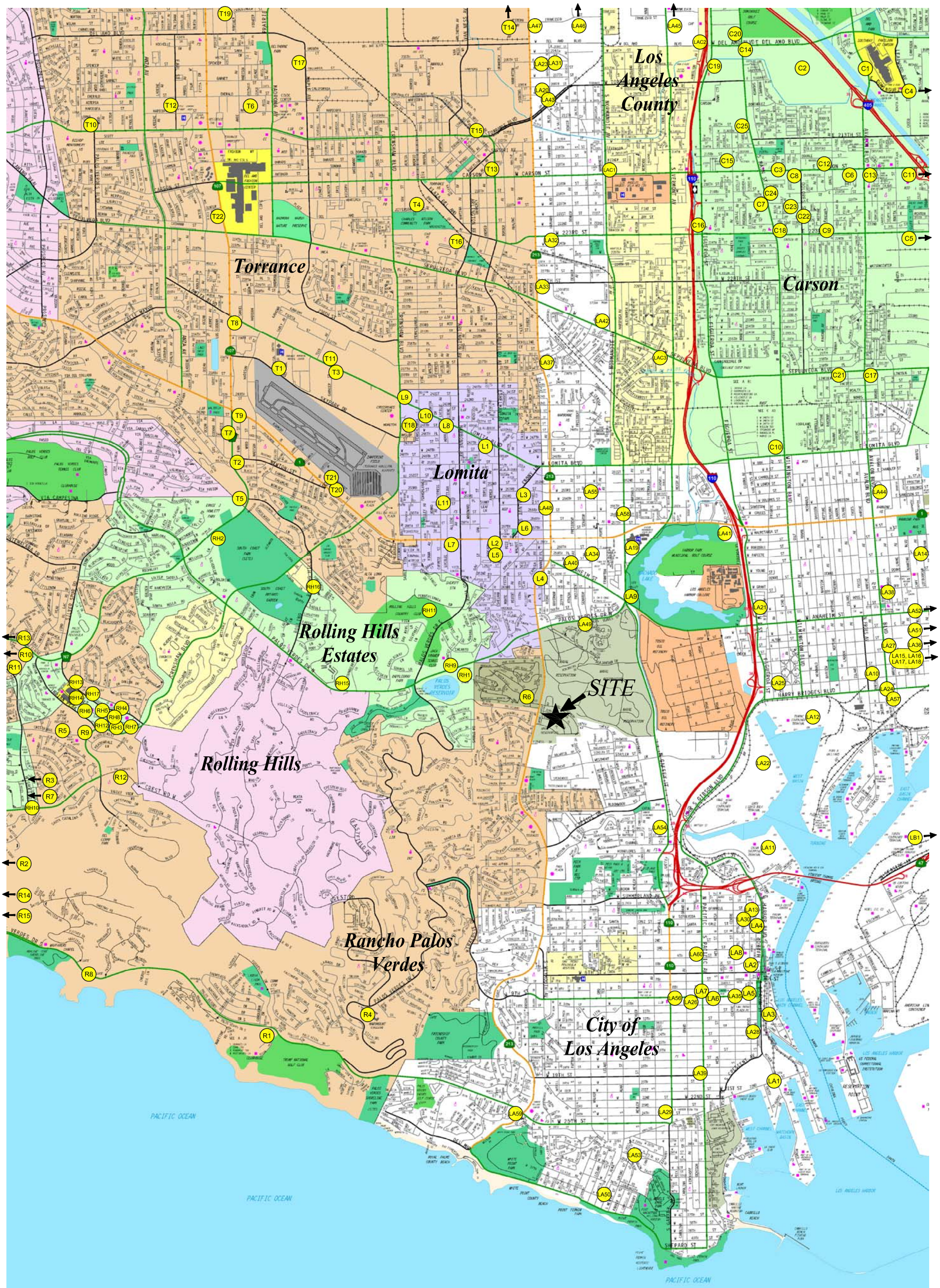
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City of Torrance (continued)																
T17	Approved	CUP07-00033 435 Maple Avenue	Industrial	30,000 GSF	[16]	210	25	3	28	3	26	29	40	2	2	4
T18	Approved	CUP08-00010 2433 Moreton Street	Day Spa	27,000 GSF	[65]	330	33	0	33	7	32	39	1,370	49	88	137
T19	Approved	CUP08-00031 19701 Mariner Avenue	Industrial Condominium	14,929 GSF	[16]	104	12	2	14	2	12	14	20	1	1	2
T20	Approved	Toyota Dealership and Showroom 2909 Pacific Coast Highway	Auto Dealership	16,978 GSF	[66]	566	25	9	34	17	27	44	357	26	24	50
T21	Approved	Robinson Helicopter BLD09-01289 2931 Airport Drive	Manufacturing Addition	133,720 GSF	[63]	511	76	22	98	35	63	98	199	19	18	37
T22	Proposed	Wal-Mart BLD10-00478 22015 Hawthorne Boulevard	Superstore	75,400 GSF	[67]	4,316	54	26	80	189	188	377	5,359	284	273	557
City of Lomita																
L1	Built [NT]	SP No. 978 2040 & 2046 Lomita Boulevard	Commercial	14,330 GLSF	[6]	615	9	5	14	26	27	53	716	36	34	70
L2	Approved	TTM No. 60165 25819-25 Eshelman Avenue	Senior Housing	20 Occ. DU	[21]	70	1	2	3	2	1	3	50	3	3	6
L3	Approved	CUP 242, TTM No. 067343 25316 Ebony Lane	Senior Housing	16 Occ. DU	[21]	56	1	1	2	2	1	3	40	3	2	5
L4	Approved Site Vacant	SP No. 1096 Southeast corner of Western Avenue and 262nd Street	Office	11,100 GSF	[14]	122	15	2	17	3	14	17	26	3	2	5
L5	Approved	SP 1003, HVP 73, TTM 53874 25829-25837 Eshelman Avenue	Condominium	16 DU	[4]	93	1	6	7	5	3	8	91	4	4	8
L6	Proposed	SP 1014, TPM 61155 1837 and 1839 W. 257th Street	Condominium	3 DU	[4]	17	0	1	1	1	1	2	17	1	0	1
L7	Appealed	SP 1049 2244 Pacific Coast Highway	Retail	18,285 GLSF	[6]	785	11	7	18	33	35	68	914	46	43	89
L8	Approved	SP 1130 2266 Lomita Boulevard	Commercial	1,076 GSF	[6]	46	1	0	1	2	2	4	54	3	2	5
L9	Approved	CUP 269, SP 1131 2477 Lomita Boulevard	Convenience Store Addition to Car Wash	2,402 GSF 270 GSF	[22] [49]	1,773 40	81 None	80 None	161 None	64 2	62 2	126 4	2,073 40	93 2	92 2	185 4
L10	Proposed	SP 1132 2344 Lomita Boulevard	Storage Building	2,250 GSF	[15]	8	1	0	1	0	1	1	3	Nom.	Nom.	Nom.

Table 6-1 (Continued)
LIST OF RELATED PROJECTS AND RELATED PROJECTS TRIP GENERATION FORECAST [1]

NO.	PROJECT STATUS	PROJECT NAME ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	WEEKDAY DAILY TRIP ENDS [2] VOLUMES	WEEKDAY AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	WEEKDAY PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL	SATURDAY DAILY TRIP ENDS VOLUMES [2]	SATURDAY MID-DAY PEAK HOUR VOLUMES [2] IN	MID-DAY OUT	MID-DAY TOTAL
City of Lomita (continued)																
L11	Proposed	CUP 268, TPM 066806, SP 1123 25322 Cypress Street	Condominium	3 DU	[4]	17	0	1	1	1	1	2	17	1	0	1
County of Los Angeles																
LAC 1	Approved	7-Eleven 1259 W. Carson Street	Convenience Store Commercial	2,400 GSF 2,850 GSF	[22] [6]	1,771 122	81 2	80 1	161 3	64 5	62 6	126 11	2,071 142	93 7	92 7	185 14
LAC 2	Proposed	R2007-00791 20320 Hamilton Avenue	Adult Cabaret (Existing Furniture Store)	4,325 GSF (4,325) GSF	[68] [69]	1,670 (22)	None (1)	None 0	None (1)	107 (1)	60 (1)	167 (2)	1,670 (21)	95 (2)	72 (2)	167 (4)
LAC 3	Approved	R2008-00597 958 Sepulveda Boulevard	Gym (Existing Commercial)	44,000 GSF (44,000) GSF	[53] [6]	1,449 (1,889)	27 (27)	34 (17)	61 (44)	88 (80)	67 (84)	155 (164)	918 (2,199)	55 (112)	67 (103)	122 (215)
TOTAL						**232,982**	**9,276**	**6,314**	**15,590**	**9,528**	**11,763**	**21,291**	**206,240**	**11,305**	**10,645**	**21,950**

[1] Sources: City of Los Angeles City Planning Department, City of Los Angeles Department of Transportation, City of Los Angeles WLA Related Projects Map (Bing.com), City of Rancho Palos Verdes Planning Department, City of Rancho Palos Verdes Estates Planning Department, City of Rolling Hills Planning Planning Department, City of Rolling Hills Estates Planning Department, City of Carson Planning Division, City of Long Beach Planning Department, City of Torrance Community Development Department, City of Lomita Planning Department, and Los Angeles County Department of Regional Planning. The peak hour traffic volumes were forecast based on either related projects data obtained from the respective agencies or applied trip rates as provided in the ITE "Trip Generation", 8th Edition, 2008 (as referenced in the Project Data Source column).
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: "San Pedro Mixed-Use Development Traffic Study", by Meyer, Mohaddes Associates, Inc.
[4] ITE Land Use Code 230 (Residential Condominium/Townhome) trip generation average rates.
[5] ITE Land Use Code 220 (Apartment) trip generation average rates.
[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[7] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. Pass-by reductions were based on the City of Los Angeles Department of Transportation policy on pass-by trips.
[8] ITE Land Use Code 932 (High-Turnover Sit-Down Restaurant) trip generation average rates.
[9] Source: Traffic Study for the San Pedro Waterfront Project, prepared by Fehr & Peers, May 2008.
[10] Source: Traffic Study for the San Pedro Waterfront Project, prepared by Fehr & Peers, May 2008. Daily trip ends from LADOT Case Number 2005-CEN-2126.
[11] Source: Berths 97-109 Container Terminal Project - Recirculated Draft EIR, prepared by CH2M Hill, April 2008. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[12] Source: Berths 136-147 Terminal EIS/EIR, prepared by SAIC, November 2007. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[13] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
[14] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[15] ITE Land Use Code 150 (Warehouse) trip generation average rates.
[16] ITE Land Use Code 110 (Light Industrial) trip generation average rates.
[17] LADOT trip generation forecast. Directional distribution for the ITE Land Use Code 720 (Medical-Dental Office) obtained from the ITE "Trip Generation," 7th Edition, 2003.
[18] ITE Land Use Code 536 (Private School [K-12]) trip generation average rates.
[19] Source: Draft Environmental Impact Report for the Wilmington Waterfront Development Project, prepared by Jones & Stokes, December 2008. Saturday trip generation forecast based on applied trip rates as provided in the ITE "Trip Generation," 7th Edition, 2003.
[20] ITE Land Use Code 412 (County Park) trip generation average rates.
[21] ITE Land Use Code 252 (Senior Adult Housing-Attached) trip generation average rates.
[22] ITE Land Use Code 851 (Convenience Market [Open 24 Hours]) trip generation average rates.
[23] Source: "1311 West Sepulveda Boulevard Project" Traffic Impact Study, prepared by LLG Engineers, July 2009.
[24] ITE Land Use Code 520 (Elementary School) trip generation average rates.
[25] ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates.
[26] ITE Land Use Code 534 (Private School [K-8]) trip generation average rates. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[27] ITE Land Use Code 565 (Day Care Center) trip generation average rates.
[28] Source: "Traffic Impact Study - LAUSD South Region High School #15," prepared June 30, 2008.
[29] ITE Land Use Code 530 (High School) trip generation average rates.
[30] ITE Land Use Code 540 (Junior/Community College) trip generation average rates.
[31] ITE Land Use Code 411 (City Park) trip generation average rates.
[32] ITE Land Use Code 912 (Drive-In Bank) trip generation average rates.
[33] Source: "South Shores Center Project" Draft Traffic Impact Study, prepared by LLG Engineers, June 2010.
[34] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume. Saturday Mid-day peak hour traffic volumes based on Weekday PM trip generation average rates.

[35] Source: Marymount College Facilities Expansion Project Bachelor of Arts Degree Program Environmental Impact Report Appendix D, January 2010.
[36] ITE Land Use Code 495 (Recreational Community Center) trip generation average rates.
[37] ITE Land Use Code 566 (Cemetary) trip generation average rates.
[38] The AM and PM peak hour trip generation forecast based on County of Los Angeles trip generation rates for townhomes/condominiums consistent with the "Traffic Impact Analysis for Senior Apartment Project", prepared by LLG Engineers, January 15, 2009.
[39] ITE Land Use Code 881 (Pharmacy/Drugstore with Drive-Through) trip generation average rates. Saturday PM mid-day peak hour traffic volumes represent ten percent of the Saturday daily trip generation forecast.
[40] ITE Land Use Code 853 (Convenience Market with Gas Pumps) trip generation average rates.
[41] ITE Land Use Code 560 (Church) trip generation average rates.
[42] ITE Land Use Code 946 (Gasoline/Service Station with Convenience Market and Car Wash) trip generation average rates. Saturday PM mid-day peak hour traffic volumes represent ten percent of the Saturday daily trip generation forecast.
[43] ITE Land Use Code 640 (Animal Hospital/Veterinary Clinic) trip generation average rates. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[44] Source: "The Annenberg Project at Lower Point Vicente" Traffic Impact Study, prepared by LLG Engineers, July 2010.
[45] Source: City of Rolling Hills Planning Department. Saturday trip generation forecast based on ITE Land Use Code 252 trip generation rates for Saturday.
[46] ITE Land Use Code 430 (Golf Course) trip generation average rates.
[47] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
[48] The AM and PM peak hour trip generation forecast obtained from the Traffic Impact Analysis, "627 Deep Valley Drive Residential Mixed-Use Development", prepared by DKS Assocaites, October 13, 2005. Saturday trip generation forecast based on ITE Trip Generation Manual.
[49] ITE Land Use Code 948 (Automated Car Wash) trip generation average rates. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[50] ITE Land Use Code 943 (Automobile Parts and Service Center) trip generation average rates. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[51] The AM and PM peak hour trip generation forecast obtained from the Chandler Ranch/Rolling Hills Country Club Project DEIR, April 30, 2009. Saturday trip generation forecast based on ITE Trip Generation manual.
[52] ITE Land Use Code 931 (Quality Restaurant) trip generation average rates.
[53] ITE Land Use Code 492 (Health/Fitness Center) trip generation average rates.
[54] ITE Land Use Code 490 (Tennis Courts) trip generation average rates.
[55] ITE trip rates not provided in the ITE Trip Generation manual. Saturday new member trips calculated based on existing clubhouse trips during the PM peak hour.
[56] Source: "Traffic Impact Study for the Carson Marketplace", October 2005 prepared by Kaku Associates. Saturday trip generation forecast based on the ITE land use categories and weekday trip generation assumptions in the Traffic Impact Study.
[57] ITE Land Use Code 130 (Industrial Park) trip generation average rates.
[58] ITE Land Use Code 945 (Gasoline/Service Station with Convenience Market) trip generation average rates. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume. Saturday Mid-day peak hour traffic volumes based on Weekday PM trip generation average rates.
[59] ITE Land Use Code 770 (Business Park) trip generation average rates. Saturday Mid-day peak hour traffic volumes based on Weekday PM trip generation average rates.
[60] ITE Land Use Code 610 (Hospital) trip generation average rates.
[61] ITE Land Use Code 933 (Fast-Food Restaurant without Drive Through) trip generation average rates.
[62] ITE Land Use Code 254 (Assisted Living) trip generation average rates.
[63] ITE Land Use Code 140 (Manufacturing) trip generation average rates.
[64] ITE Land Use Code 561 (Synagogue) trip generation average rates.
[65] ITE Land Use Code 918 (Hair Salon) trip generation average rates. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[66] ITE Land Use Code 841 (New Car Sales) trip generation average rates.
[67] ITE Land Use Code 815 (Free-Standing Discount Store) trip generation average rates.
[68] ITE Land Use Code 440 (Adult Cabaret) trip generation average rates. Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[69] ITE Land Use Code 890 (Furniture Store) trip generation average rates.
[NT] Near-Term Related Project; i.e. development that is under construction and/or expected to be completed in the year 2012.



MAP SOURCE: RAND MCNALLY & COMPANY

NOT TO SCALE

LEGEND:

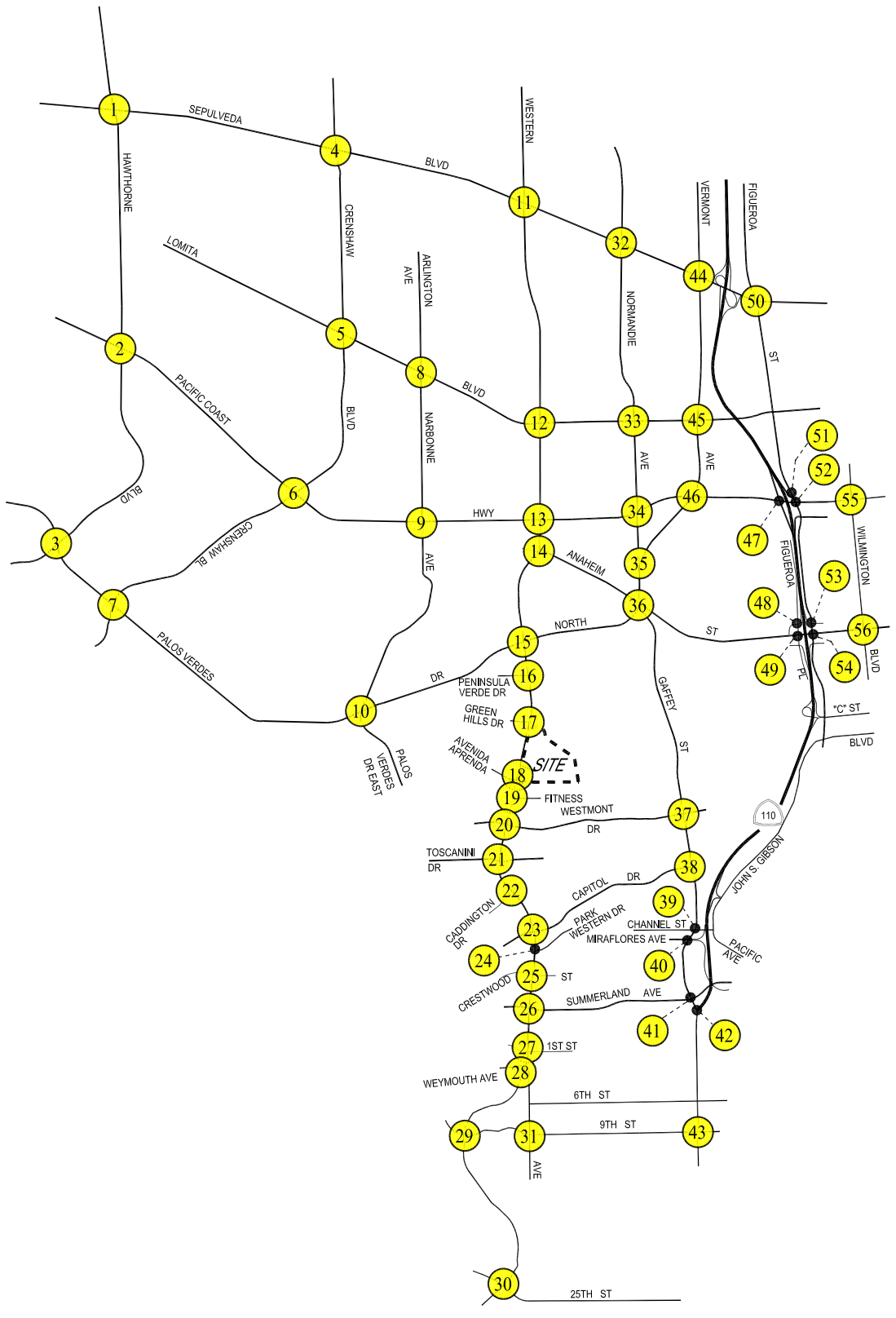
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RH - City of Rolling Hills Estates
R - City of Rancho Palos Verdes
T - City of Torrance
L - City of Lomita
C - City of Carson

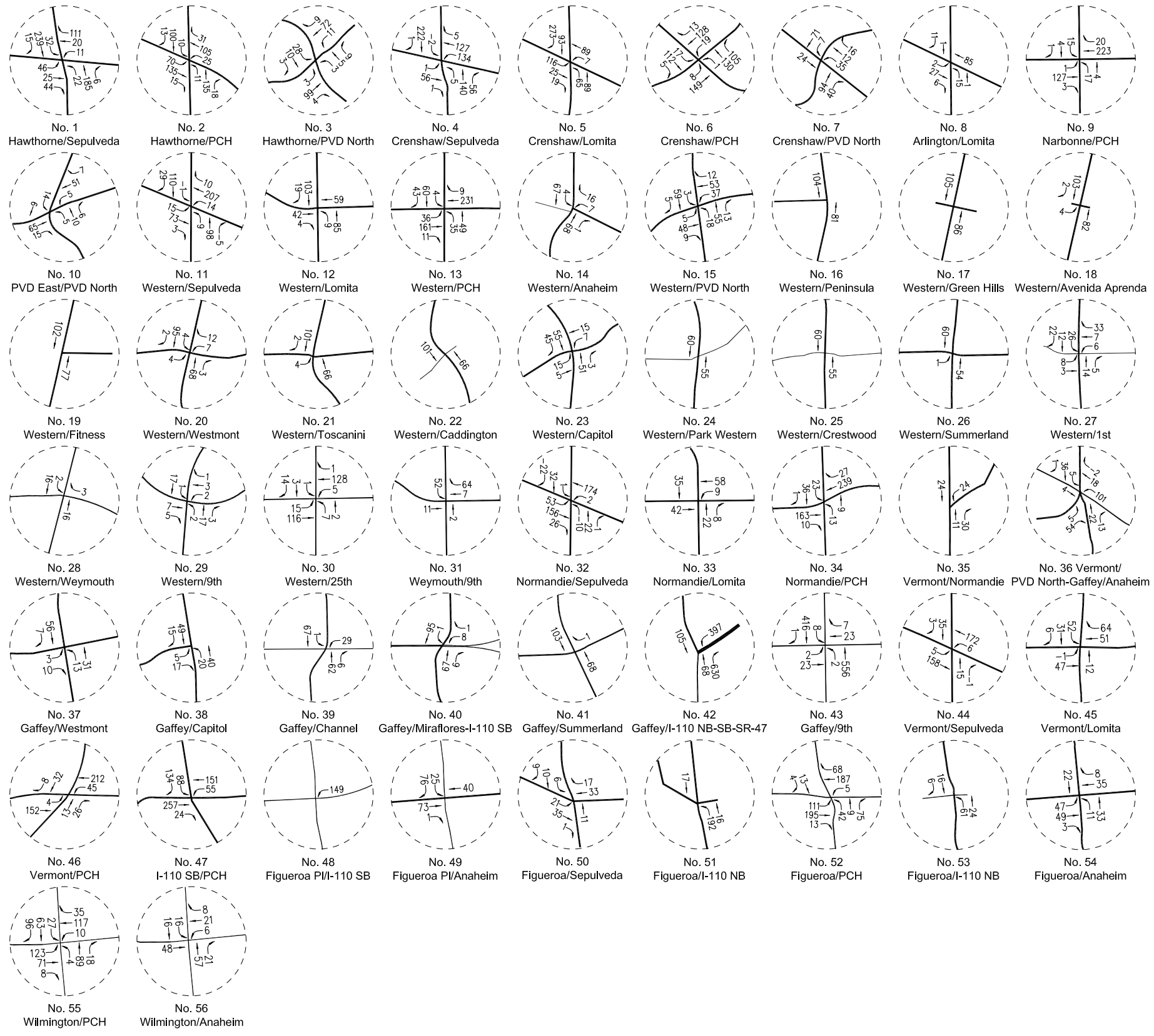
FIGURE 6-1
LOCATION OF RELATED PROJECTS

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PONTE VISTA AT SAN PEDRO PROJECT

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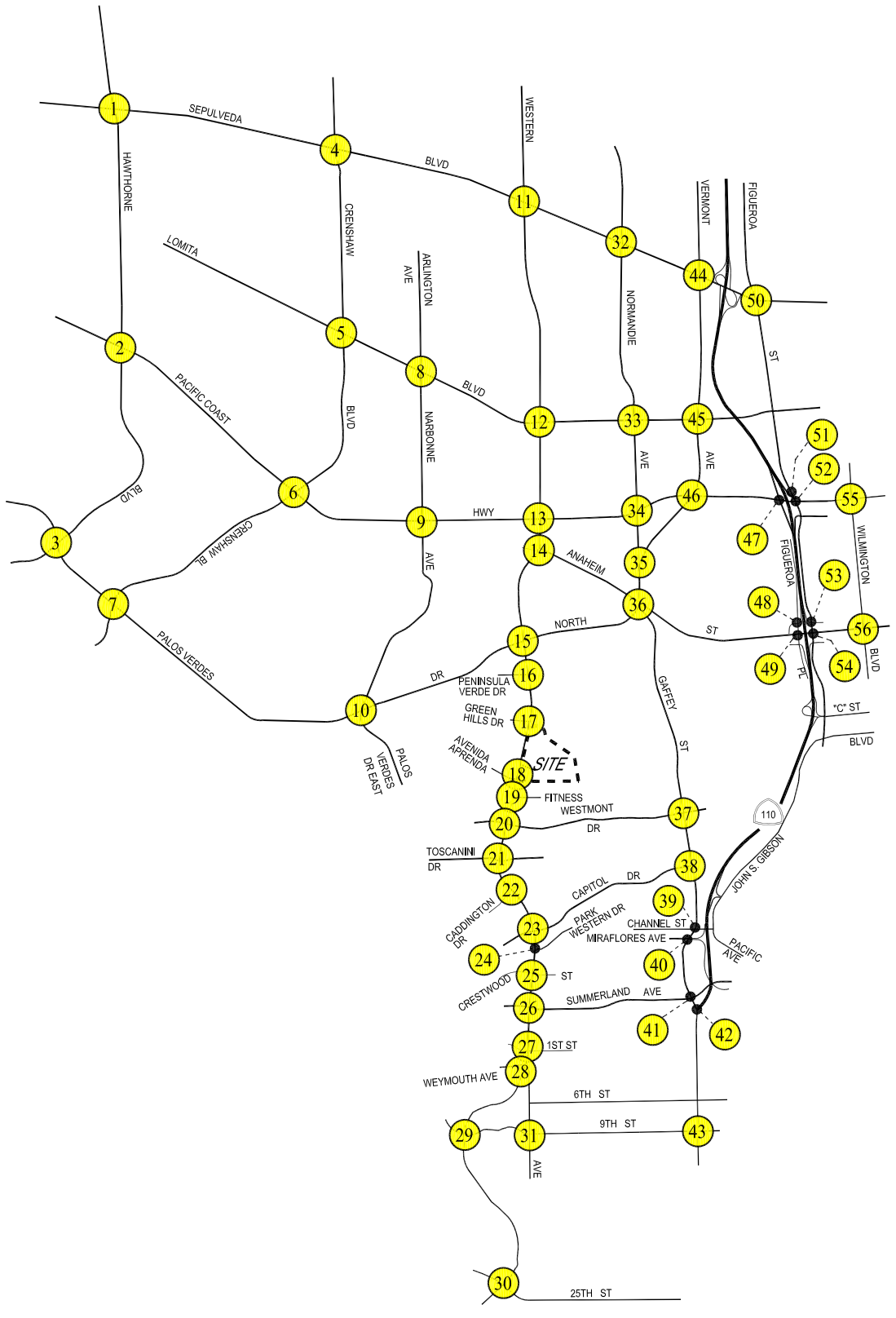
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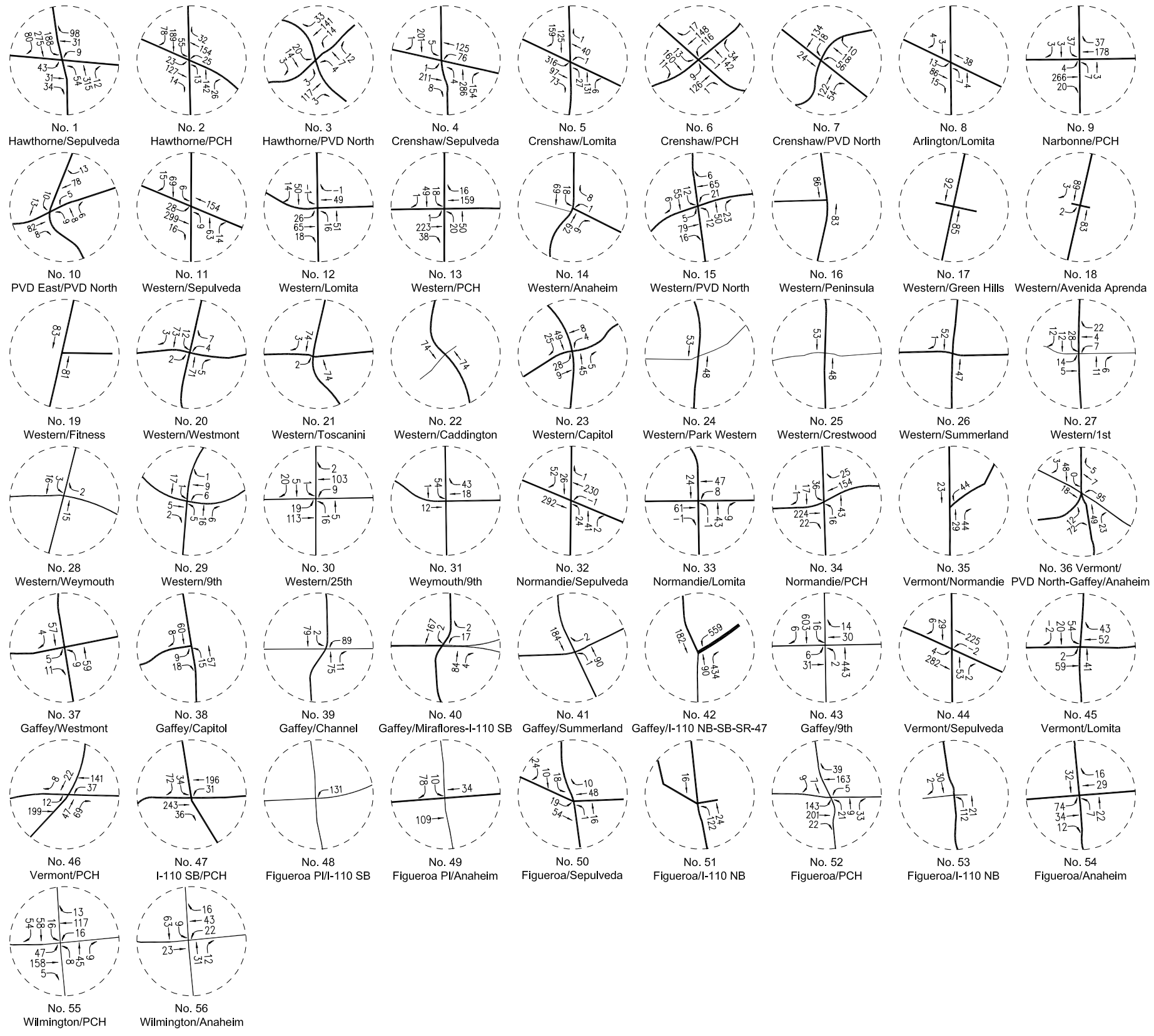
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

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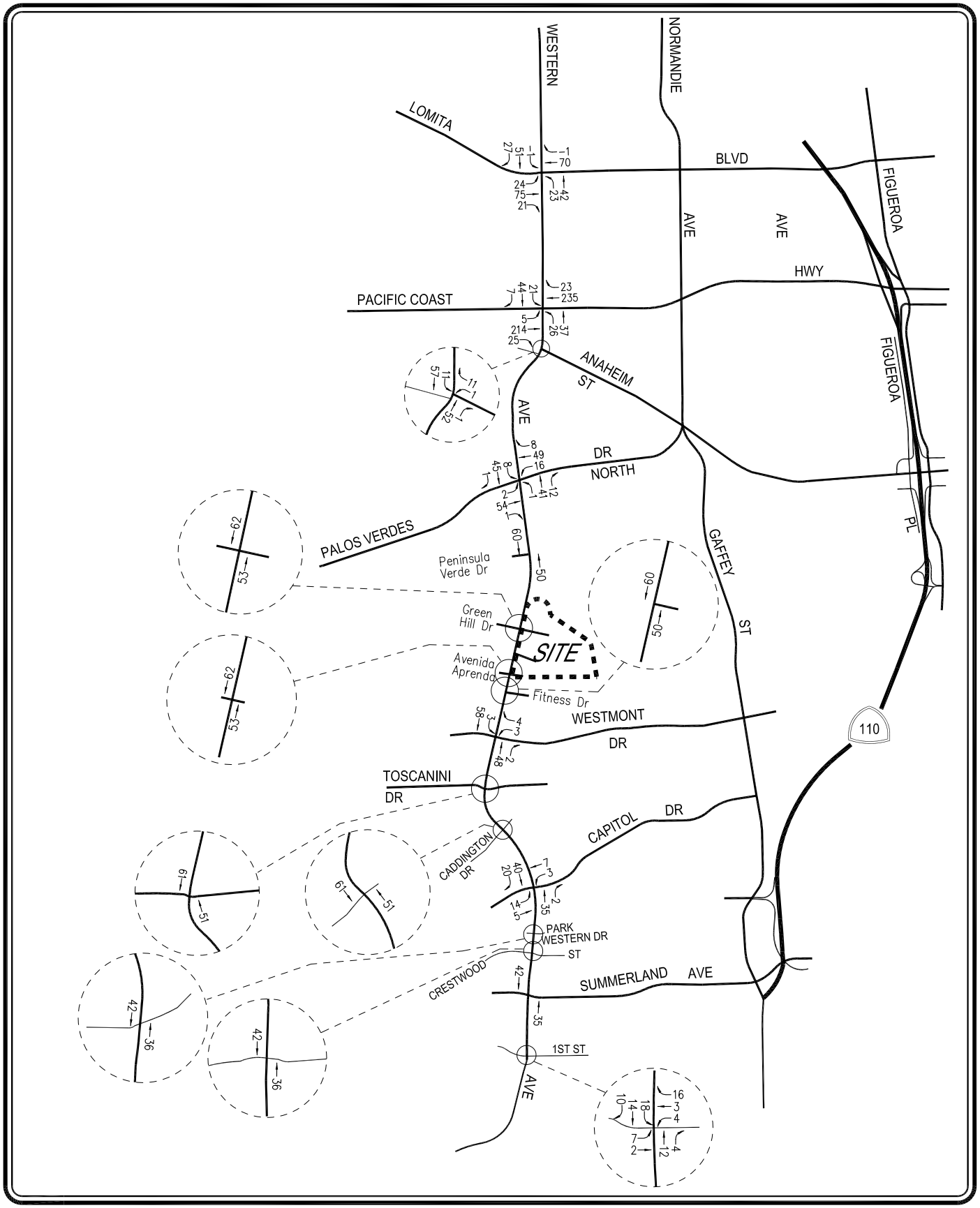


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FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT



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FIGURE 6-4
RELATED PROJECTS TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR

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PONTE VISTA AT SAN PEDRO PROJECT

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6.2 Ambient Traffic Growth Factor

The existing traffic volumes were increased at an annual rate of one percent (1.0%) per year both to the near-term year 2012 (i.e., the expected year of project approval) and to the future year 2017 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with LADOT staff. The traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. It is also noted that based on review of empirical data and the general traffic growth factors provided in the CMP manual for the Palos Verdes area, it is anticipated that the existing traffic volumes are actually expected to increase at an annual rate of less than 1.0% per year between the years 2010 and 2020. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data likely overstates future pre-project conditions and future traffic volumes at the study intersections.

6.3 ATSAC/ATCS Traffic Signal Synchronization

Based on information provided by LADOT in February 2012, ATSAC (Automated Traffic Surveillance and Control) with ATCS (Adaptive Traffic Control System) capability has been constructed in its San Pedro system of signalized intersections and was functional as of the first quarter of 2011. As the proposed project's NOP occurred in October 2010 and project approval is expected in year 2012, the traffic benefits of the synchronized ATSAC/ATCS traffic signal system in San Pedro have been assumed in the year 2012 near-term condition of the traffic study. Design of ATSAC/ATCS for signalized intersections in Wilmington has been completed, and funding has been received by LADOT to begin construction. LADOT currently estimates that construction of the Wilmington ATSAC/ATCS system will be completed in July 2012. To provide a conservative analysis, the traffic benefits of the Wilmington ATSAC/ATCS have not been assumed in the 2012 near-term traffic analysis. Thus, the traffic benefits of the synchronized ATSAC/ATCS traffic signal system in Wilmington will be assumed in the year 2017 future condition (i.e., the anticipated year of project build-out) of the traffic study. Further, ATSAC/ATCS has not been assumed for potential traffic mitigation for the Ponte Vista project. Caltrans previously implemented a synchronization system similar to ATSAC for signalized intersections along Western Avenue (as well as on other nearby State highways such as State Route 1) not operated by LADOT, and thus, the traffic benefits have accordingly been assumed within the traffic analysis as part of existing conditions at these intersections.

6.4 Western Avenue Task Force

The Western Avenue Task Force is a working group overseen by Caltrans and consists of residents and technical staff from the City of Los Angeles and the City of Rancho Palos Verdes. The group was formed to serve as a forum for communication between public agencies and community representatives. The group has met to discuss transportation issues related to Western Avenue.

In the summer of 2005, Caltrans issued a report, *Western Corridor Improvement Project*[5], which outlines recommended immediate, short-term, and long-term transportation improvements. The focus of the Caltrans report was the segment of Western Avenue between 25th Street and Palos Verdes Drive North (identified as Segment 1 in the document). The key recommendations from the Caltrans report are as follows:

- Immediate Improvements: Coordinate traffic signals along Western Avenue by providing a consistent 90-second cycle length currently used by LADOT. The signal coordination project has been completed.

- Short-Term Improvements: Synchronize the operation of traffic signals along Western Avenue through the installation of traffic signal interconnect and computer equipment. The report estimates that the synchronization of traffic signals will improve the calculated Levels of Service at intersections in the corridor by an average of 12 percent. Also, where feasible, the striping on Western Avenue at intersection approaches will be modified to provide a separate right-turn lane (e.g., a lane configuration of one left-turn lane, two through lanes, and one right-turn lane). The synchronization of the traffic signals has been partially completed.

- Long-Term Improvements: The report recommends that Western Avenue be widened through the corridor to provide a third through travel lane in each direction.

The Caltrans report provides target dates for implementation of the improvements of which some improvements have been implemented. For example, as noted above, Caltrans implemented a traffic signal synchronization system for intersections on Western Avenue it maintains by agreement with the cities of Rancho Palos Verdes and Lomita for the segment between Palos Verdes Drive North and Summerland Avenue. Further, as discussed above, LADOT is completing construction of the San Pedro ATSAC system, which includes Western Avenue intersections between 1st Street and 25th Street. Western Avenue intersections within the LADOT Wilmington ATSAC system are located between Lomita Boulevard and Anaheim Street, which will be constructed at such time LADOT receives funding from the State as noted above.

For the remaining Short-Term measures identified in the Western Avenue Task Force report (specifically, the separate right-turn lanes at intersections), as well as the Long-Term measures (i.e., a third through travel lane on Western in each direction), the report identifies no funding sources for their design and construction. Because there is no reasonable certainty regarding the schedule for the implementation of the remaining Short-Term improvements and the Long-Term measures, these capacity enhancements have not been assumed herein as part of the year 2017 future conditions (pre-project).

[5] *WESTERN CORRIDOR IMPROVEMENT PROJECT On Western Avenue (SR-213) to 25th Street (PM 0.0) to Palos Verdes Dr. North (PM 004.314)*; Proposed by: Joint Regional Western Avenue Task Force; Caltrans, LADOT and City of Rancho Palos Verdes; 2005.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Ponte Vista at San Pedro project, a multi-step process has been 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 is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

7.1 Project Trip Generation

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours and Saturday mid-day peak hour, as well as on a daily basis for a weekday and a Saturday, were estimated using rates published in the ITE *Trip Generation* manual. Traffic volumes expected to be generated by the residential land use components were based upon rates per number of dwelling units. ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates were used to forecast the traffic volumes expected to be generated by the detached residential land use. ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates were used to forecast the traffic volumes expected to be generated by the multi-family condominium land use. ITE Land Use Code 220 (Apartment) trip generation average rates were used to forecast the traffic volumes expected to be generated by the apartment land use. Traffic volumes expected to be generated by the park land use component were based upon rates per acre. ITE Land Use Code 412 (County Park) trip generation average rates were used to forecast the traffic volumes expected to be generated by the park land use. The ITE project trip generation forecast was reviewed and approved by LADOT staff for use in the traffic analysis.

The ITE manual contains trip rates for a variety of land uses (including office buildings, shopping centers, condominiums, etc.), which have been derived based on traffic counts conducted at existing sites. The traffic count data submitted to ITE is for free-standing sites generally located in suburban locations. As stated on page 1 of the ITE *Trip Generation, 8th Edition, User's Guide*:

> "Data were primarily collected at suburban locations having little or no transit service, nearby pedestrian amenities, or travel demand management (TDM) programs."

For most of the land uses evaluated in the ITE manual, the trip generation data is summarized statistically in both weighted average and regression curve format. While the weighted average is simply a "straight line" through the trip generation data, the regression analysis provides a "best fit" line (typically nonlinear) of the data. As stated on page 17 of the ITE *User's Guide*:

> "Regression analysis provides a tool for developing an equation that defines the line that "fits best" through the data points."

In certain circumstances, ITE recommends use of the regression equation as compared to the weighted average for purposes of forecasting trips associated with a land use. It is stated on page 9 of the ITE publication *Trip Generation Handbook, 2nd* Edition:

> "When the *Trip Generation* data plot contains more than 20 data points and a regression curve and equation are provided, use of the regression equation is recommended."

Also noted on page 9:

> "A regression equation with an R^2 of at least 0.75 is preferred because it indicates the desired level of correlation between the trips generated by a site and the value measure for an independent variable."

With respect to the ITE Land Use Code 210 (Single-Family Detached Housing), ITE Land Use Code 220 (Apartment) and Land Use Code 230 (Residential Condominium/Townhouse), the trip generation data is such that use of the regression equation for forecasting purposes would be supported. However, to provide a conservative, worst case forecast, the weighted average trip rates provided by ITE for Land Use Codes 210, 220 and 230 have been used for purposes of estimating trip generation associated with the Ponte Vista project.

7.1.1 *Weekday Project Trip Generation Summary*

The weekday trip generation forecast for the proposed project is summarized in ***Table 7-1***. As summarized in *Table 7-1*, the proposed project is expected to generate 112 inbound trips and 459 outbound trips during the weekday AM peak hour. During the PM peak hour, the proposed project is expected to generate 458 inbound trips and 241 outbound trips. Over a 24-hour period, the proposed project is forecast to generate 3,734 inbound trips and 3,734 outbound trips.

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	WEEKDAY							SATURDAY			
		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]			DAILY TRIP ENDS [2]	MID-DAY PEAK HOUR VOLUMES [2]		
		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	VOLUMES	IN	OUT	TOTAL
Single-Family [3]	143 DU	1,369	27	80	107	91	53	144	1,441	70	63	133
Condominium [4]	600 DU	3,486	45	219	264	209	103	312	3,402	152	130	282
Apartment [5]	392 DU	2,607	40	160	200	158	85	243	2,505	110	94	204
Park [6]	2.8 AC	6	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	34	4	2	6
TOTAL		**7,468**	**112**	**459**	**571**	**458**	**241**	**699**	**7,382**	**336**	**289**	**625**

[1] Source: ITE "Trip Generation", 8th Edition, 2008.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- Weekday Daily Trip Rate: 9.57 trips/DU; 50% inbound/50% outbound
- Weekday AM Peak Hour Trip Rate: 0.75 trips/DU; 25% inbound/75% outbound
- Weekday PM Peak Hour Trip Rate: 1.01 trips/DU; 63% inbound/37% outbound
- Saturday Daily Trip Rate: 10.08 trips/DU; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 0.93 trips/DU; 53% inbound/47% outbound

[4] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
- Weekday Daily Trip Rate: 5.81 trips/DU; 50% inbound/50% outbound
- Weekday AM Peak Hour Trip Rate: 0.44 trips/DU; 17% inbound/83% outbound
- Weekday PM Peak Hour Trip Rate: 0.52 trips/DU; 67% inbound/33% outbound
- Saturday Daily Trip Rate: 5.67 trips/DU; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 0.47 trips/DU; 54% inbound/46% outbound

[5] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Weekday Daily Trip Rate: 6.65 trips/DU; 50% inbound/50% outbound
- Weekday AM Peak Hour Trip Rate: 0.51 trips/DU; 20% inbound/80% outbound
- Weekday PM Peak Hour Trip Rate: 0.62 trips/DU; 65% inbound/35% outbound
- Saturday Daily Trip Rate: 6.39 trips/DU; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 0.52 trips/DU; 54% inbound/46% outbound

[6] ITE Land Use Code 412 (County Park) trip generation average rates.
- Weekday Daily Trip Rate: 2.28 trips/acre; 50% inbound/50% outbound
- Weekday AM Peak Hour Trip Rate: 0.01 trips/acre; assume 80% inbound/20% outbound
- Weekday PM Peak Hour Trip Rate: 0.06 trips/acre; 41% inbound/59% outbound
- Saturday Daily Trip Rate: 12.14 trips/acre; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 2.24 trips/acre; assume 59% inbound/41% outbound

Note: Nom. = Nominal

7.1.2 *Saturday Project Trip Generation Summary*

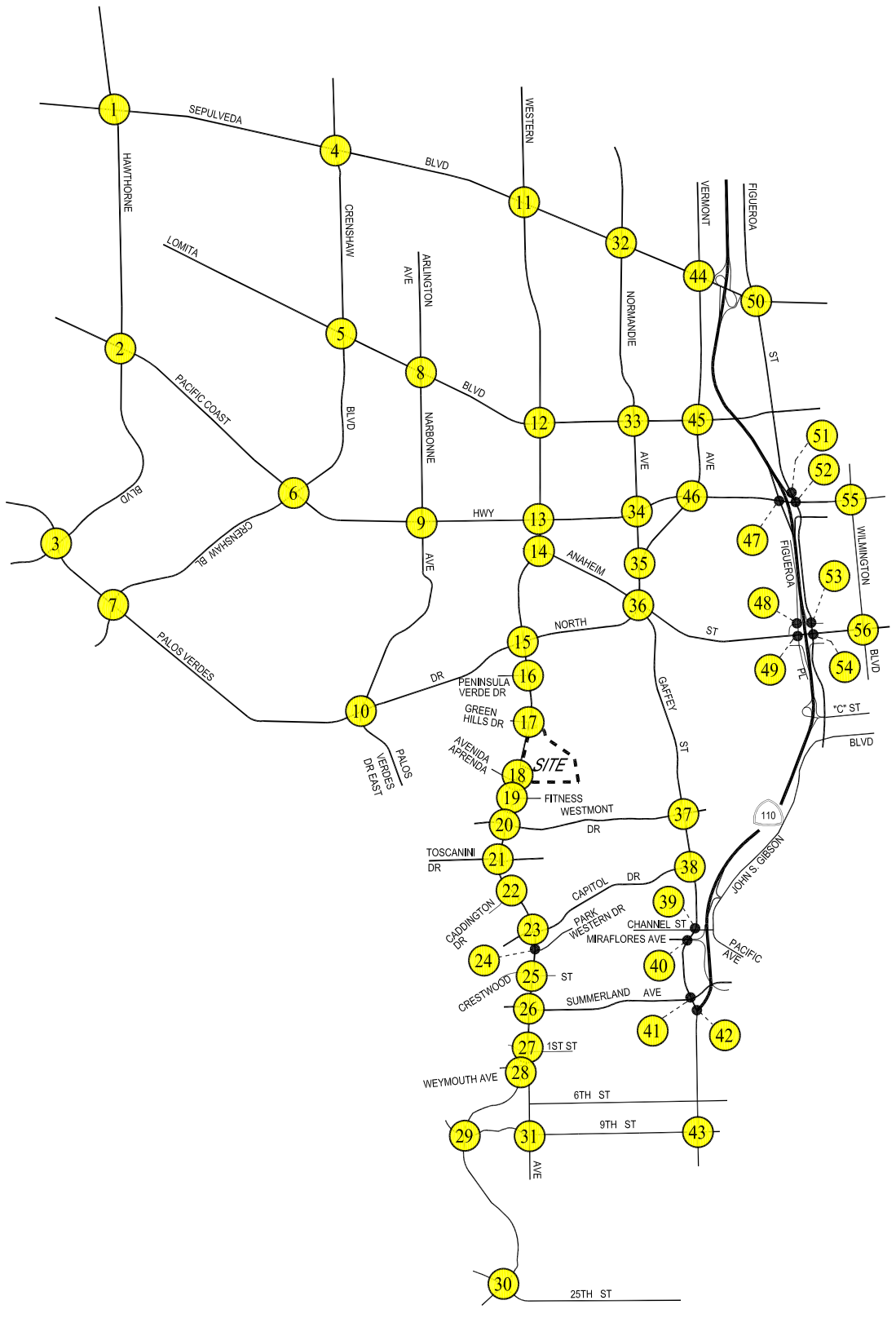
The Saturday trip generation forecast for the proposed project also is summarized in *Table 7-1*. As also summarized in *Table 7-1*, the proposed project is expected to generate 336 inbound trips and 289 outbound trips during the Saturday mid-day peak hour. Over a 24-hour period, the proposed project is forecast to generate 3,691 inbound trips and 3,691 outbound trips.

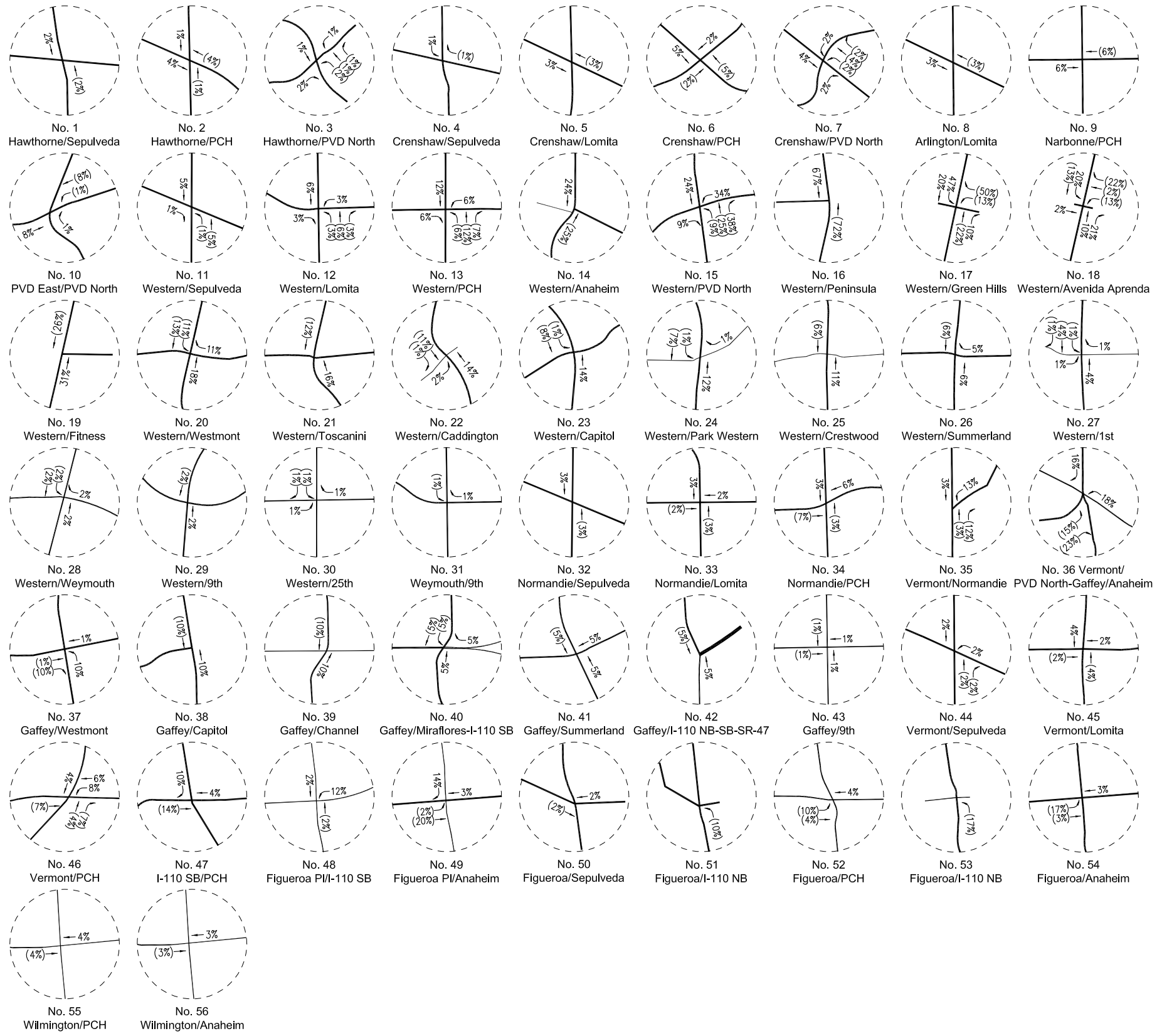
7.2 Project Trip Distribution

Project generated traffic was assigned to the local roadway system based on a trip distribution pattern developed in consultation with LADOT staff. The traffic distribution pattern was based on the proposed project land uses, the existing and planned project site access schemes, existing traffic patterns, characteristics of the surrounding roadway system, and nearby population and employment centers. In addition, the trip distribution patterns developed from regional traffic models and documented in the Metropolitan Transportation Authority, *2010 Congestion Management Program for Los Angeles County*, October 2010, were also considered. The trip distribution pattern developed for the proposed project was reviewed and approved by LADOT.

In addition to the distribution and assignment of trips expected to be generated by the proposed project, the existing traffic volumes associated with Mary Star High School were redistributed to account for the planned access scheme. As previously discussed (refer to Subsection 2.4), parents and students presently access (i.e., ingress only) the Mary Star High School campus through the project site via the existing traffic signal controlled Western Avenue intersection at Green Hills Drive. Vehicular access to the Mary Star High School campus through the project site via the Western Avenue intersection at Avenida Aprenda is planned as part of the proposed project as a public benefit. Parents and students will access (i.e., ingress only) the campus via the Western Avenue/Avenida Aprenda intersection and continue to exit the campus via Taper Avenue. Accordingly, the localized inbound trips associated with Mary Star High School were redistributed to the Avenida Aprenda intersection and are included in project traffic volumes.

The project traffic volume distribution percentages at the 56 study intersections are illustrated in ***Figure 7-1***. The forecast project traffic volumes at the study intersections for the AM and PM peak hours are displayed in ***Figures 7-2*** and ***7-3***, respectively. The forecast project traffic volumes at the study intersections for the Saturday mid-day peak hour are displayed in ***Figure 7-4***. The redistributed trips associated with Mary Star High School at the study intersections along Western Avenue for the weekday AM and PM peak hours also are displayed in *Figures 7-2* and *7-3*, respectively.





XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

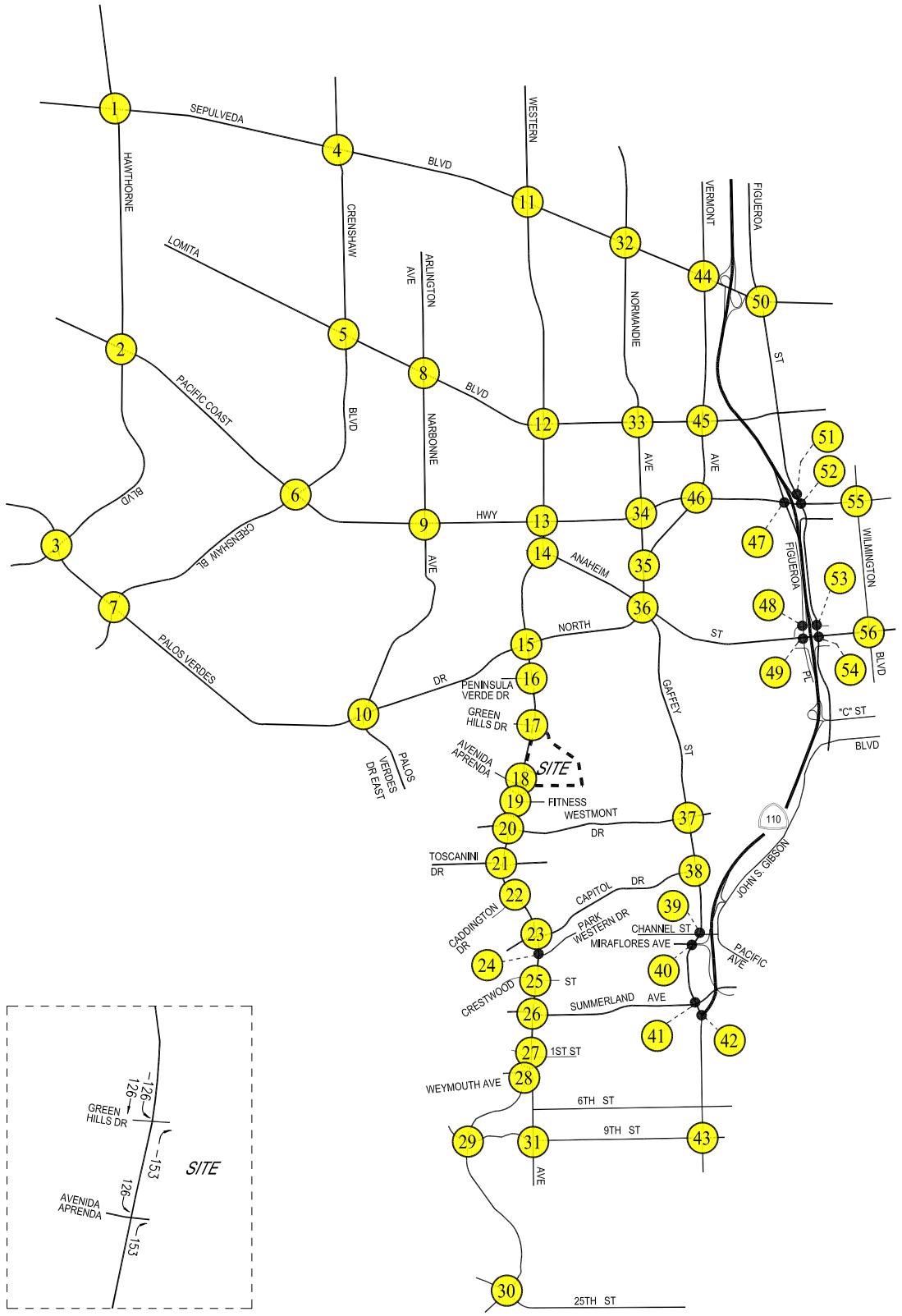
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

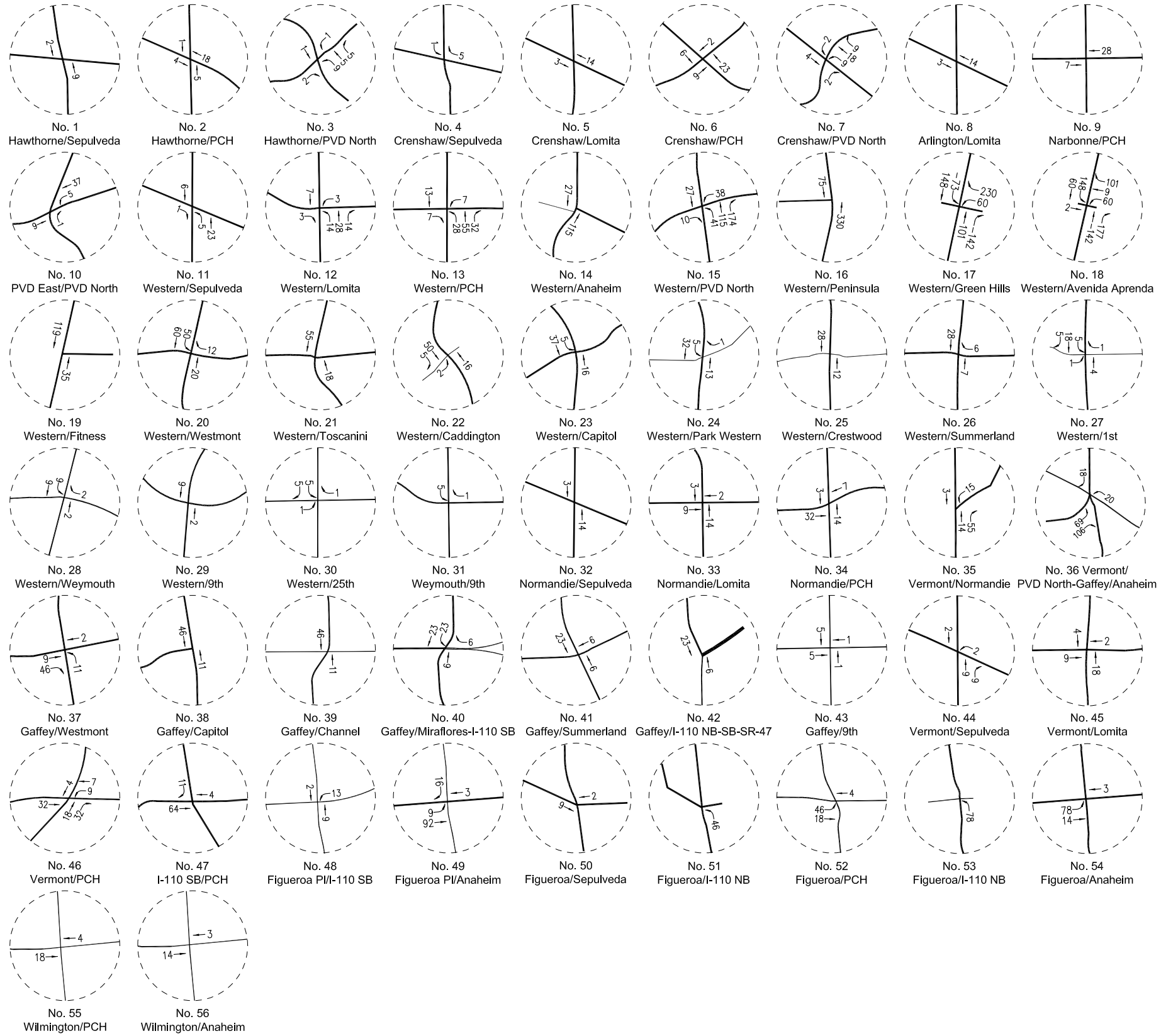
FIGURE 7-1
PROJECT TRIP DISTRIBUTION

PONTE VISTA AT SAN PEDRO PROJECT

o:\job_file\3861\dwg\f7-1.dwg LDP 17:22:39 03/08/2012 rodriquez



Mary Star Volume Shifts

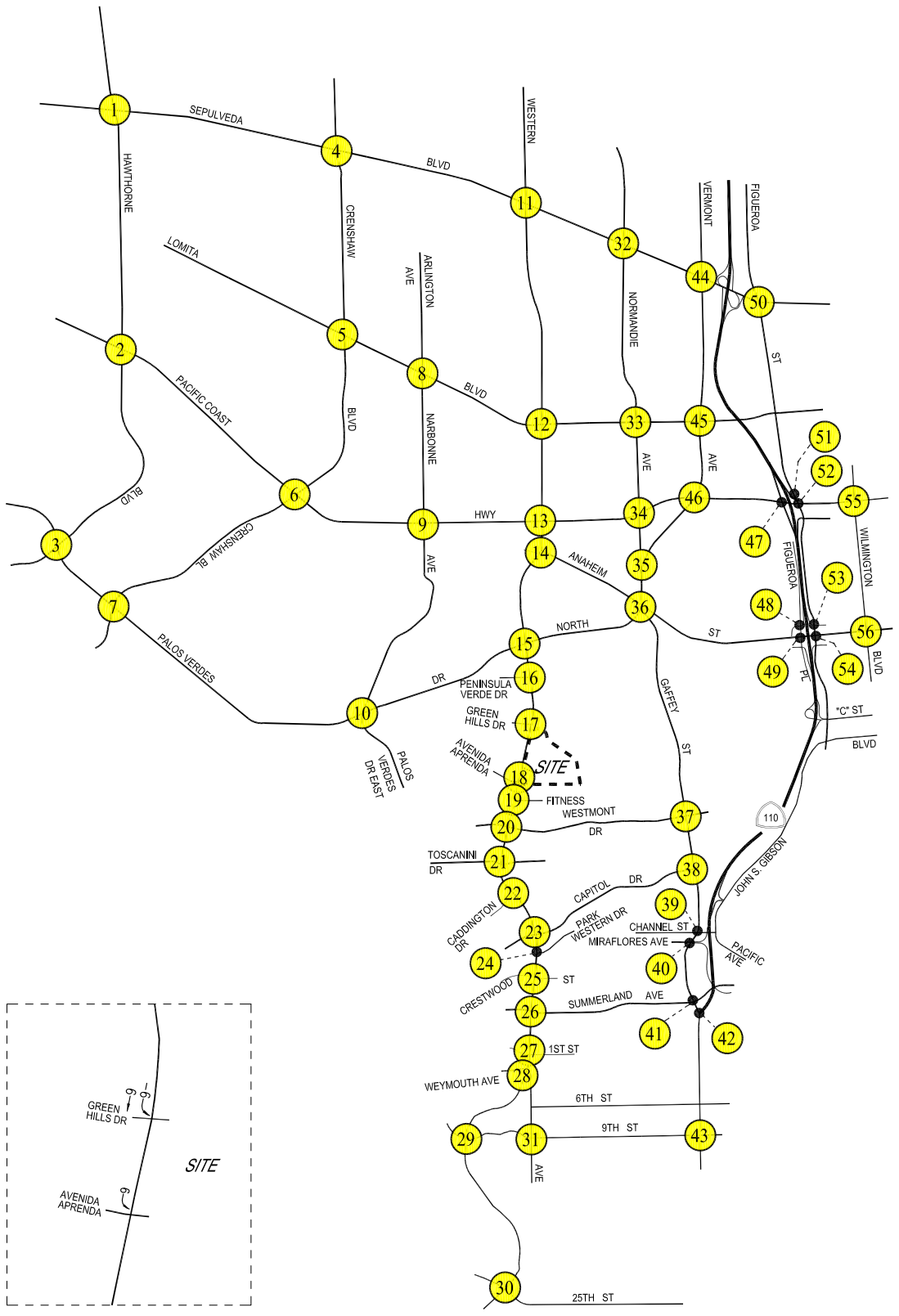


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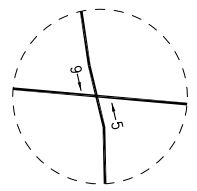
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-2
PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT

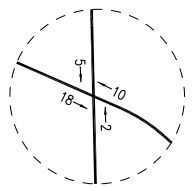
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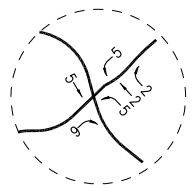
Mary Star Volume Shifts



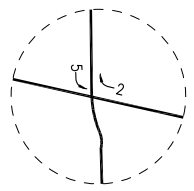
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Hawthorne/Sepulveda



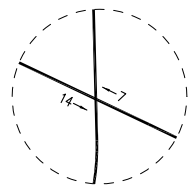
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Hawthorne/PCH



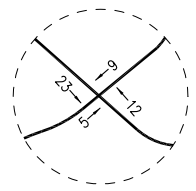
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Hawthorne/PVD North



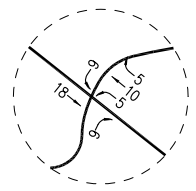
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Crenshaw/Sepulveda



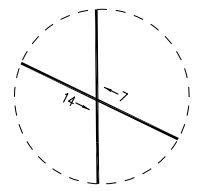
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Crenshaw/Lomita



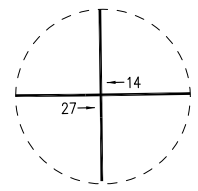
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Crenshaw/PCH



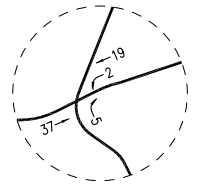
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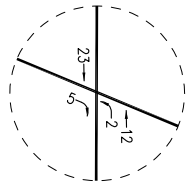
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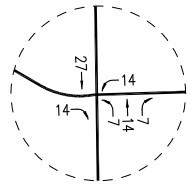
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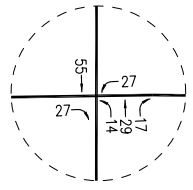
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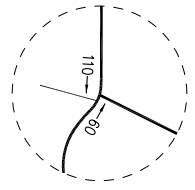
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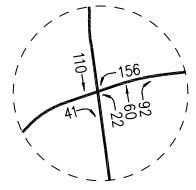
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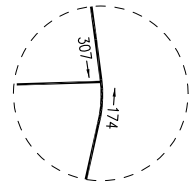
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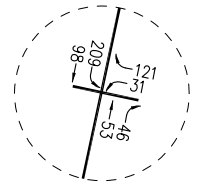
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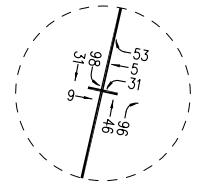
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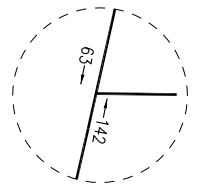
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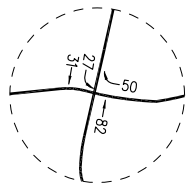
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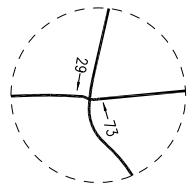
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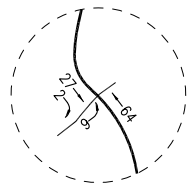
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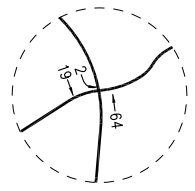
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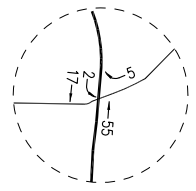
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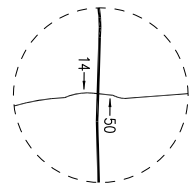
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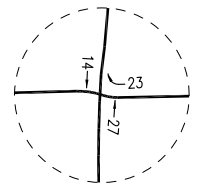
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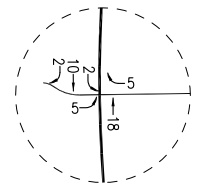
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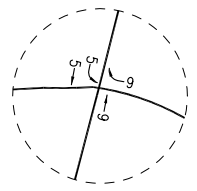
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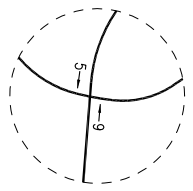
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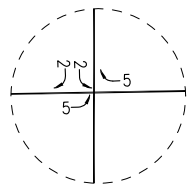
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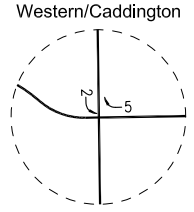
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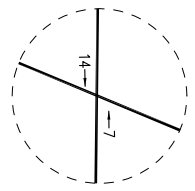
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Western/9th



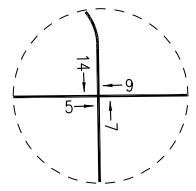
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Western/25th



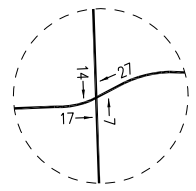
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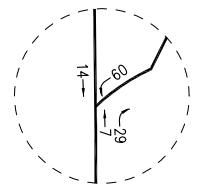
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Normandie/Sepulveda



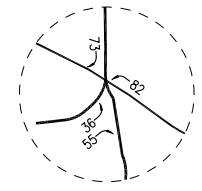
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Normandie/Lomita



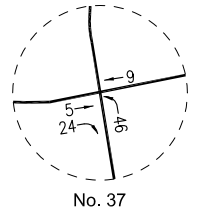
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Normandie/PCH



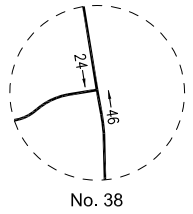
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Vermont/Normandie



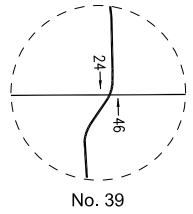
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PVD North-Gaffey/Anaheim



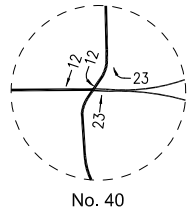
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Gaffey/Westmont



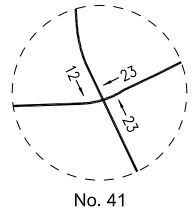
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Gaffey/Capitol



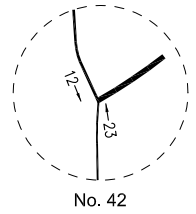
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Gaffey/Channel



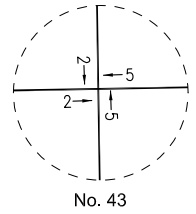
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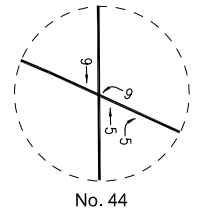
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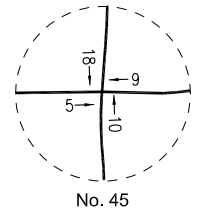
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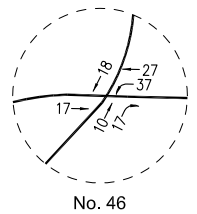
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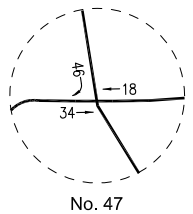
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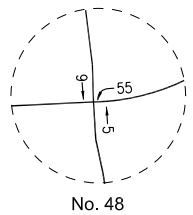
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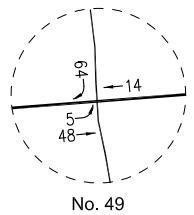
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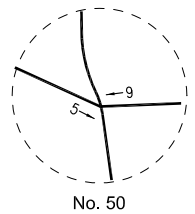
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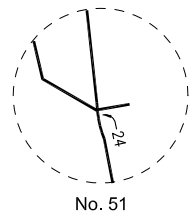
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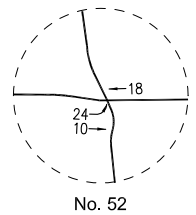
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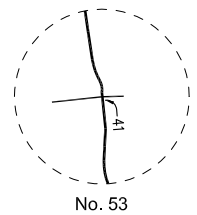
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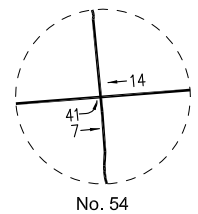
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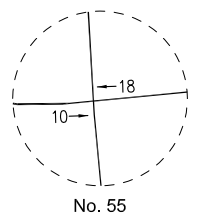
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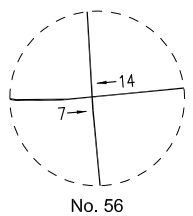
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No. 54
Figueroa/Anaheim



No. 55
Wilmington/PCH



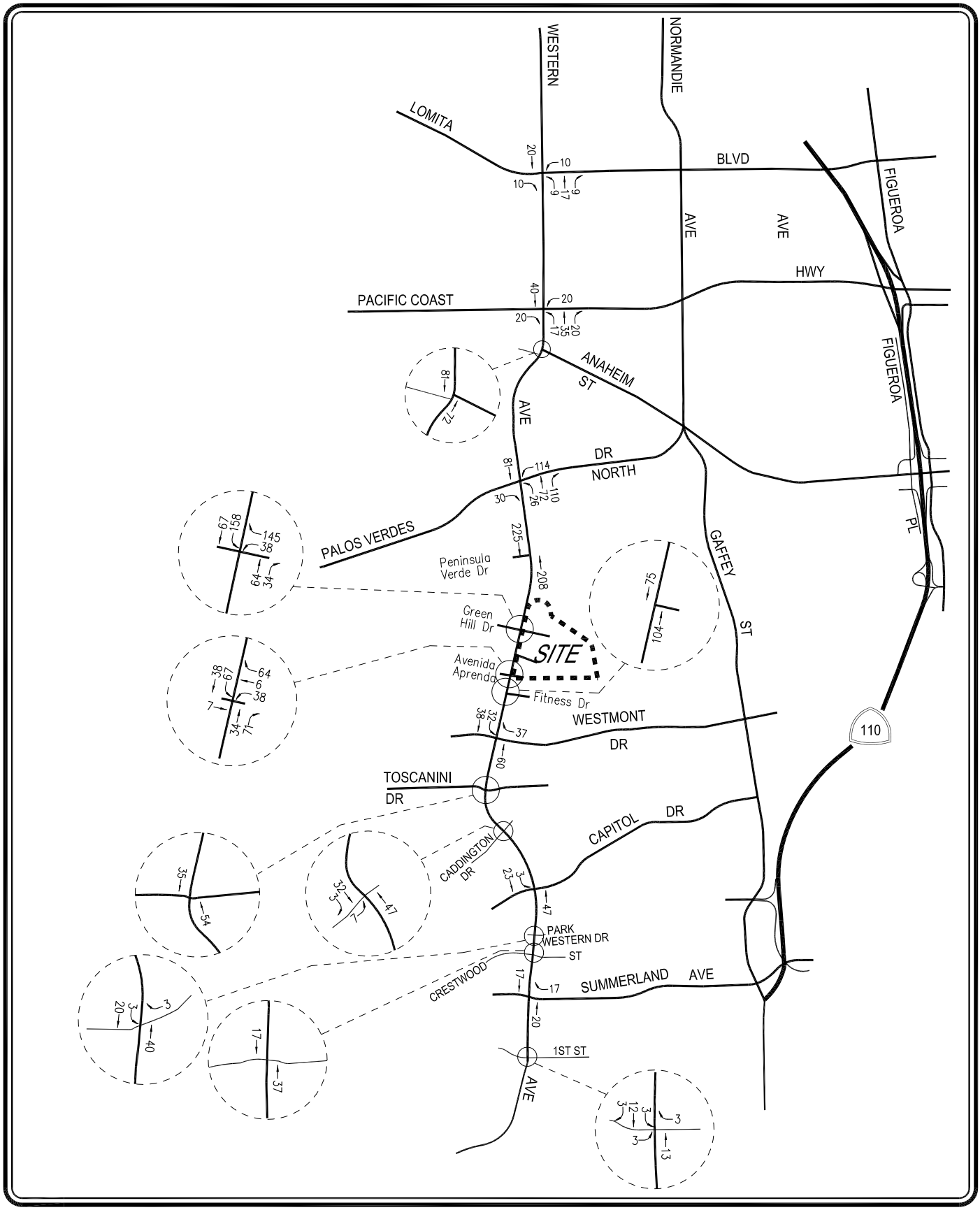
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NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-3
PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT



NOT TO SCALE

FIGURE 7-4
PROJECT TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

PONTE VISTA AT SAN PEDRO PROJECT

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The 56 study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The CMA method is required for use by LADOT in the City of Los Angeles traffic study guidelines. Twenty-eight (28) of the 56 study intersections either have shared jurisdiction between the City of Los Angeles and other neighboring jurisdictions, or are located in city or unincorporated county boundaries adjacent to the City of Los Angeles.

In addition to the traffic analysis using LADOT CMA methodology, further traffic analyses were prepared using the Intersection Capacity Utilization (ICU) method for those study intersections located in jurisdictions other than the City of Los Angeles. Specifically, the ICU method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the 28 study intersections located outside of the City of Los Angeles as the ICU method is used to for traffic analysis purposes in these neighboring jurisdictions. The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left-turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 was added to each Level of Service calculation. For both the CMA and ICU methodologies, the overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The six qualitative categories of Level of Service have been defined along with the corresponding CMA or ICU value range and are shown in ***Table 8-1***. A description of the CMA method and corresponding Level of Service is provided in ***Appendices B*** and ***C***.

TABLE 8-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

For unsignalized study intersections located in the City of Rancho Palos Verdes, the *Highway Capacity Manual 2000*[6] (HCM2000) unsignalized methodology for stop-controlled intersections was utilized. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each constrained movement. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The overall average control delay is measured in seconds per vehicle, and the level of service is then calculated for the entire intersection for a four-way stop controlled intersection. For a two-way stop controlled intersection, it should be noted that although the HCM2000 provides a procedure to calculate a value to reflect the intersection average control delay, it does not define a level of service for the intersection as a whole. Rather, the control delay and level of service for the most constrained approach are calculated and are reported for the two-way stop controlled intersections. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 8-2***.

TABLE 8-2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[7]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

8.1 ATSAC/ATCS

The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical *v/c* ratios by seven percent (0.07). The ATCS system upgrade further reduces the critical *v/c* ratios by three percent (0.03) for a total of 10 percent (0.10). Caltrans estimates that a traffic signal synchronization system reduces the critical *v/c* ratios by 12 percent, as stated in their report to the Western Avenue Task Force.

[6] Source: *Highway Capacity Manual 2000*, Transportation Research Board, 2000 (HCM2000).
[7] Source: HCM2000.

Per LADOT[8] the San Pedro ATSAC/ATCS system became operational in the first quarter of 2011. Accordingly, ATSAC/ATCS in the San Pedro area has been assumed in the year 2012 near-terms condition of the traffic study. Funding for the Wilmington ATSAC/ATCS system has been secured from the State of California, with construction commencing in year 2011. Thus, the Wilmington ATSAC/ATCS system is expected to be fully operational in July 2012. ATSAC/ATCS in both the San Pedro and Wilmington areas is included in the year 2017 pre-project future conditions. In addition, the traffic flow benefits of traffic signal synchronization for intersections on State Highways maintained by Caltrans (e.g., segments of Western Avenue and Pacific Coast Highway) are also included in the existing conditions based on recent implementation of traffic signal synchronization on these roadways.

8.2 Summary of Sunnyvale Court Decision

Traffic impact analysis of the proposed project has been prepared to evaluate additional scenarios (i.e., Existing With Project Conditions and Near-Term With Project Conditions) based on a recent California Court of Appeal decision.[9] These analysis scenarios currently are not included in the City of Los Angeles traffic study guidelines. However, LADOT staff has indicated that the City's guidelines will be amended to address the *Sunnyvale West Neighborhood Assn.* decision (the "Sunnyvale decision"), and has provided interim guidance directing that traffic studies comply with the Sunnyvale decision.

LADOT traffic study methodology (which is the methodology used by most jurisdictions in Southern California) requires that a development project's potential traffic impacts be measured in a future baseline generally corresponding to the year of build-out for the proposed project. The future pre-project baseline would usually be derived through an additive calculation of: 1) existing traffic volumes; 2) additional traffic due to ambient traffic (usually calculated based on an annual percentage growth of the existing traffic extending to the year of project build-out); and 3) the forecast traffic due to known related development projects in the area that could contribute future traffic to the analyzed study intersections.

The Sunnyvale decision, however, requires that traffic impacts due to a development project be measured based on existing conditions. For example, in the Sunnyvale decision, a section from the CEQA Guidelines is reiterated:

> "In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced."

Also, the Sunnyvale decision provides some consideration for the assessment of project impacts at the date of expected project approval:

[8] Email correspondence from Jim Williams, LADOT ATSAC Operations Division, May 4, 2011.
[9] *Sunnyvale West Neighborhood Assn. v. City of Sunnyvale*, 190 Cal.App.4th 1351 (2010).

> "Where environmental conditions are expected to change quickly during the period of environmental review for reasons other than the proposed project, project effects might reasonably be compared to predicted conditions at the expected date of approval, rather than to conditions at the time analysis is begun."

To comply with the Sunnyvale decision, this traffic analysis has been prepared to provide the following additional scenarios to evaluate potential project-related traffic impacts:

- An Existing + Project analysis scenario whereby "Existing" is defined by the traffic counts taken at the study intersections in September and October 2010, which correlates to the Notice of Preparation issued for the project in October 2010. The Existing pre-project condition comprises only the existing traffic counts (i.e., no assumed background growth), as well as the travel lane and traffic signal operations as they existed at the study intersections when the traffic counts were conducted. Also, as previously noted, the traffic benefits of the synchronized ATSAC/ATCS traffic signal system in San Pedro and Wilmington have not been included in the existing condition of the traffic study.

- A Near-Term + Project analysis scenario to the year 2012, which is the expected year of project approval. As previously stated, the Sunnyvale decision does allow for assessment of project impacts at the expected date of project approval based on expected changes in the environment. For this analysis, such changes include additional traffic growth due to related projects currently under construction, as well as traffic improvements that will be completed prior to project approval (i.e., the San Pedro ATSAC/ATCS system which became operational in year 2011). The Near-Term pre-project condition analysis includes the existing traffic counts, ambient growth traffic to the year 2012, traffic from related projects currently under construction that could reasonably contribute traffic to the study intersections, as well as area traffic improvements, such as ATSAC/ATCS, which are expected to be implemented by 2012. As previously noted, the traffic benefits of the synchronized ATSAC/ATCS traffic signal system in San Pedro have been be assumed in the year 2012 Near-Term condition of the traffic study. In addition, the traffic benefits of the synchronized ATSAC/ATCS traffic signal system in Wilmington have not been included in the year 2012 Near-Term condition of the traffic study.

The traffic analysis evaluates the potential traffic impacts of the project in both the Existing + Project and Near-Term + Project conditions. This evaluation has been conducted to confirm that the recommended mitigation measures herein would be sufficient in terms of alleviating the traffic impacts identified in conjunction with the traffic analysis of the Existing + Project and Near-Term + Project conditions.

8.3 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project was evaluated based on analysis of future operating conditions at the study intersections without and with the proposed project. The previously discussed capacity analysis procedures were

utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

Each study intersection was evaluated for potential traffic impacts using the LADOT significant traffic impact thresholds. Additionally, each intersection outside the City of Los Angeles was evaluated on a supplementary basis using the significant traffic impact criteria utilized in the jurisdiction of the intersection (e.g., intersections in Rancho Palos Verdes were evaluated for potential traffic impacts using the criteria of the Lead Agency, the City of Los Angeles, as well as the City of Rancho Palos Verdes).

8.3.1 *City of Los Angeles Impact Criteria*

The significance of the potential impacts of project generated traffic at the 56 existing study intersections was identified using criteria set forth in the LADOT's *Traffic Study Policies and Procedures*, March, 2002[10]. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the sliding scale criteria presented in ***Table 8-3***.

Table 8-3

CITY OF LOS ANGELES

INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.3.2 *City of Torrance Impact Criteria*

The relative impact of the added project traffic volumes generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the six study intersections in the City of Torrance, without and with the proposed project. The previously discussed ICU capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the project at each key intersection was then evaluated using the City of Torrance LOS standards and traffic impact criteria.

[10] *Traffic Study Policies and Procedures*, City of Los Angeles Department of Transportation, March 2002. It is noted subsequent to the execution of the Ponte Vista traffic study Memorandum of Understanding, LADOT adopted updated traffic study guidelines (August 2011). Additionally, it is noted that the results of this traffic analysis would not be changed by application of the 2011 traffic study guidelines.

Impacts to local and regional transportation systems are considered significant if:

- An undesirable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Torrance considers LOS D (ICU = 0.801 - 0.900) to be the minimum desirable LOS for all intersections. For the City of Torrance, the current LOS, if worse than LOS D (i.e. LOS E or F), should also be maintained; and

- The project increases traffic demand at the key signalized study intersection by 2% of capacity (ICU increase ≥ 0.020), causing or worsening LOS E or F (ICU > 0.901).

8.3.3 *Cities of Lomita and Carson Impact Criteria*

The relative impact of the added project traffic volumes generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at three study intersections in the City of Lomita and one intersection in the City of Carson, without and with the proposed project. The previously discussed ICU capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the project at each key intersection was then evaluated using the Los Angeles County Congestion Management Program (CMP) traffic impact assessment (TIA) criteria.

The CMP TIA criteria indicates that a significant impact occurs when the proposed project's traffic increases demand by two percent of capacity (i.e., *v/c* increase > or equal to 0.02), causing the location to operate at LOS F (*v/c* > 1.000). Under CMP TIA criteria, a project would not have a significant impact if the analyzed location is operating at LOS E or better after the addition of project traffic.

8.3.4 *City of Rancho Palos Verdes Impact Criteria*

The relative impact of the added project traffic volumes generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the 10 study intersections in the City of Rancho Palos Verdes, without and with the proposed project. The previously discussed ICU capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection.

The City of Rancho Palos Verdes utilizes the County of Los Angeles traffic thresholds of significance for signalized intersections. 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*[11]. According to the County's published guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 8-4***. The City of Rancho Palos Verdes considers LOS D (ICU = 0.801 – 0.900) to be the minimum acceptable LOS for all intersections.

[11] *Los Angeles County Traffic Impact Analysis Report Guidelines*, Los Angeles County Department of Public Works, January 1, 1997.

Table 8-4		
CITY OF RANCHO PALOS VERDES		
SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA		
Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E or F	equal to or greater than 0.010

As indicated in *Table 8-4*, the project-related increase in ICU value for the signalized intersections that defines a significant impact varies with LOS. At LOS C or D the threshold of significance is an increase of 0.04 or greater and 0.02 or greater, respectively, in the ICU value for signalized intersections. This is reduced to 0.01 or greater under LOS E and F.

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.

8.3.5 *City Rolling Hills Estates Impact Criteria*

The relative impact of the added project traffic volumes generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at three study intersections in the City of Rolling Hills Estates, without and with the proposed project. The previously discussed ICU capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the project at each key intersection was then evaluated using the City of Rolling Hills Estates traffic impact criteria.

The City of Rolling Hills Estates traffic impact criteria indicates that a significant impact occurs when the addition of the proposed project results in a change in LOS from C to D, or D to E. A significant impact also occurs when the addition of the proposed project results in a LOS C or D and the increase in *v/c* is greater than 0.02. In addition, a significant impact occurs when the addition of the proposed project results in a LOS E or F and the increase in *v/c* is greater than 0.01.

8.3.6 *County of Los Angeles Impact Criteria*

The significance of the potential impacts of project generated traffic at the four study intersections within unincorporated Los Angeles County was identified using criteria set forth in the County of Los Angeles' *Traffic Impact Analysis Report Guidelines*, January 1, 1997. According to the County's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the sliding scale criteria presented in ***Table 8-5***.

Table 8-5

COUNTY OF LOS ANGELES

INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E or F	equal to or greater than 0.010

The County's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.4 Traffic Impact Analysis Scenarios

8.4.1 *City of Los Angeles Traffic Impact Scenarios*

Based on City of Los Angeles traffic study guidelines and the recent Sunnyvale decision, Level of Service calculations at the study intersections were analyzed for the following impact analysis conditions:

- Existing and Near-Term Year 2012 Conditions

  (a) Existing conditions.

  (b) Condition (a) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

  (c) Condition (b) with implementation of project mitigation measures where necessary

(d) Condition (a) plus one percent (1.0%) ambient traffic growth through year 2012 (i.e., the expected year of project approval) plus completion and occupancy of near-term related projects (i.e., those developments that are currently under construction and expected to be completed in year 2012).

(e) Condition (d) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

(f) Condition (e) with implementation of project mitigation measures where necessary.

- Future Year 2017 Pre-Project and With Project Conditions

(a) Existing conditions.

(b) Condition (a) plus one percent (1.0%) ambient traffic growth through year 2017.

(c) Condition (b) plus completion and occupancy of the related projects.

(d) Condition (c) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

(e) Condition (d) with implementation of project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

8.4.2 *Cities of Torrance, Lomita, Rancho Palos Verdes, and Carson Traffic Impact Scenarios*

Based on respective jurisdiction traffic study guidelines and the recent Sunnyvale decision, Level of Service calculations at the study intersections located within the cities of Torrance, Lomita, Rancho Palos Verdes, and Carson were analyzed for the following impact analysis conditions:

- Existing and Near-Term Year 2012 Conditions

(a) Existing conditions.

(b) Condition (a) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

(c) Condition (b) with implementation of project mitigation measures where necessary

(d) Condition (a) plus one percent (1.0%) ambient traffic growth through year 2012 (i.e., the expected year of project approval) plus completion and occupancy of near-term related projects (i.e., those developments that are currently under construction and expected to be completed in year 2012).

(e) Condition (d) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

(f) Condition (e) with implementation of project mitigation measures where necessary.

- Future Year 2017 Pre-Project and With Project Conditions

(a) Existing conditions.

(b) Condition (a) plus one percent (1.0%) ambient traffic growth through year 2017.

(c) Condition (b) plus completion and occupancy of the related projects.

(d) Condition (c) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

(e) Condition (d) with implementation of project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

8.4.3 *City of Rolling Hills Estates Traffic Impact Analysis Scenarios*

Based on Rolling Hills Estates traffic study guidelines and the recent Sunnyvale decision, Level of Service calculations at the study intersections located within the City of Rolling Hills Estates were analyzed for the following impact analysis conditions:

- Existing and Near-Term Year 2012 Conditions

(a) Existing conditions.

(b) Condition (a) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

(c) Condition (b) with implementation of project mitigation measures where necessary

(d) Condition (a) plus one percent (1.0%) ambient traffic growth through year 2012 (i.e., the expected year of project approval) plus completion and occupancy of near-term related projects (i.e., those developments that are currently under construction and expected to be completed in year 2012).

(e) Condition (d) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

(f) Condition (e) with implementation of project mitigation measures where necessary.

- Future Year 2017 Pre-Project and With Project Conditions

  (a) Existing conditions.

  (b) Existing conditions with completion and occupancy of the Ponte Vista at San Pedro project.

  (c) Condition (b) with implementation of project mitigation measures where necessary.

  (d) Existing conditions (a) plus one percent (1.0%) ambient traffic growth through year 2017 plus the completion and occupancy of the related projects.

  (e) Condition (d) with completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

  (f) Condition (e) with implementation of project mitigation measures where necessary.

8.4.4 *County of Los Angeles Traffic Impact Analysis Scenarios*

Based on Los Angeles County traffic study guidelines and the recent Sunnyvale decision, Level of Service calculations at the study intersections located within the unincorporated Los Angeles County were analyzed for the following impact analysis conditions:

- Existing and Near-Term Year 2012 Conditions

  (a) Existing conditions.

  (b) Condition (a) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

  (c) Condition (b) with implementation of project mitigation measures where necessary

  (d) Condition (a) plus one percent (1.0%) ambient traffic growth through year 2012 (i.e., the expected year of project approval) plus completion and occupancy of near-term related projects (i.e., those developments that are currently under construction and expected to be completed in year 2012).

  (e) Condition (d) plus completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

  (f) Condition (e) with implementation of project mitigation measures where necessary.

- Future Year 2017 Pre-Project and With Project Conditions

  (a) Existing conditions.

  (b) Condition (a) plus 1.0% annual growth in ambient traffic through year 2017.

  (c) Condition (b) with completion and occupancy of the Ponte Vista at San Pedro project (including the relocation of the Mary Star High School access point).

  (d) Condition (c) with implementation of project mitigation measures where necessary.

  (e) Condition (d) with completion and occupancy of the related projects.

  (f) Condition (e) with implementation of cumulative mitigation measures where necessary.

9.0 CITY OF LOS ANGELES TRAFFIC ANALYSIS

The Existing and Near-Term conditions traffic impact analysis prepared for the 56 study intersections using the LADOT CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 9-1***. The Existing and Near-Term conditions CMA data worksheets for the analyzed intersections are contained in *Appendix B*. The Future conditions traffic impact analysis prepared for the 56 study intersections using the LADOT CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 9-2***. The Future conditions CMA data worksheets for the analyzed intersections are contained in *Appendix C*.

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9-1*, 37 of the 56 study intersections are operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour under existing conditions. The remaining study intersections are operating at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Figures 5-1*, *5-2* and *5-3*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 9-1*, application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is expected to create a significant impact at 16 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. Incremental but not significant impacts are noted at the remaining study intersections. The existing with project (existing plus project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in ***Figures 9-1***, ***9-2*** and ***9-3***, respectively.

9.2 Near-Term Conditions

9.2.1 *Near-Term Cumulative Baseline Conditions*

The near-term year 2012 cumulative baseline conditions were forecast based on the addition of traffic generated by the plus completion and occupancy of near-term related projects (i.e., those developments that are currently under construction and expected to be completed in year 2012), as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The near-term related projects included in this analysis condition are noted in *Table 6-1* (noted as "NT" in the Project Status column). Also, this analysis condition accounts for the implementation of the San Pedro ATSAC/ATCS system at study intersections within the system based on information provided by LADOT (i.e., system capability has been constructed and is fully operational as of the first quarter of year 2011).

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS AND SATURDAY PEAK HOUR
EXISTING AND NEAR-TERM CONDITIONS

			[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C	LOS	YEAR 2010 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2010 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(3)-(1)]	MITI-GATED	YEAR 2012 NEAR-TERM BASELINE V/C	LOS	YEAR 2012 NEAR-TERM W/ PROJECT V/C	LOS	CHANGE V/C [(5)-(4)]	SIGNIF. IMPACT	YEAR 2012 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(6)-(4)]	MITI-GATED
1	Hawthorne Boulevard/	AM	0.769	C	0.771	C	0.002	NO	0.771	C	0.002	---	0.787	C	0.788	C	0.001	NO	0.788	C	0.001	---
	Sepulveda Boulevard	PM	0.867	D	0.868	D	0.001	NO	0.868	D	0.001	---	0.889	D	0.891	D	0.002	NO	0.891	D	0.002	---
2	Hawthorne Boulevard/	AM	0.867	D	0.872	D	0.005	NO	0.872	D	0.005	---	0.889	D	0.895	D	0.006	NO	0.895	D	0.006	---
	Pacific Coast Highway	PM	0.816	D	0.820	D	0.004	NO	0.820	D	0.004	---	0.847	D	0.851	D	0.004	NO	0.851	D	0.004	---
3	Hawthorne Boulevard/	AM	0.941	E	0.946	E	0.005	NO	0.946	E	0.005	---	0.960	E	0.965	E	0.005	NO	0.965	E	0.005	---
	Palos Verdes Drive North	PM	0.847	D	0.851	D	0.004	NO	0.851	D	0.004	---	0.869	D	0.873	D	0.004	NO	0.873	D	0.004	---
4	Crenshaw Boulevard/	AM	0.799	C	0.799	C	0.000	NO	0.799	C	0.000	---	0.817	D	0.817	D	0.000	NO	0.817	D	0.000	---
	Sepulveda Boulevard	PM	0.932	E	0.934	E	0.002	NO	0.934	E	0.002	---	0.950	E	0.952	E	0.002	NO	0.952	E	0.002	---
5	Crenshaw Boulevard/	AM	0.850	D	0.855	D	0.005	NO	0.855	D	0.005	---	0.867	D	0.872	D	0.005	NO	0.872	D	0.005	---
	Lomita Boulevard	PM	0.943	E	0.945	E	0.002	NO	0.945	E	0.002	---	0.962	E	0.964	E	0.002	NO	0.964	E	0.002	---
6	Crenshaw Boulevard/	AM	0.948	E	0.952	E	0.004	NO	0.952	E	0.004	---	0.969	E	0.973	E	0.004	NO	0.973	E	0.004	---
	Pacific Coast Highway	PM	1.026	F	1.035	F	0.009	NO	1.035	F	0.009	---	1.049	F	1.057	F	0.008	NO	1.057	F	0.008	---
7	Crenshaw Boulevard/	AM	0.784	C	0.797	C	0.013	NO	0.702	C	-0.082	---	0.800	C	0.813	D	0.013	NO	0.718	C	-0.082	---
	Palos Verdes Drive North	PM	0.814	D	**0.836**	**D**	**0.022**	**YES**	**0.719**	**C**	**-0.095**	**YES**	0.831	D	**0.852**	**D**	**0.021**	**YES**	**0.735**	**C**	**-0.096**	**YES**
8	Arlington Avenue/	AM	0.893	D	0.898	D	0.005	NO	0.898	D	0.005	---	0.911	E	0.916	E	0.005	NO	0.916	E	0.005	---
	Lomita Boulevard	PM	0.934	E	0.939	E	0.005	NO	0.939	E	0.005	---	0.955	E	0.960	E	0.005	NO	0.960	E	0.005	---
9	Narbonne Avenue/	AM	0.799	C	0.806	D	0.007	NO	0.806	D	0.007	---	0.843	D	0.850	D	0.007	NO	0.850	D	0.007	---
	Pacific Coast Highway	PM	0.731	C	0.735	C	0.004	NO	0.735	C	0.004	---	0.767	C	0.770	C	0.003	NO	0.770	C	0.003	---
10	Palos Verdes Drive East/	AM	0.747	C	0.754	C	0.007	NO	0.754	C	0.007	---	0.771	C	0.778	C	0.007	NO	0.778	C	0.007	---
	Palos Verdes Drive North	PM	0.675	B	0.683	B	0.008	NO	0.683	B	0.008	---	0.700	B	0.708	C	0.008	NO	0.708	C	0.008	---
11	Western Avenue/	AM	0.920	E	0.925	E	0.005	NO	0.925	E	0.005	---	0.938	E	0.944	E	0.006	NO	0.944	E	0.006	---
	Sepulveda Boulevard	PM	1.004	F	1.009	F	0.005	NO	1.009	F	0.005	---	1.024	F	1.032	F	0.008	NO	1.032	F	0.008	---
			0.808	D	0.811	D	0.003	NO	0.811	D	0.003	---	0.824	D	0.828	D	0.004	NO	0.828	D	0.004	---
12	Western Avenue/	AM	0.971	E	0.979	E	0.008	NO	0.896	D	-0.075	---	0.995	E	1.003	F	0.008	NO	0.914	E	-0.081	---
	Lomita Boulevard	PM	0.981	E	**1.003**	**F**	**0.022**	**YES**	**0.930**	**E**	**-0.051**	**YES**	1.007	F	**1.030**	**F**	**0.023**	**YES**	**0.955**	**E**	**-0.052**	**YES**
		SAT	0.754	C	0.765	C	0.011	NO	0.686	B	-0.068	---	0.779	C	0.790	C	0.011	NO	0.709	C	-0.070	---

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS AND SATURDAY PEAK HOUR
EXISTING AND NEAR-TERM CONDITIONS

			[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C	LOS	YEAR 2010 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2010 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(3)-(1)]	MITI-GATED	YEAR 2012 NEAR-TERM BASELINE V/C	LOS	YEAR 2012 NEAR-TERM W/ PROJECT V/C	LOS	CHANGE V/C [(5)-(4)]	SIGNIF. IMPACT	YEAR 2012 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(6)-(4)]	MITI-GATED
13	Western Avenue/	AM	0.893	D	**0.931**	**E**	**0.038**	**YES**	**0.873**	**D**	**-0.020**	**YES**	0.914	E	**0.952**	**E**	**0.038**	**YES**	**0.893**	**D**	**-0.021**	**YES**
	Pacific Coast Highway	PM	0.851	D	**0.903**	**E**	**0.052**	**YES**	**0.835**	**D**	**-0.016**	**YES**	0.887	D	**0.938**	**E**	**0.051**	**YES**	**0.864**	**D**	**-0.023**	**YES**
		SAT	0.816	D	**0.857**	**D**	**0.041**	**YES**	**0.829**	**D**	**0.013**	**YES**	0.853	D	**0.893**	**D**	**0.040**	**YES**	**0.860**	**D**	**0.007**	**YES**
14	Western Avenue/	AM	0.641	B	0.681	B	0.040	NO	0.681	B	0.040	---	0.654	B	0.695	B	0.041	NO	0.695	B	0.041	---
	Anaheim Street	PM	0.520	A	0.542	A	0.022	NO	0.542	A	0.022	---	0.535	A	0.556	A	0.021	NO	0.556	A	0.021	---
		SAT	0.472	A	0.498	A	0.026	NO	0.498	A	0.026	---	0.485	A	0.510	A	0.025	NO	0.510	A	0.025	---
15	Western Avenue/	AM	0.905	E	**1.038**	**F**	**0.133**	**YES**	**0.780**	**C**	**-0.125**	**YES**	0.925	E	**1.058**	**F**	**0.133**	**YES**	**0.801**	**D**	**-0.124**	**YES**
	Palos Verdes Drive North	PM	0.851	D	**1.034**	**F**	**0.183**	**YES**	**0.839**	**D**	**-0.012**	**YES**	0.876	D	**1.059**	**F**	**0.183**	**YES**	**0.861**	**D**	**-0.015**	**YES**
		SAT	0.648	B	**0.771**	**C**	**0.123**	**YES**	**0.626**	**B**	**-0.022**	**YES**	0.670	B	**0.793**	**C**	**0.123**	**YES**	**0.646**	**B**	**-0.024**	**YES**
16	Western Avenue/	AM	0.816	D	**0.953**	**E**	**0.137**	**YES**	**0.663**	**B**	**-0.153**	**YES**	0.832	D	**0.970**	**E**	**0.138**	**YES**	**0.676**	**B**	**-0.156**	**YES**
	Peninsula Verde Drive	PM	0.705	C	**0.833**	**D**	**0.128**	**YES**	**0.566**	**A**	**-0.139**	**YES**	0.719	C	0.847	D	0.128	YES	0.578	A	-0.141	YES
		SAT	0.611	B	0.698	B	0.087	NO	0.458	A	-0.153	---	0.623	B	0.710	C	0.087	YES	0.468	A	-0.155	YES
17	Western Avenue/	AM	0.662	B	0.600	A	-0.062	NO	0.600	A	-0.062	---	0.677	B	0.653	B	-0.024	NO	0.653	B	-0.024	---
	Green Hills Drive	PM	0.469	A	0.523	A	0.054	NO	0.523	A	0.054	---	0.481	A	0.532	A	0.051	NO	0.532	A	0.051	---
		SAT	0.439	A	0.496	A	0.057	NO	0.496	A	0.057	---	0.449	A	0.506	A	0.057	NO	0.506	A	0.057	---
18	Western Avenue/	AM	0.759	C	0.722	C	-0.037	NO	0.722	C	-0.037	---	0.776	C	0.695	B	-0.081	NO	0.735	C	-0.041	---
	Avenida Aprenda-South Access	PM	0.551	A	0.588	A	0.037	NO	0.588	A	0.037	---	0.564	A	0.580	A	0.016	NO	0.601	B	0.037	---
		SAT	0.425	A	0.468	A	0.043	NO	0.468	A	0.043	---	0.436	A	0.453	A	0.017	NO	0.479	A	0.043	---
19	Western Avenue/	AM	0.785	C	0.800	C	0.015	NO	0.800	C	0.015	---	0.801	D	0.815	D	0.014	NO	0.815	D	0.014	---
	Fitness Drive	PM	0.676	B	0.703	C	0.027	NO	0.703	C	0.027	---	0.690	B	0.716	C	0.026	NO	0.716	C	0.026	---
		SAT	0.633	B	0.676	B	0.043	NO	0.676	B	0.043	---	0.646	B	0.689	B	0.043	NO	0.689	B	0.043	---
20	Western Avenue/	AM	0.821	D	**0.863**	**D**	**0.042**	**YES**	**0.764**	**C**	**-0.057**	**YES**	0.839	D	**0.881**	**D**	**0.042**	**YES**	**0.781**	**C**	**-0.058**	**YES**
	Westmont Drive	PM	0.772	C	**0.820**	**D**	**0.048**	**YES**	**0.729**	**C**	**-0.043**	**YES**	0.790	C	**0.837**	**D**	**0.047**	**YES**	**0.745**	**C**	**-0.045**	**YES**
		SAT	0.795	C	**0.839**	**D**	**0.044**	**YES**	**0.744**	**C**	**-0.051**	**YES**	0.813	D	**0.857**	**D**	**0.044**	**YES**	**0.760**	**C**	**-0.053**	**YES**
21	Western Avenue/	AM	0.740	C	0.746	C	0.006	NO	0.746	C	0.006	---	0.757	C	0.763	C	0.006	NO	0.763	C	0.006	---
	Toscanini Drive	PM	0.584	A	0.594	A	0.010	NO	0.594	A	0.010	---	0.597	A	0.607	B	0.010	NO	0.607	B	0.010	---
		SAT	0.564	A	0.582	A	0.018	NO	0.582	A	0.018	---	0.577	A	0.596	A	0.019	NO	0.596	A	0.019	---
22	Western Avenue/	AM	0.626	B	0.633	B	0.007	NO	0.633	B	0.007	---	0.641	B	0.648	B	0.007	NO	0.648	B	0.007	---
	Caddington Drive	PM	0.741	C	0.757	C	0.016	NO	0.757	C	0.016	---	0.758	C	0.774	C	0.016	NO	0.774	C	0.016	---
		SAT	0.652	B	0.669	B	0.017	NO	0.669	B	0.017	---	0.667	B	0.684	B	0.017	NO	0.684	B	0.017	---
23	Western Avenue/	AM	0.844	D	0.853	D	0.009	NO	0.853	D	0.009	---	0.862	D	0.872	D	0.010	NO	0.872	D	0.010	---
	Capitol Drive	PM	0.756	C	0.780	C	0.024	NO	0.780	C	0.024	---	0.774	C	0.797	C	0.023	NO	0.797	C	0.023	---
		SAT	0.845	D	0.863	D	0.018	NO	0.863	D	0.018	---	0.863	D	0.882	D	0.019	NO	0.882	D	0.019	---
24	Western Avenue/	AM	0.667	B	0.674	B	0.007	NO	0.674	B	0.007	---	0.682	B	0.690	B	0.008	NO	0.690	B	0.008	---
	Park Western Drive	PM	0.701	C	0.721	C	0.020	NO	0.721	C	0.020	---	0.717	C	0.737	C	0.020	NO	0.737	C	0.020	---
		SAT	0.656	B	0.672	B	0.016	NO	0.672	B	0.016	---	0.671	B	0.687	B	0.016	NO	0.687	B	0.016	---

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS AND SATURDAY PEAK HOUR
EXISTING AND NEAR-TERM CONDITIONS

			[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C	LOS	YEAR 2010 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2010 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(3)-(1)]	MITI-GATED	YEAR 2012 NEAR-TERM BASELINE V/C	LOS	YEAR 2012 NEAR-TERM W/ PROJECT V/C	LOS	CHANGE V/C [(5)-(4)]	SIGNIF. IMPACT	YEAR 2012 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(6)-(4)]	MITI-GATED
25	Western Avenue/ Crestwood Street	AM	0.778	C	0.782	C	0.004	NO	0.782	C	0.004	---	0.795	C	0.799	C	0.004	NO	0.799	C	0.004	---
		PM	0.750	C	0.755	C	0.005	NO	0.755	C	0.005	---	0.767	C	0.772	C	0.005	NO	0.772	C	0.005	---
		SAT	0.767	C	0.780	C	0.013	NO	0.780	C	0.013	---	0.784	C	0.797	C	0.013	NO	0.797	C	0.013	---
26	Western Avenue/ Summerland Avenue	AM	0.847	D	0.854	D	0.007	NO	0.854	D	0.007	---	0.866	D	0.873	D	0.007	NO	0.873	D	0.007	---
		PM	0.701	C	0.728	C	0.027	NO	0.728	C	0.027	---	0.717	C	0.744	C	0.027	NO	0.744	C	0.027	---
		SAT	0.679	B	0.699	B	0.020	NO	0.699	B	0.020	---	0.695	B	0.714	C	0.019	NO	0.714	C	0.019	---
27	Western Avenue/ W. 1st Street	AM	0.875	D	0.880	D	0.005	NO	0.880	D	0.005	---	0.794	C	0.799	C	0.005	NO	0.799	C	0.005	---
		PM	0.917	E	0.921	E	0.004	NO	0.921	E	0.004	---	0.835	D	0.839	D	0.004	NO	0.839	D	0.004	---
		SAT	0.827	D	0.834	D	0.007	NO	0.834	D	0.007	---	0.744	C	0.751	C	0.007	NO	0.751	C	0.007	---
28	Western Avenue/ S. Weymouth Avenue	AM	0.752	C	0.759	C	0.007	NO	0.759	C	0.007	---	0.669	B	0.676	B	0.007	NO	0.676	B	0.007	---
		PM	0.697	B	0.704	C	0.007	NO	0.704	C	0.007	---	0.612	B	0.619	B	0.007	NO	0.619	B	0.007	---
29	Western Avenue/ W. 9th Street	AM	0.553	A	0.554	A	0.001	NO	0.554	A	0.001	---	0.464	A	0.465	A	0.001	NO	0.465	A	0.001	---
		PM	0.684	B	0.686	B	0.002	NO	0.686	B	0.002	---	0.598	A	0.600	A	0.002	NO	0.600	A	0.002	---
30	Western Avenue/ W. 25th Street	AM	0.602	B	0.606	B	0.004	NO	0.606	B	0.004	---	0.514	A	0.518	A	0.004	NO	0.518	A	0.004	---
		PM	0.575	A	0.579	A	0.004	NO	0.579	A	0.004	---	0.487	A	0.490	A	0.003	NO	0.490	A	0.003	---
31	Weymouth Avenue/ W. 9th Street	AM	0.615	B	0.619	B	0.004	NO	0.619	B	0.004	---	0.566	A	0.570	A	0.004	NO	0.570	A	0.004	---
		PM	0.516	A	0.521	A	0.005	NO	0.521	A	0.005	---	0.445	A	0.450	A	0.005	NO	0.450	A	0.005	---
32	Normandie Avenue/ Sepulveda Boulevard	AM	0.823	D	0.827	D	0.004	NO	0.827	D	0.004	---	0.839	D	0.844	D	0.005	NO	0.844	D	0.005	---
		PM	0.754	C	0.757	C	0.003	NO	0.757	C	0.003	---	0.769	C	0.772	C	0.003	NO	0.772	C	0.003	---
33	Normandie Avenue/ Lomita Boulevard	AM	1.021	F	1.023	F	0.002	NO	1.023	F	0.002	---	1.042	F	1.044	F	0.002	NO	1.044	F	0.002	---
		PM	1.008	F	1.015	F	0.007	NO	1.015	F	0.007	---	1.029	F	1.036	F	0.007	NO	1.036	F	0.007	---
34	Normandie Avenue/ Pacific Coast Highway	AM	0.782	C	0.790	C	0.008	NO	0.790	C	0.008	---	0.839	D	0.841	D	0.002	NO	0.841	D	0.002	---
		PM	0.778	C	0.784	C	0.006	NO	0.784	C	0.006	---	0.807	D	0.817	D	0.010	NO	0.817	D	0.010	---
35	Vermont Avenue/ Normandie Avenue	AM	0.602	B	0.620	B	0.018	NO	0.620	B	0.018	---	0.616	B	0.634	B	0.018	NO	0.634	B	0.018	---
		PM	0.528	A	0.559	A	0.031	NO	0.559	A	0.031	---	0.540	A	0.571	A	0.031	NO	0.571	A	0.031	---
36	Vermont Avenue-Palos Verdes Drive North Gaffey Street/Anaheim Street	AM	0.852	D	0.860	D	0.008	NO	0.832	D	-0.020	---	0.869	D	0.877	D	0.008	NO	0.848	D	-0.021	---
		PM	0.888	D	**0.920**	**E**	**0.032**	**YES**	**0.879**	**D**	**-0.009**	**YES**	0.911	E	**0.943**	**E**	**0.032**	**YES**	**0.896**	**D**	**-0.015**	**YES**

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS AND SATURDAY PEAK HOUR
EXISTING AND NEAR-TERM CONDITIONS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] YEAR 2010 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	[3] YEAR 2010 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(3)-(1)]	MITI-GATED	[4] YEAR 2012 NEAR-TERM BASELINE V/C	LOS	[5] YEAR 2012 NEAR-TERM W/ PROJECT V/C	LOS	CHANGE V/C [(5)-(4)]	SIGNIF. IMPACT	[6] YEAR 2012 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(6)-(4)]	MITI-GATED
37	Gaffey Street/ Westmont Drive	AM	0.662	B	0.694	B	0.032	NO	0.638	B	-0.024	---	0.579	A	0.610	B	0.031	NO	0.553	A	-0.026	---
		PM	0.831	D	**0.877**	**D**	**0.046**	**YES**	**0.834**	**D**	**0.003**	**YES**	0.750	C	**0.795**	**C**	**0.045**	**YES**	**0.752**	**C**	**0.002**	**YES**
38	Gaffey Street/ Capitol Drive	AM	0.554	A	0.570	A	0.016	NO	0.570	A	0.016	---	0.468	A	0.484	A	0.016	NO	0.484	A	0.016	---
		PM	0.642	B	0.650	B	0.008	NO	0.650	B	0.008	---	0.556	A	0.565	A	0.009	NO	0.565	A	0.009	---
39	Gaffey Street/ Channel Street	AM	0.660	B	0.664	B	0.004	NO	0.664	B	0.004	---	0.574	A	0.578	A	0.004	NO	0.578	A	0.004	---
		PM	0.727	C	0.743	C	0.016	NO	0.743	C	0.016	---	0.641	B	0.657	B	0.016	NO	0.657	B	0.016	---
40	Gaffey Street/ Miraflores Avenue-I-110 Freeway SB On-Off Ramps	AM	0.792	C	0.811	D	0.019	NO	0.811	D	0.019	---	0.707	C	0.726	C	0.019	NO	0.726	C	0.019	---
		PM	0.656	B	0.673	B	0.017	NO	0.673	B	0.017	---	0.569	A	0.586	A	0.017	NO	0.586	A	0.017	---
41	Gaffey Street/ Summerland Avenue	AM	0.926	E	**0.939**	**E**	**0.013**	**YES**	**0.877**	**D**	**-0.049**	**YES**	0.845	D	0.857	D	0.012	NO	0.794	C	-0.051	---
		PM	0.864	D	**0.884**	**D**	**0.020**	**YES**	**0.814**	**D**	**-0.050**	**YES**	0.781	C	**0.801**	**D**	**0.020**	**YES**	**0.730**	**C**	**-0.051**	**YES**
42	Gaffey Street/ I-110 Freeway NB & SB Ramps	AM	0.515	A	0.520	A	0.005	NO	0.520	A	0.005	---	0.448	A	0.450	A	0.002	NO	0.450	A	0.002	---
		PM	0.727	C	0.730	C	0.003	NO	0.730	C	0.003	---	0.642	B	0.644	B	0.002	NO	0.644	B	0.002	---
43	Gaffey Street/ W. 9th Street	AM	0.759	C	0.760	C	0.001	NO	0.760	C	0.001	---	0.675	B	0.676	B	0.001	NO	0.676	B	0.001	---
		PM	0.680	B	0.684	B	0.004	NO	0.684	B	0.004	---	0.594	A	0.598	A	0.004	NO	0.598	A	0.004	---
44	Vermont Avenue/ Sepulveda Boulevard	AM	0.925	E	0.930	E	0.005	NO	0.910	E	-0.015	---	0.943	E	0.948	E	0.005	NO	0.948	E	0.005	---
		PM	1.008	F	**1.018**	**F**	**0.010**	**YES**	**0.931**	**E**	**-0.077**	**YES**	1.032	F	1.041	F	0.009	NO	1.041	F	0.009	---
45	Vermont Avenue/ Lomita Boulevard	AM	1.095	F	1.095	F	0.000	NO	1.095	F	0.000	---	1.133	F	1.134	F	0.001	NO	1.134	F	0.001	---
		PM	0.936	E	0.945	E	0.009	NO	0.945	E	0.009	---	0.968	E	0.976	E	0.008	NO	0.976	E	0.008	---
46	Vermont Avenue/ Pacific Coast Highway	AM	0.814	D	**0.835**	**D**	**0.021**	**YES**	**0.764**	**C**	**-0.050**	**YES**	0.835	D	**0.856**	**D**	**0.021**	**YES**	**0.783**	**C**	**-0.052**	**YES**
		PM	0.758	C	0.784	C	0.026	NO	0.768	C	0.010	---	0.793	C	**0.818**	**D**	**0.025**	**YES**	**0.803**	**D**	**0.010**	**YES**
47	I-110 Freeway SB On-Off Ramps/ Pacific Coast Highway	AM	0.714	C	0.721	C	0.007	NO	0.721	C	0.007	---	0.728	C	0.735	C	0.007	NO	0.735	C	0.007	---
		PM	1.013	F	1.019	F	0.006	NO	1.019	F	0.006	---	1.033	F	1.039	F	0.006	NO	1.039	F	0.006	---
48	Figueroa Place/ I-110 Freeway SB Off-Ramp (north of Anaheim Street)	AM	0.533	A	0.546	A	0.013	NO	0.546	A	0.013	---	0.544	A	0.557	A	0.013	NO	0.557	A	0.013	---
		PM	0.620	B	0.650	B	0.030	NO	0.650	B	0.030	---	0.632	B	0.663	B	0.031	NO	0.663	B	0.031	---

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS AND SATURDAY PEAK HOUR
EXISTING AND NEAR-TERM CONDITIONS

			[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C	LOS	YEAR 2010 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2010 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(3)-(1)]	MITI-GATED	YEAR 2012 NEAR-TERM BASELINE V/C	LOS	YEAR 2012 NEAR-TERM W/ PROJECT V/C	LOS	CHANGE V/C [(5)-(4)]	SIGNIF. IMPACT	YEAR 2012 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(6)-(4)]	MITI-GATED
49	Figueroa Place/	AM	0.728	C	**0.770**	**C**	**0.042**	**YES**	**0.752**	**C**	**0.024**	**YES**	0.744	C	**0.786**	**C**	**0.042**	**YES**	**0.777**	**C**	**0.033**	**YES**
	Anaheim Street	PM	0.932	E	**0.993**	**E**	**0.061**	**YES**	**0.819**	**D**	**-0.113**	**YES**	0.952	E	**1.013**	**F**	**0.061**	**YES**	**0.849**	**D**	**-0.103**	**YES**
50	Figueroa Street/	AM	0.932	E	0.933	E	0.001	NO	0.933	E	0.001	---	0.951	E	0.952	E	0.001	NO	0.952	E	0.001	---
	Sepulveda Boulevard	PM	0.781	C	0.784	C	0.003	NO	0.784	C	0.003	---	0.796	C	0.800	C	0.004	NO	0.800	C	0.004	---
51	Figueroa Street/	AM	0.820	D	**0.841**	**D**	**0.021**	**YES**	**0.808**	**D**	**-0.012**	**YES**	0.902	E	**0.923**	**E**	**0.021**	**YES**	**0.890**	**D**	**-0.012**	**YES**
	I-110 Freeway NB On-Ramp (north of Pacific Coast Highway)	PM	0.869	D	0.880	D	0.011	NO	0.859	D	-0.010	---	0.919	E	**0.930**	**E**	**0.011**	**YES**	**0.908**	**E**	**-0.011**	**YES**
52	Figueroa Street/	AM	0.969	E	**0.988**	**E**	**0.019**	**YES**	**0.884**	**D**	**-0.085**	**YES**	1.107	F	**1.126**	**F**	**0.019**	**YES**	**1.020**	**F**	**-0.087**	**YES**
	Pacific Coast Highway	PM	0.989	E	0.998	E	0.009	NO	0.866	D	-0.123	---	1.063	F	**1.073**	**F**	**0.010**	**YES**	**0.939**	**E**	**-0.124**	**YES**
53	Figueroa Street/	AM	1.044	F	**1.109**	**F**	**0.065**	**YES**	**0.716**	**C**	**-0.328**	**YES**	1.073	F	**1.138**	**F**	**0.065**	**YES**	**0.734**	**C**	**-0.339**	**YES**
	I-110 Freeway NB On-Ramp (north of Anaheim Street)	PM	0.867	D	**0.901**	**E**	**0.034**	**YES**	**0.569**	**A**	**-0.298**	**YES**	0.906	E	**0.940**	**E**	**0.034**	**YES**	**0.593**	**A**	**-0.313**	**YES**
54	Figueroa Street/	AM	0.854	D	**0.875**	**D**	**0.021**	**YES**	**0.819**	**D**	**-0.035**	**YES**	0.879	D	**0.900**	**D**	**0.021**	**YES**	**0.843**	**D**	**-0.036**	**YES**
	Anaheim Street	PM	0.934	E	**0.948**	**E**	**0.014**	**YES**	**0.862**	**D**	**-0.072**	**YES**	0.955	E	**0.969**	**E**	**0.014**	**YES**	**0.881**	**D**	**-0.074**	**YES**
55	Wilmington Boulevard/	AM	0.726	C	0.727	C	0.001	NO	0.727	C	0.001	---	0.779	C	0.780	C	0.001	NO	0.780	C	0.001	---
	Pacific Coast Highway	PM	0.676	B	0.678	B	0.002	NO	0.678	B	0.002	---	0.700	B	0.703	C	0.003	NO	0.703	C	0.003	---
56	Wilmington Boulevard/	AM	0.493	A	0.494	A	0.001	NO	0.494	A	0.001	---	0.517	A	0.518	A	0.001	NO	0.518	A	0.001	---
	Anaheim Street	PM	0.550	A	0.553	A	0.003	NO	0.553	A	0.003	---	0.569	A	0.572	A	0.003	NO	0.572	A	0.003	---

According to LADOT's "Traffic Study Policies and Procedures, " June 2009, page 16, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM HOURS AND SATURDAY PEAK HOUR
FUTURE CONDITIONS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] YEAR 2017 CUMULATIVE BASELINE V/C	LOS	[3] YEAR 2017 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT	[4] YEAR 2017 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(4)-(2)]	MITI-GATED
1	Hawthorne Boulevard/ Sepulveda Boulevard	AM	0.769	C	0.898	D	0.899	D	0.001	NO	0.899	D	0.001	---
		PM	0.867	D	1.046	F	1.047	F	0.001	NO	1.047	F	0.001	---
2	Hawthorne Boulevard/ Pacific Coast Highway	AM	0.867	D	1.059	F	1.065	F	0.006	NO	1.065	F	0.006	---
		PM	0.816	D	0.993	E	0.997	E	0.004	NO	0.997	E	0.004	---
3	Hawthorne Boulevard/ Palos Verdes Drive North	AM	0.941	E	1.066	F	1.070	F	0.004	NO	1.070	F	0.004	---
		PM	0.847	D	0.974	E	0.977	E	0.003	NO	0.977	E	0.003	---
4	Crenshaw Boulevard/ Sepulveda Boulevard	AM	0.799	C	0.978	E	0.978	E	0.000	NO	0.978	E	0.000	---
		PM	0.932	E	1.177	F	1.179	F	0.002	NO	1.179	F	0.002	---
5	Crenshaw Boulevard/ Lomita Boulevard	AM	0.850	D	1.062	F	1.067	F	0.005	NO	1.067	F	0.005	---
		PM	0.943	E	1.182	F	1.184	F	0.002	NO	1.184	F	0.002	---
6	Crenshaw Boulevard/ Pacific Coast Highway	AM	0.948	E	1.114	F	1.118	F	0.004	NO	1.051	F	-0.063	---
		PM	1.026	F	1.261	F	**1.272**	**F**	**0.011**	**YES**	**1.099**	**F**	**-0.162**	**YES**
7	Crenshaw Boulevard/ Palos Verdes Drive North	AM	0.784	C	0.883	D	0.896	D	0.013	NO	0.800	C	-0.083	---
		PM	0.814	D	0.955	E	**0.977**	**E**	**0.022**	**YES**	**0.857**	**D**	**-0.098**	**YES**
8	Arlington Avenue/ Lomita Boulevard	AM	0.893	D	0.998	E	1.003	F	0.005	NO	1.003	F	0.005	---
		PM	0.934	E	1.043	F	1.048	F	0.005	NO	1.048	F	0.005	---
9	Narbonne Avenue/ Pacific Coast Highway	AM	0.799	C	0.936	E	0.943	E	0.007	NO	0.943	E	0.007	---
		PM	0.731	C	0.853	D	0.856	D	0.003	NO	0.856	D	0.003	---
10	Palos Verdes Drive East/ Palos Verdes Drive North	AM	0.747	C	0.833	D	0.840	D	0.007	NO	0.840	D	0.007	---
		PM	0.675	B	0.768	C	0.776	C	0.008	NO	0.776	C	0.008	---
11	Western Avenue/ Sepulveda Boulevard	AM	0.920	E	0.969	E	0.975	E	0.006	NO	0.975	E	0.006	---
		PM	1.004	F	1.074	F	1.082	F	0.008	NO	1.082	F	0.008	---
		SAT	0.808	D	0.869	D	0.873	D	0.004	NO	0.873	D	0.004	---
12	Western Avenue/ Lomita Boulevard	AM	0.971	E	1.008	F	1.016	F	0.008	NO	0.914	E	-0.094	---
		PM	0.981	E	1.002	F	**1.025**	**F**	**0.023**	**YES**	**0.942**	**E**	**-0.060**	**YES**
		SAT	0.754	C	0.788	C	0.799	C	0.011	NO	0.704	C	-0.084	---
13	Western Avenue/ Pacific Coast Highway	AM	0.893	D	1.053	F	**1.084**	**F**	**0.031**	**YES**	**1.021**	**F**	**-0.032**	**YES**
		PM	0.851	D	1.007	F	**1.058**	**F**	**0.051**	**YES**	**0.981**	**E**	**-0.026**	**YES**
		SAT	0.816	D	0.964	E	**1.005**	**F**	**0.041**	**YES**	**0.972**	**E**	**0.008**	**YES**
14	Western Avenue/ Anaheim Street	AM	0.641	B	0.616	B	0.656	B	0.040	NO	0.656	B	0.040	---
		PM	0.520	A	0.488	A	0.509	A	0.021	NO	0.509	A	0.021	---
		SAT	0.472	A	0.429	A	0.454	A	0.025	NO	0.454	A	0.025	---
15	Western Avenue/ Palos Verdes Drive North	AM	0.905	E	1.041	F	**1.173**	**F**	**0.132**	**YES**	**0.893**	**D**	**-0.148**	**YES**
		PM	0.851	D	0.967	E	**1.150**	**F**	**0.183**	**YES**	**0.936**	**E**	**-0.031**	**YES**
		SAT	0.648	B	0.742	C	**0.865**	**D**	**0.123**	**YES**	**0.707**	**C**	**-0.035**	**YES**
16	Western Avenue/ Peninsula Verde Drive	AM	0.816	D	0.907	E	**1.044**	**F**	**0.137**	**YES**	**0.735**	**C**	**-0.172**	**YES**
		PM	0.705	C	0.790	C	**0.918**	**E**	**0.128**	**YES**	**0.634**	**B**	**-0.156**	**YES**
		SAT	0.611	B	0.674	B	**0.761**	**C**	**0.087**	**YES**	**0.509**	**A**	**-0.165**	**YES**

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM HOURS AND SATURDAY PEAK HOUR
FUTURE CONDITIONS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] YEAR 2017 CUMULATIVE BASELINE V/C	LOS	[3] YEAR 2017 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT	[4] YEAR 2017 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(4)-(2)]	MITI-GATED
17	Western Avenue/ Green Hills Drive	AM	0.662	B	0.735	C	0.658	B	-0.077	NO	0.658	B	-0.077	---
		PM	0.469	A	0.540	A	0.593	A	0.053	NO	0.593	A	0.053	---
		SAT	0.439	A	0.497	A	0.553	A	0.056	NO	0.553	A	0.056	---
18	Western Avenue/ Avenida Aprenda-South Access	AM	0.759	C	0.849	D	0.790	C	-0.059	NO	0.790	C	-0.059	---
		PM	0.551	A	0.628	B	0.665	B	0.037	NO	0.665	B	0.037	---
		SAT	0.425	A	0.483	A	0.525	A	0.042	NO	0.525	A	0.042	---
19	Western Avenue/ Fitness Drive	AM	0.785	C	0.872	D	0.887	D	0.015	NO	0.709	C	-0.163	---
		PM	0.676	B	0.758	C	0.784	C	0.026	NO	0.628	B	-0.130	---
		SAT	0.633	B	0.698	B	**0.741**	**C**	**0.043**	**YES**	**0.593**	**A**	**-0.105**	**YES**
20	Western Avenue/ Westmont Drive	AM	0.821	D	0.921	E	**0.963**	**E**	**0.042**	**YES**	**0.853**	**D**	**-0.068**	**YES**
		PM	0.772	C	0.873	D	**0.920**	**E**	**0.047**	**YES**	**0.820**	**D**	**-0.053**	**YES**
		SAT	0.795	C	0.880	D	**0.923**	**E**	**0.043**	**YES**	**0.821**	**D**	**-0.059**	**YES**
21	Western Avenue/ Toscanini Drive	AM	0.740	C	0.825	D	0.831	D	0.006	NO	0.831	D	0.006	---
		PM	0.584	A	0.660	B	0.670	B	0.010	NO	0.670	B	0.010	---
		SAT	0.564	A	0.631	B	0.647	B	0.016	NO	0.647	B	0.016	---
22	Western Avenue/ Caddington Drive	AM	0.626	B	0.700	B	0.707	C	0.007	NO	0.707	C	0.007	---
		PM	0.741	C	0.826	D	0.842	D	0.016	NO	0.842	D	0.016	---
		SAT	0.652	B	0.726	C	0.743	C	0.017	NO	0.743	C	0.017	---
23	Western Avenue/ Capitol Drive	AM	0.844	D	0.947	E	**0.957**	**E**	**0.010**	**YES**	**0.906**	**E**	**-0.041**	**YES**
		PM	0.756	C	0.863	D	**0.887**	**D**	**0.024**	**YES**	**0.843**	**D**	**-0.020**	**YES**
		SAT	0.845	D	0.939	E	**0.958**	**E**	**0.019**	**YES**	**0.912**	**E**	**-0.027**	**YES**
24	Western Avenue/ Park Western Drive	AM	0.667	B	0.739	C	0.746	C	0.007	NO	0.746	C	0.007	---
		PM	0.701	C	0.773	C	0.793	C	0.020	NO	0.793	C	0.020	---
		SAT	0.656	B	0.721	C	0.737	C	0.016	NO	0.737	C	0.016	---
25	Western Avenue/ Crestwood Street	AM	0.778	C	0.858	D	0.862	D	0.004	NO	0.862	D	0.004	---
		PM	0.750	C	0.828	D	0.833	D	0.005	NO	0.833	D	0.005	---
		SAT	0.767	C	0.840	D	0.853	D	0.013	NO	0.853	D	0.013	---
26	Western Avenue/ Summerland Avenue	AM	0.847	D	0.934	E	0.940	E	0.006	NO	0.793	C	-0.141	---
		PM	0.701	C	0.775	C	**0.801**	**D**	**0.026**	**YES**	**0.713**	**C**	**-0.062**	**YES**
		SAT	0.679	B	0.747	C	0.766	C	0.019	NO	0.668	B	-0.079	---
27	Western Avenue/ W. 1st Street	AM	0.875	D	0.867	D	0.872	D	0.005	NO	0.872	D	0.005	---
		PM	0.917	E	0.898	D	0.903	E	0.005	NO	0.903	E	0.005	---
		SAT	0.827	D	0.807	D	0.814	D	0.007	NO	0.814	D	0.007	---
28	Western Avenue/ S. Weymouth Avenue	AM	0.752	C	0.712	C	0.719	C	0.007	NO	0.719	C	0.007	---
		PM	0.697	B	0.653	B	0.660	B	0.007	NO	0.660	B	0.007	---
29	Western Avenue/ W. 9th Street	AM	0.553	A	0.506	A	0.507	A	0.001	NO	0.507	A	0.001	---
		PM	0.684	B	0.650	B	0.652	B	0.002	NO	0.652	B	0.002	---
30	Western Avenue/ W. 25th Street	AM	0.602	B	0.653	B	0.656	B	0.003	NO	0.656	B	0.003	---
		PM	0.575	A	0.600	A	0.604	B	0.004	NO	0.604	B	0.004	---
31	Weymouth Avenue/ W. 9th Street	AM	0.615	B	0.641	B	0.645	B	0.004	NO	0.645	B	0.004	---
		PM	0.516	A	0.529	A	0.533	A	0.004	NO	0.533	A	0.004	---
32	Normandie Avenue/ Sepulveda Boulevard	AM	0.823	D	0.967	E	0.972	E	0.005	NO	0.972	E	0.005	---
		PM	0.754	C	0.890	D	0.892	D	0.002	NO	0.892	D	0.002	---

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM HOURS AND SATURDAY PEAK HOUR
FUTURE CONDITIONS

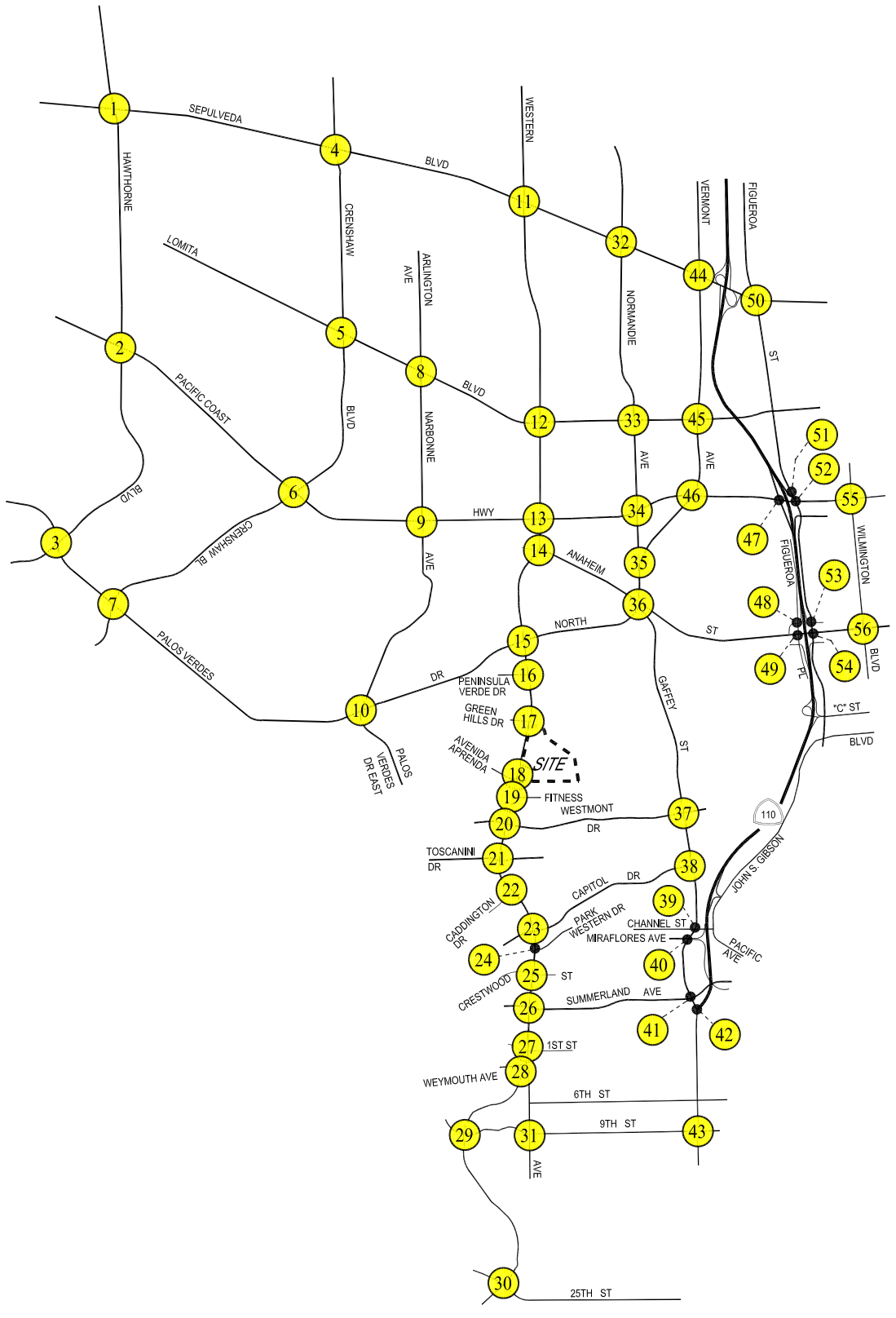
NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] YEAR 2017 CUMULATIVE BASELINE V/C	LOS	[3] YEAR 2017 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT	[4] YEAR 2017 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(4)-(2)]	MITI-GATED
33	Normandie Avenue/	AM	1.021	F	1.026	F	1.028	F	0.002	NO	1.028	F	0.002	---
	Lomita Boulevard	PM	1.008	F	1.014	F	1.021	F	0.007	NO	1.021	F	0.007	---
34	Normandie Avenue/	AM	0.782	C	0.818	D	0.821	D	0.003	NO	0.821	D	0.003	---
	Pacific Coast Highway	PM	0.778	C	0.834	D	0.840	D	0.006	NO	0.840	D	0.006	---
35	Vermont Avenue/	AM	0.602	B	0.663	B	0.681	B	0.018	NO	0.681	B	0.018	---
	Normandie Avenue	PM	0.528	A	0.607	B	0.638	B	0.031	NO	0.638	B	0.031	---
36	Vermont Avenue-Palos Verdes Drive North	AM	0.852	D	0.852	D	0.864	D	0.012	NO	0.834	D	-0.018	---
	Gaffey Street/Anaheim Street	PM	0.888	D	0.890	D	**0.928**	**E**	**0.038**	**YES**	**0.884**	**D**	**-0.006**	**YES**
37	Gaffey Street/	AM	0.662	B	0.646	B	0.677	B	0.031	NO	0.615	B	-0.031	---
	Westmont Drive	PM	0.831	D	0.823	D	**0.869**	**D**	**0.046**	**YES**	**0.822**	**D**	**-0.001**	**YES**
38	Gaffey Street/	AM	0.554	A	0.527	A	0.543	A	0.016	NO	0.543	A	0.016	---
	Capitol Drive	PM	0.642	B	0.623	B	0.631	B	0.008	NO	0.631	B	0.008	---
39	Gaffey Street/	AM	0.660	B	0.649	B	0.653	B	0.004	NO	0.653	B	0.004	---
	Channel Street	PM	0.727	C	0.767	C	0.783	C	0.016	NO	0.783	C	0.016	---
40	Gaffey Street/	AM	0.792	C	0.778	C	0.797	C	0.019	NO	0.797	C	0.019	---
	Miraflores Avenue-I-110 Freeway SB On-Off Ramps	PM	0.656	B	0.646	B	0.663	B	0.017	NO	0.663	B	0.017	---
41	Gaffey Street/	AM	0.926	E	0.928	E	**0.940**	**E**	**0.012**	**YES**	**0.874**	**D**	**-0.054**	**YES**
	Summerland Avenue	PM	0.864	D	0.891	D	**0.911**	**E**	**0.020**	**YES**	**0.836**	**D**	**-0.055**	**YES**
42	Gaffey Street/	AM	0.515	A	0.572	A	0.578	A	0.006	NO	0.578	A	0.006	---
	I-110 Freeway NB & SB Ramps	PM	0.727	C	0.856	D	0.859	D	0.003	NO	0.859	D	0.003	---
43	Gaffey Street/	AM	0.759	C	0.924	E	0.925	E	0.001	NO	0.925	E	0.001	---
	W. 9th Street	PM	0.680	B	0.865	D	0.869	D	0.004	NO	0.869	D	0.004	---
44	Vermont Avenue/	AM	0.925	E	1.038	F	1.042	F	0.004	NO	0.988	E	-0.050	---
	Sepulveda Boulevard	PM	1.008	F	1.156	F	**1.166**	**F**	**0.010**	**YES**	**1.038**	**F**	**-0.118**	**YES**
45	Vermont Avenue/	AM	1.095	F	1.159	F	1.160	F	0.001	NO	1.160	F	0.001	---
	Lomita Boulevard	PM	0.936	E	1.026	F	1.033	F	0.007	NO	1.033	F	0.007	---
46	Vermont Avenue/	AM	0.814	D	0.846	D	**0.866**	**D**	**0.020**	**YES**	**0.776**	**C**	**-0.070**	**YES**
	Pacific Coast Highway	PM	0.758	C	0.794	C	**0.829**	**D**	**0.035**	**YES**	**0.782**	**C**	**-0.012**	**YES**
47	I-110 Freeway SB On-Off Ramps/	AM	0.714	C	0.809	D	0.820	D	0.011	NO	0.820	D	0.011	---
	Pacific Coast Highway	PM	1.013	F	1.078	F	1.084	F	0.006	NO	1.084	F	0.006	---

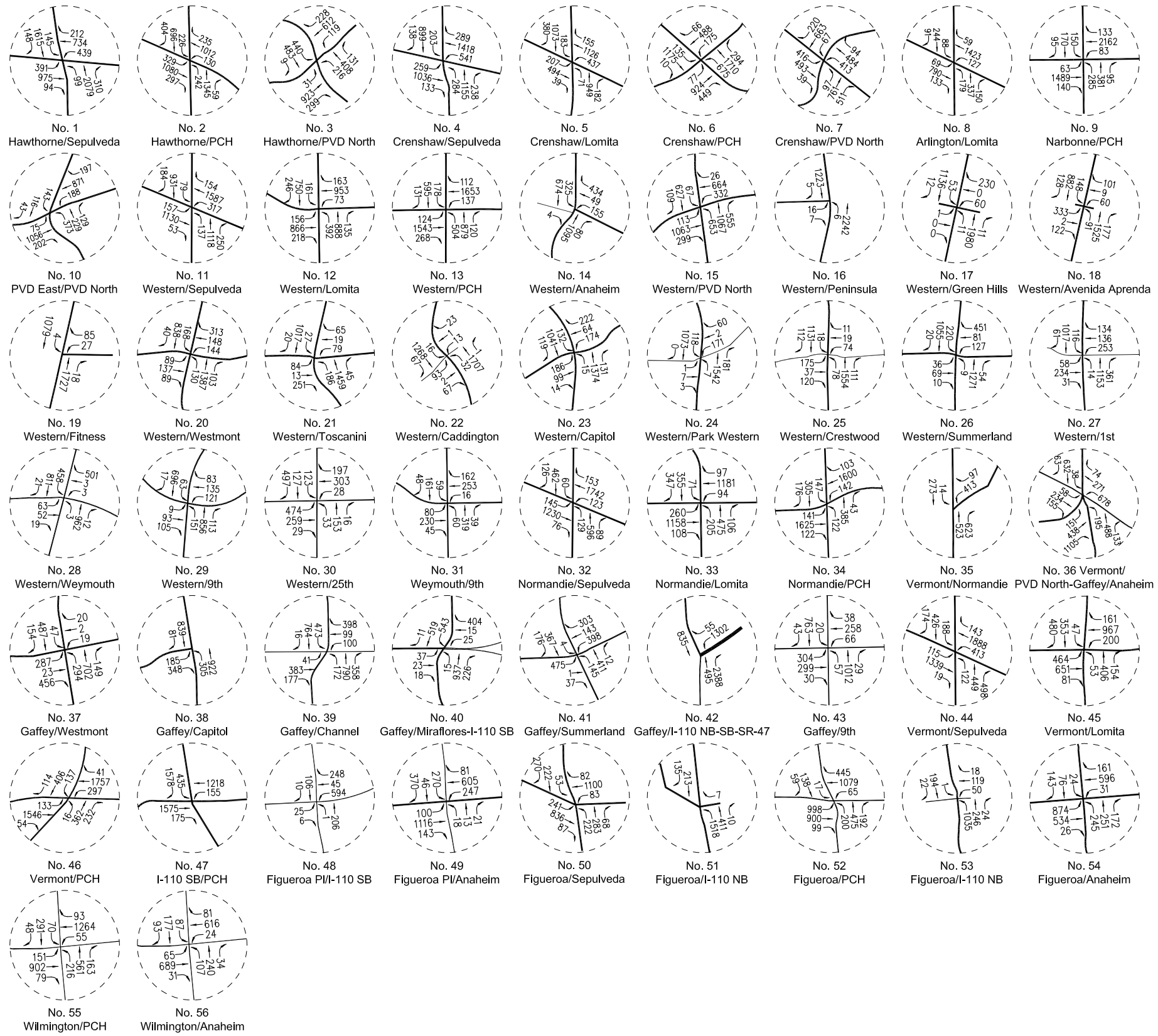
Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM HOURS AND SATURDAY PEAK HOUR
FUTURE CONDITIONS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] YEAR 2017 CUMULATIVE BASELINE V/C	LOS	[3] YEAR 2017 W/PROPOSED PROJECT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT	[4] YEAR 2017 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(4)-(2)]	MITI-GATED
48	Figueroa Place/	AM	0.533	A	0.633	B	0.646	B	0.013	NO	0.517	A	-0.116	---
	I-110 Freeway SB Off-Ramp	PM	0.620	B	0.718	C	0.748	C	0.030	NO	0.599	A	-0.119	---
	(north of Anaheim Street)													
49	Figueroa Place/	AM	0.728	C	0.865	D	**0.907**	**E**	**0.042**	**YES**	**0.852**	**D**	**-0.013**	**YES**
	Anaheim Street	PM	0.932	E	1.097	F	**1.158**	**F**	**0.061**	**YES**	**0.927**	**E**	**-0.170**	**YES**
50	Figueroa Street/	AM	0.932	E	1.031	F	1.032	F	0.001	NO	1.032	F	0.001	---
	Sepulveda Boulevard	PM	0.781	C	0.886	D	0.889	D	0.003	NO	0.889	D	0.003	---
51	Figueroa Street/	AM	0.820	D	0.972	E	**0.993**	**E**	**0.021**	**YES**	**0.951**	**E**	**-0.021**	**YES**
	I-110 Freeway NB On-Ramp	PM	0.869	D	0.993	E	**1.004**	**F**	**0.011**	**YES**	**0.981**	**E**	**-0.012**	**YES**
	(north of Pacific Coast Highway)													
52	Figueroa Street/	AM	0.969	E	1.111	F	**1.131**	**F**	**0.020**	**YES**	**0.999**	**E**	**-0.112**	**YES**
	Pacific Coast Highway	PM	0.989	E	1.097	F	**1.107**	**F**	**0.010**	**YES**	**0.971**	**E**	**-0.126**	**YES**
53	Figueroa Street/	AM	1.044	F	1.177	F	**1.242**	**F**	**0.065**	**YES**	**0.801**	**D**	**-0.376**	**YES**
	I-110 Freeway NB On-Ramp	PM	0.867	D	1.034	F	**1.069**	**F**	**0.035**	**YES**	**0.674**	**B**	**-0.360**	**YES**
	(north of Anaheim Street)													
54	Figueroa Street/	AM	0.854	D	0.897	D	**0.916**	**E**	**0.019**	**YES**	**0.851**	**D**	**-0.046**	**YES**
	Anaheim Street	PM	0.934	E	0.945	E	**0.959**	**E**	**0.014**	**YES**	**0.859**	**D**	**-0.086**	**YES**
55	Wilmington Boulevard/	AM	0.726	C	0.855	D	0.856	D	0.001	NO	0.856	D	0.001	---
	Pacific Coast Highway	PM	0.676	B	0.718	C	0.720	C	0.002	NO	0.720	C	0.002	---
56	Wilmington Boulevard/	AM	0.493	A	0.485	A	0.486	A	0.001	NO	0.486	A	0.001	---
	Anaheim Street	PM	0.550	A	0.538	A	0.540	A	0.002	NO	0.540	A	0.002	---

According to LADOT's "Traffic Study Policies and Procedures, " June 2009, page 16, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010





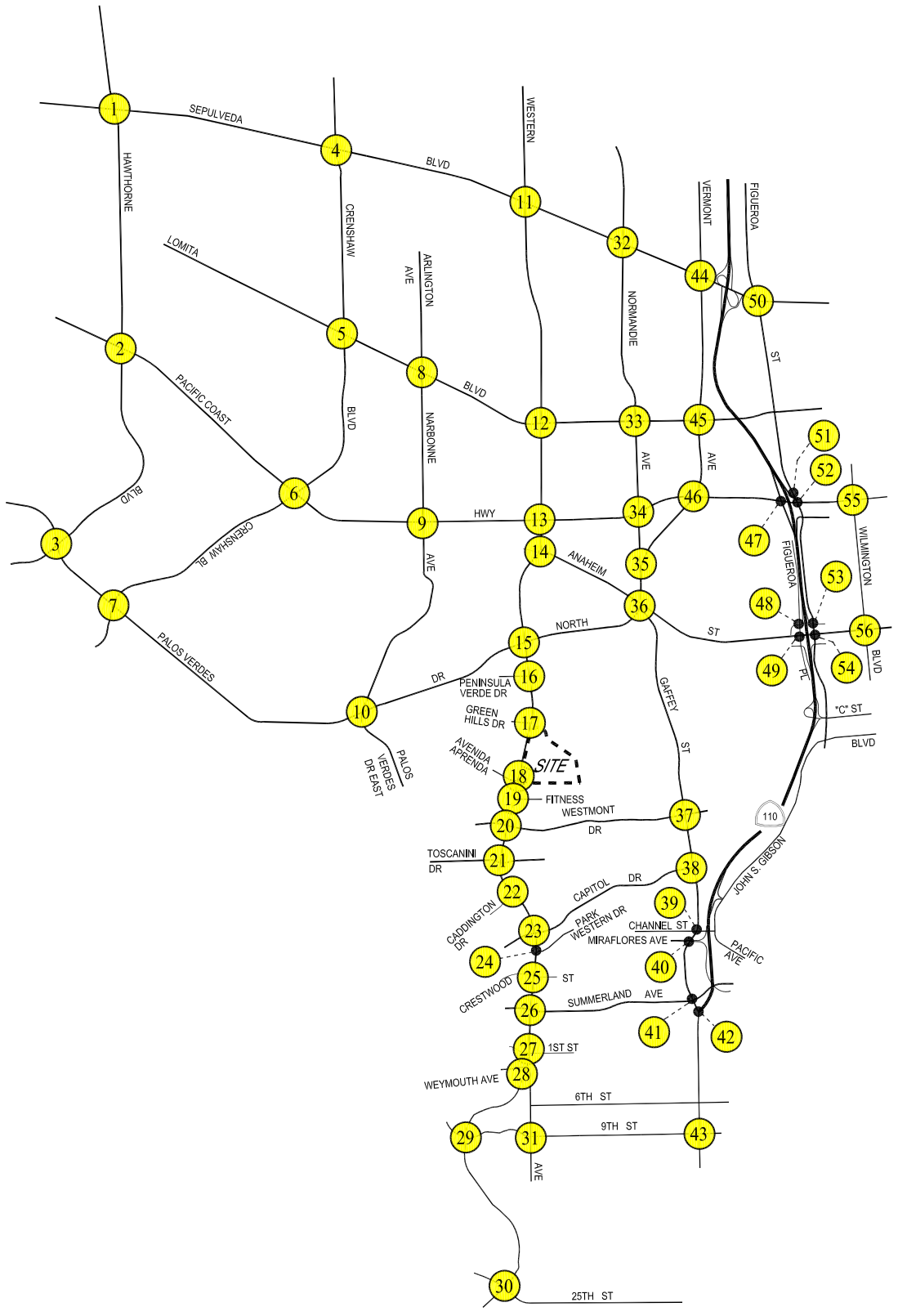
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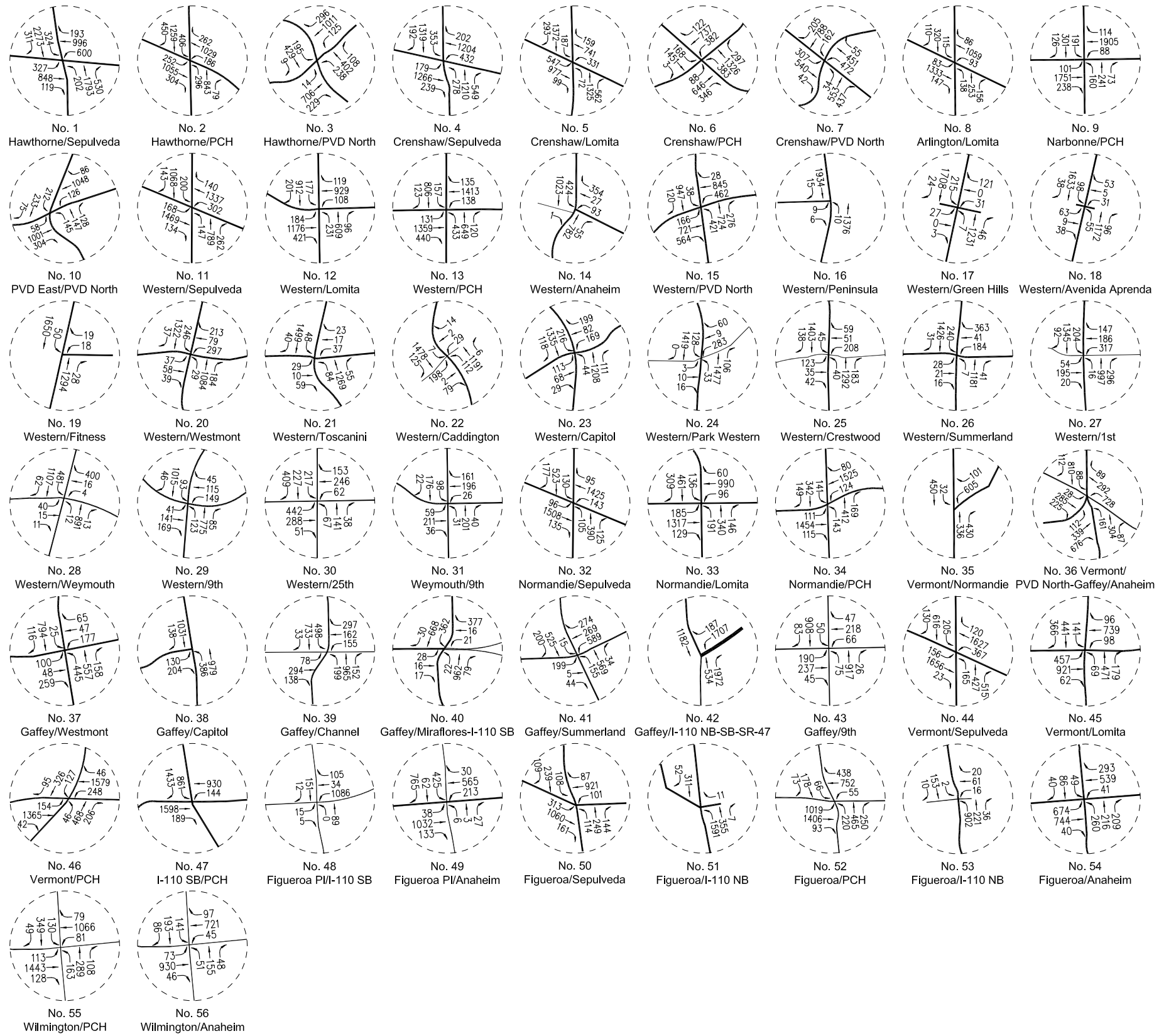
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FIGURE 9-1
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

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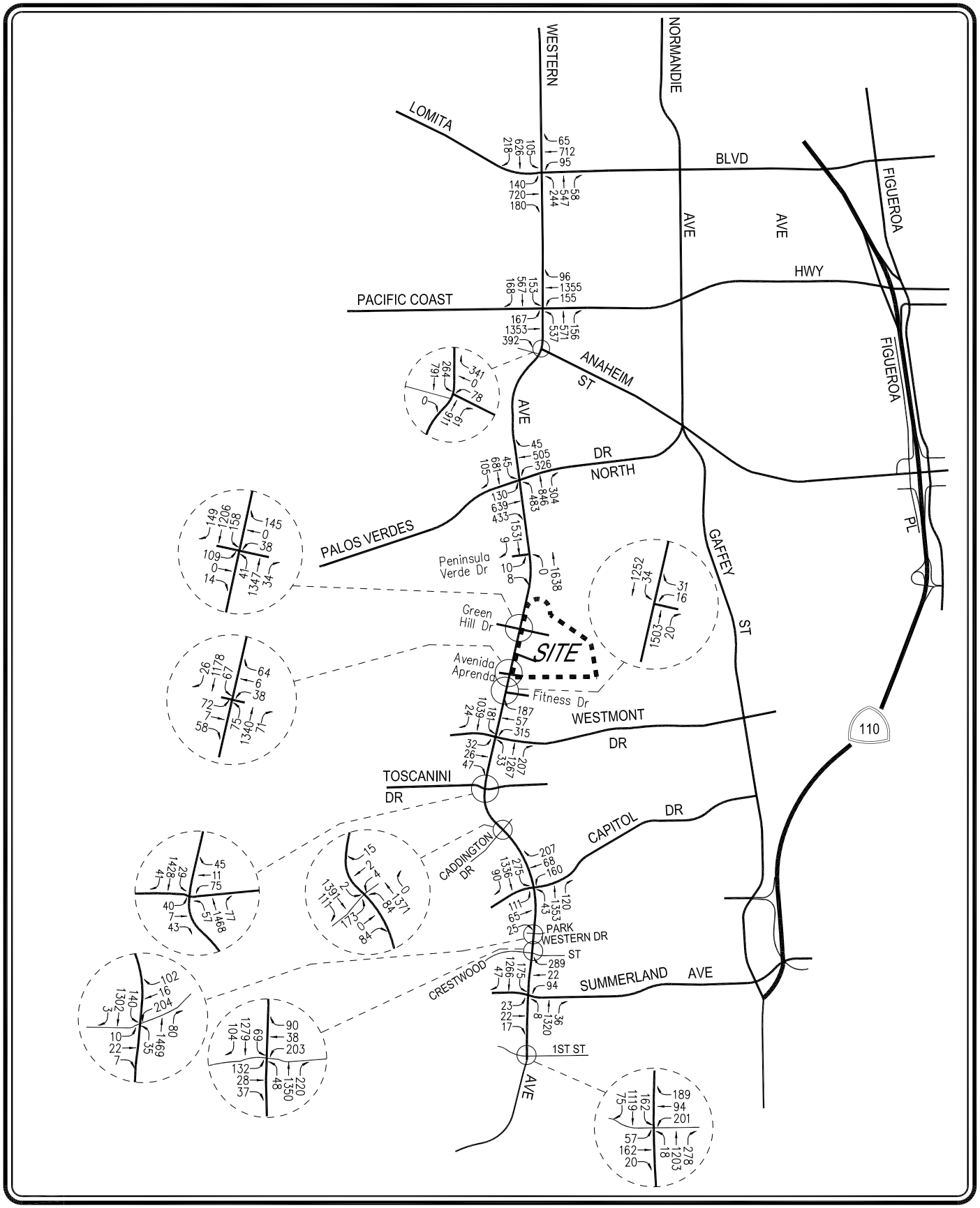
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FIGURE 9-2
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

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FIGURE 9-3
EXISTING WITH PROJECT TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

PONTE VISTA AT SAN PEDRO PROJECT

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As summarized in column [4] of *Table 9-1*, 37 of the 56 study are expected to operate at LOS D or better during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour with the addition of ambient traffic growth and the traffic due to the near-term related projects. The remaining study intersections are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. The near-term cumulative baseline (existing, ambient growth, and near-term related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in ***Figures 9-4***, ***9-5*** and ***9-6***, respectively.

9.2.2 *Near-Term Cumulative With Project Conditions*

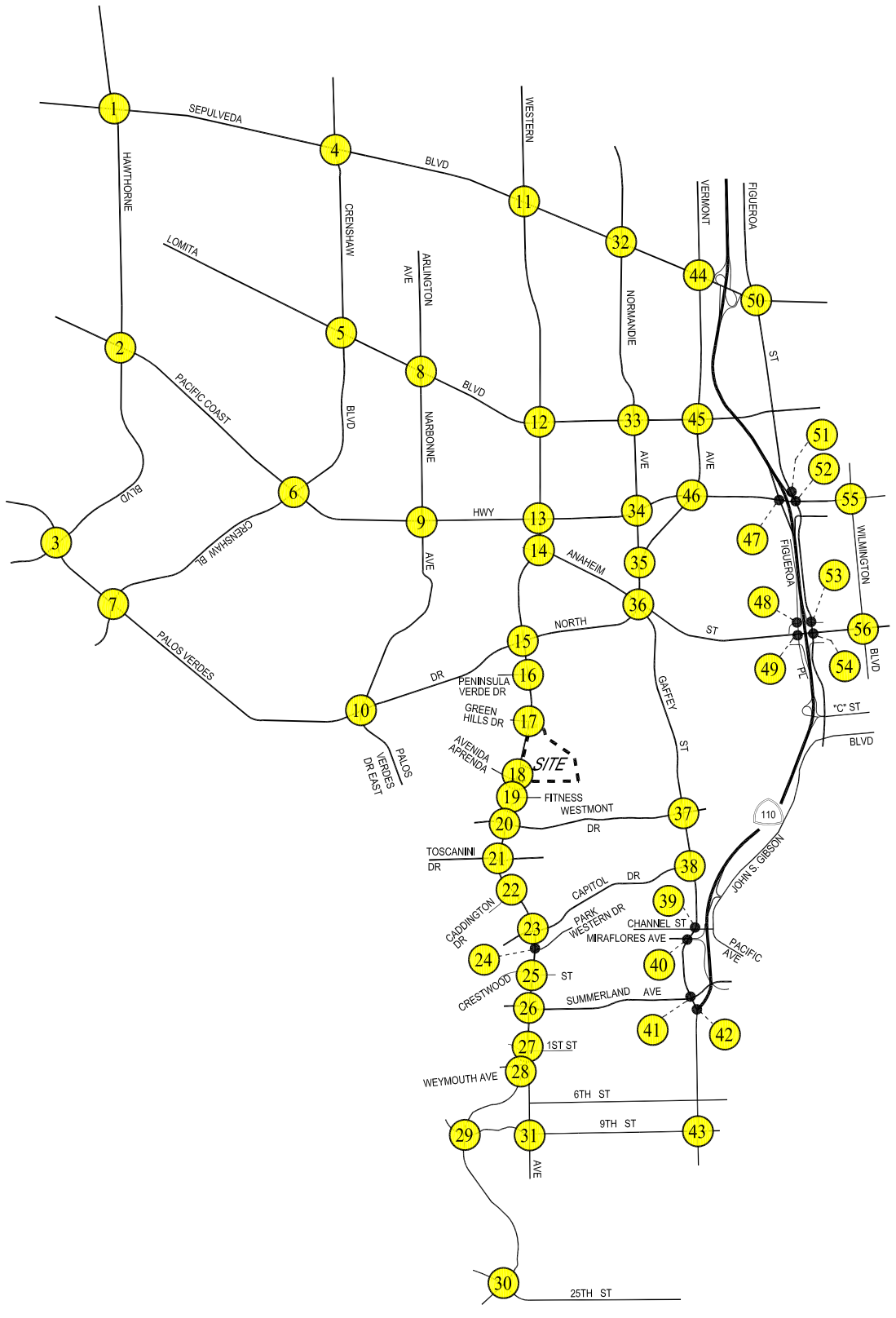
As shown in column [5] of *Table 9-1*, application of the City's threshold criteria to the "Near-Term Cumulative With Project" scenario indicates that the proposed project is expected to create a significant impact at 15 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. Incremental but not significant impacts are noted at the remaining study intersections. The near-term cumulative with project (existing, ambient growth, near-term related projects and project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in ***Figures 9-7***, ***9-8*** and ***9-9***, respectively.

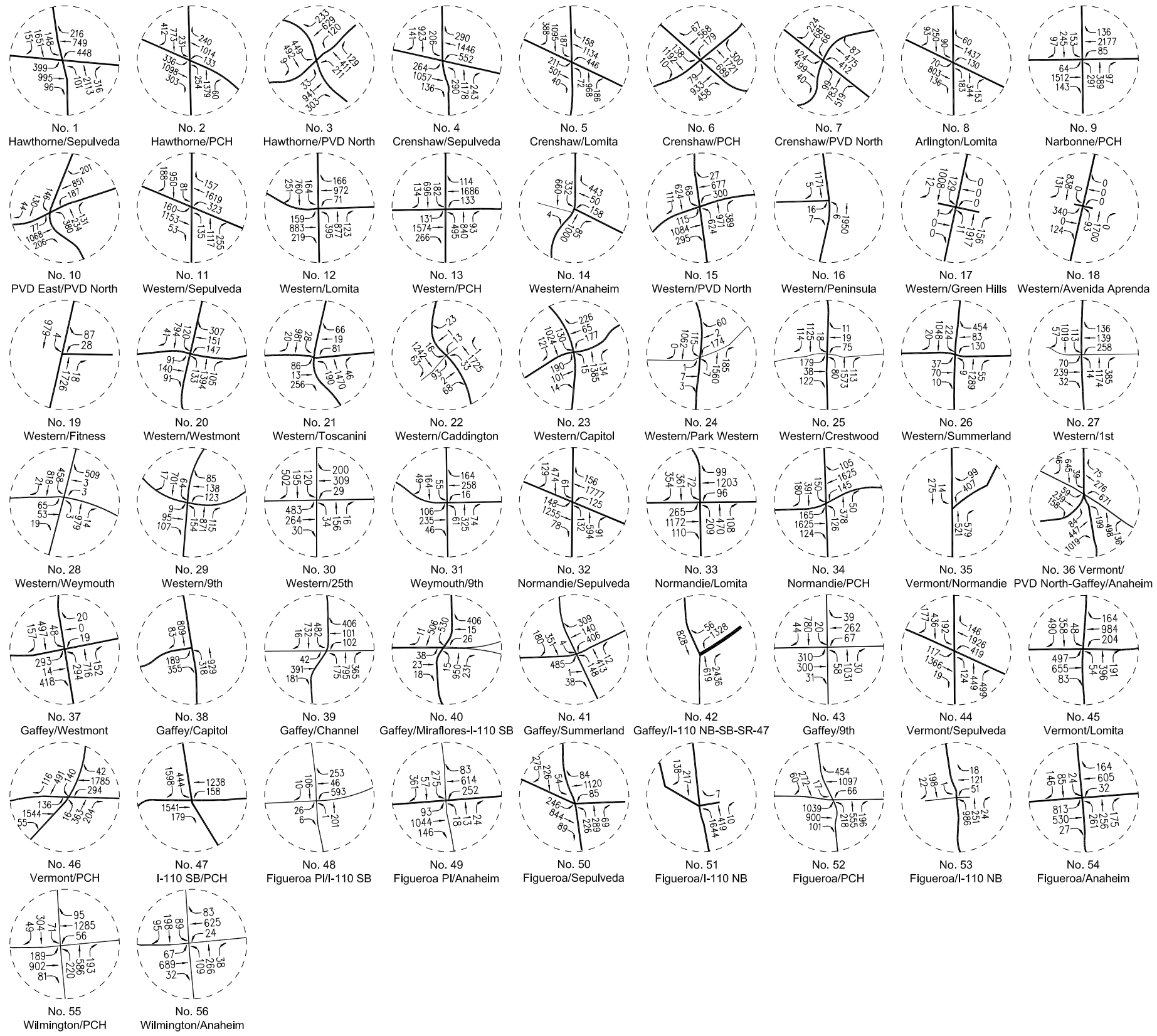
9.3 Future Conditions

9.3.1 *Future Cumulative Conditions*

The future year 2017 cumulative conditions were forecast based on the addition of traffic generated by the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). This condition assumes implementation of the Wilmington ATSAC/ATCS system and related striping improvements to be provided by LADOT at several intersections.

The *v/c* ratios at all 56 study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 6–1* and growth in ambient traffic. As shown in column [3] of *Table 9-2*, 26 of the 56 study are expected to operate at LOS D or better during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour with the addition of ambient traffic growth and the traffic due to the related projects (future cumulative baseline conditions). The remaining study intersections are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. The future cumulative (existing, ambient growth, and related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in ***Figures 9-10***, ***9-11*** and ***9-12***, respectively.





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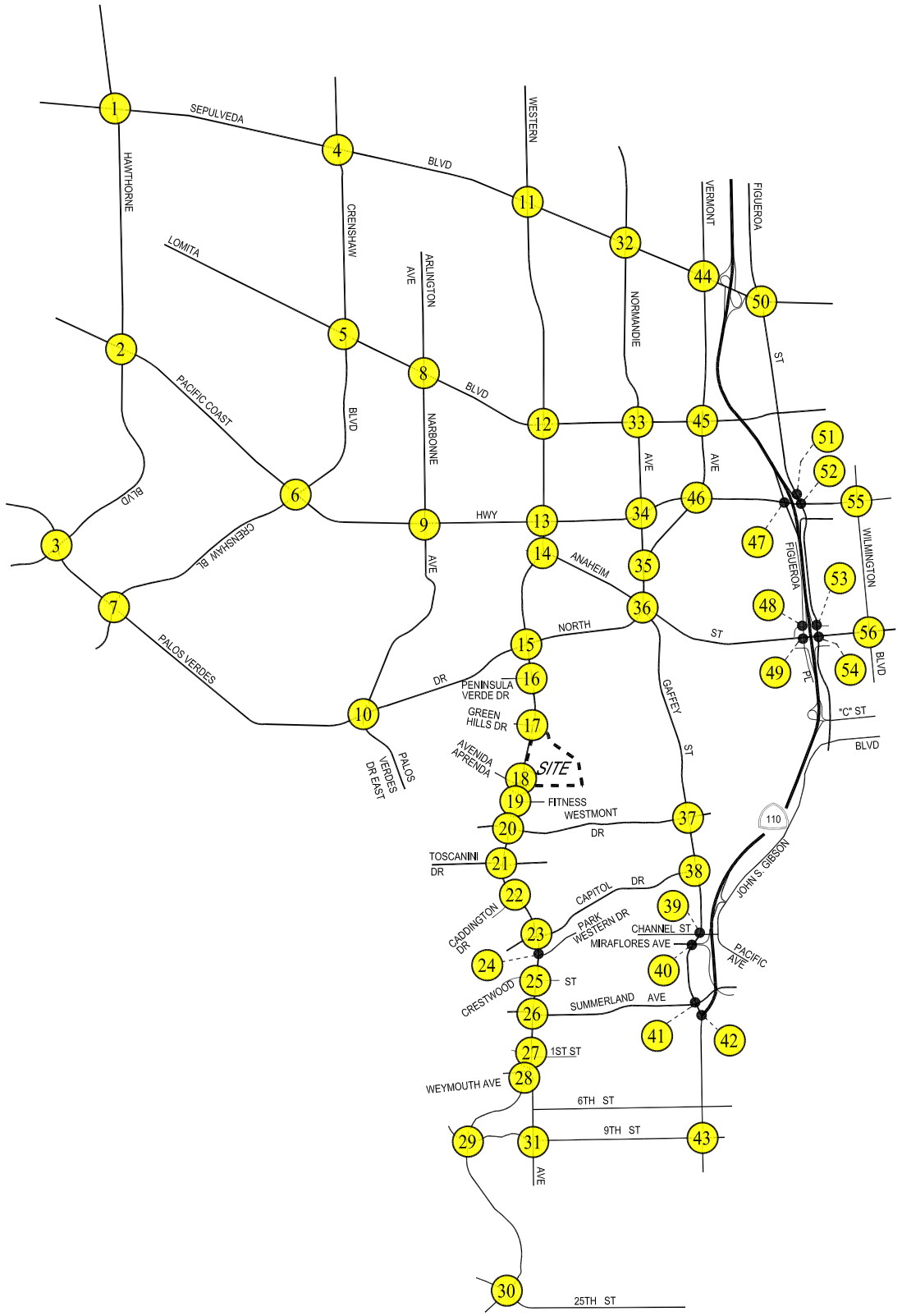
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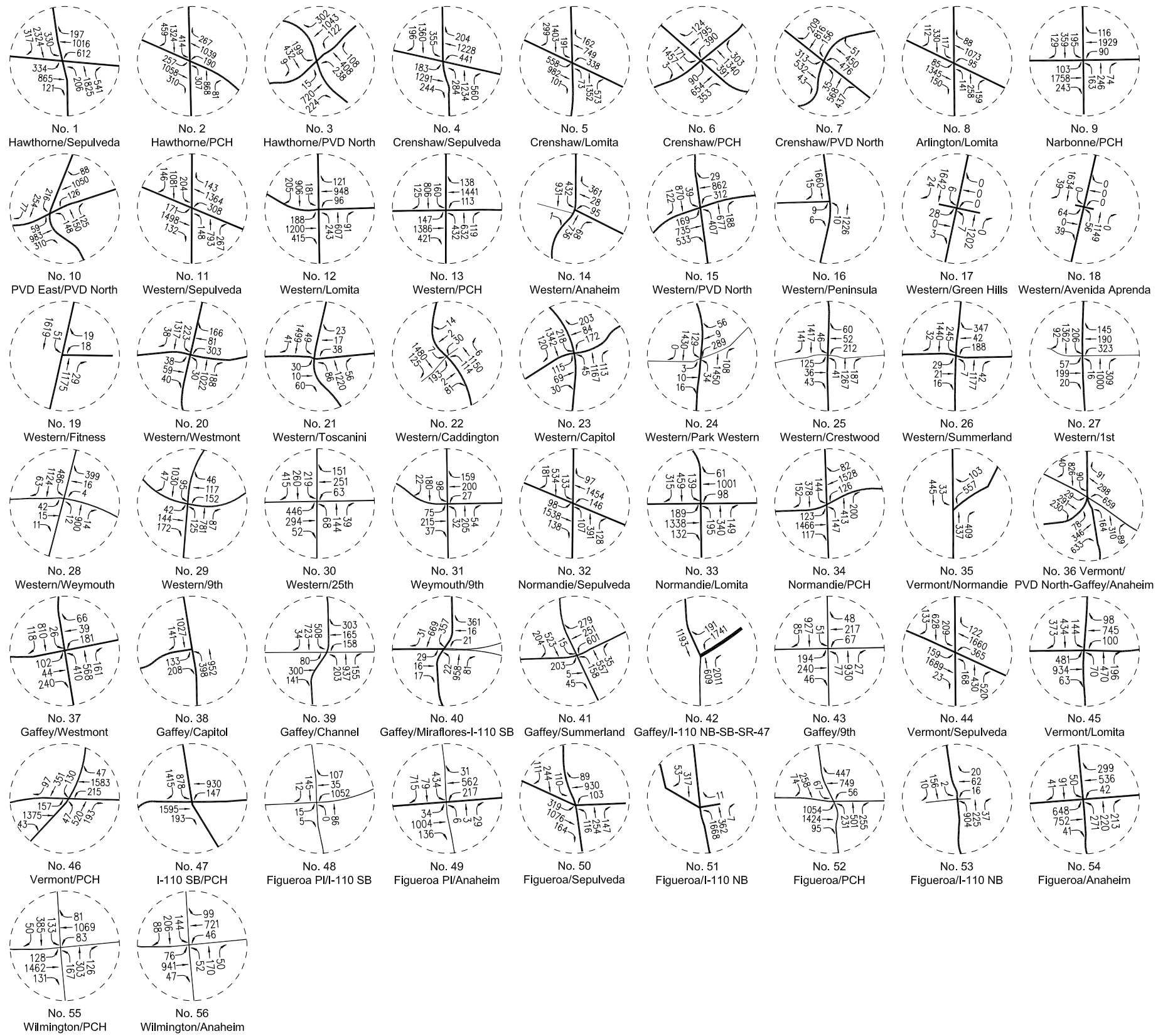
FIGURE 9-4

NEAR-TERM YEAR 2012 CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT





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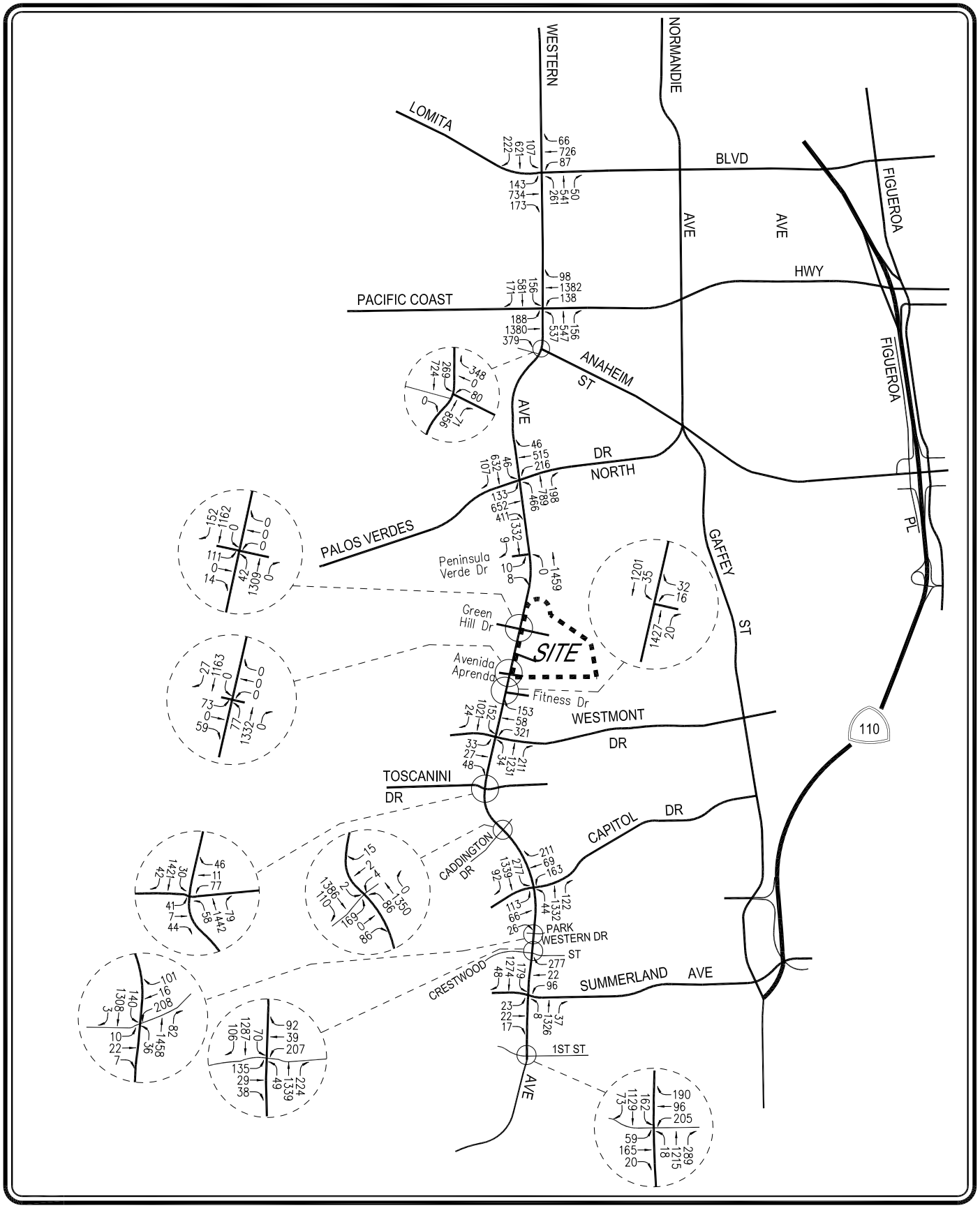
FIGURE 9-5

NEAR-TERM YEAR 2012 CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

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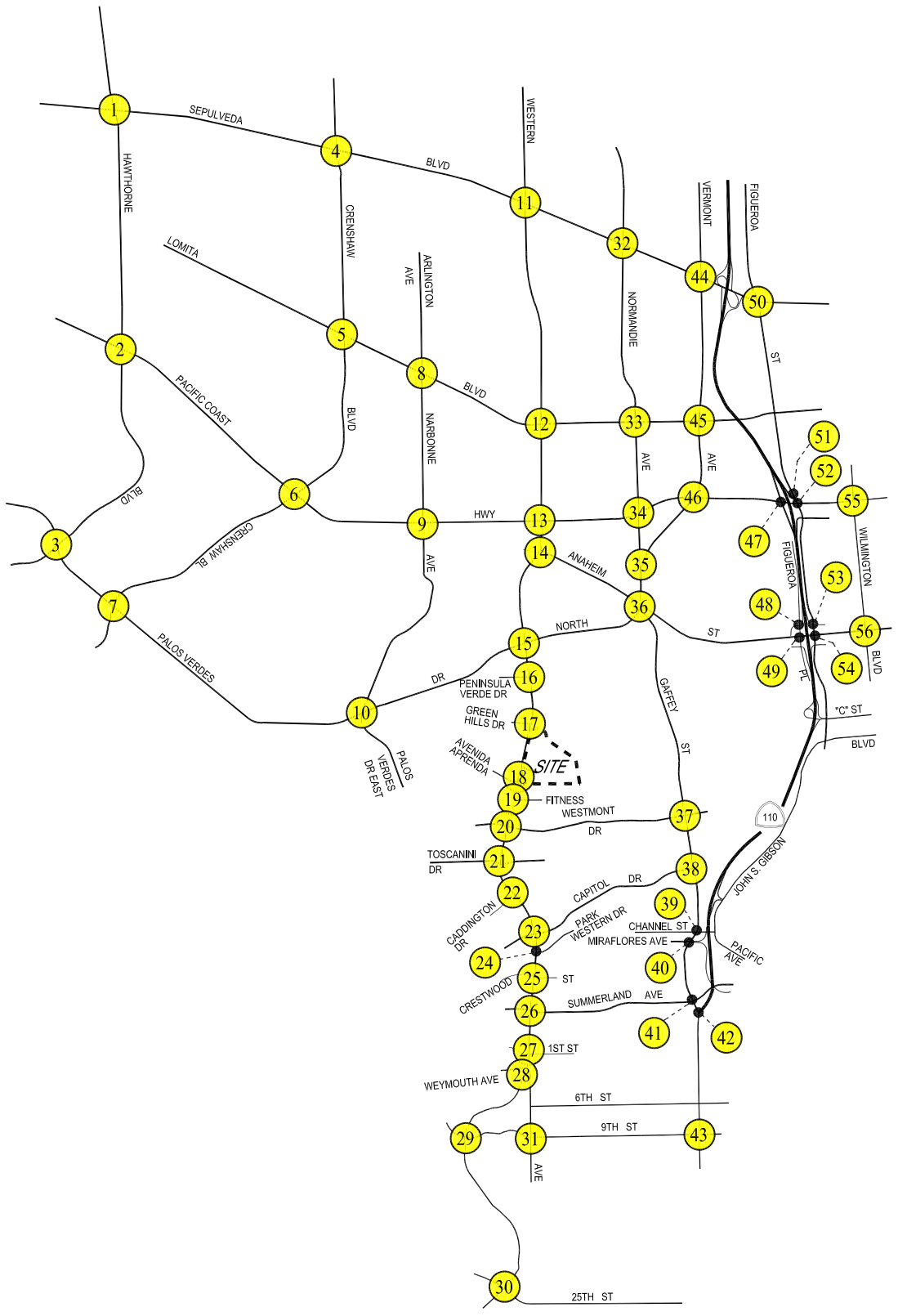


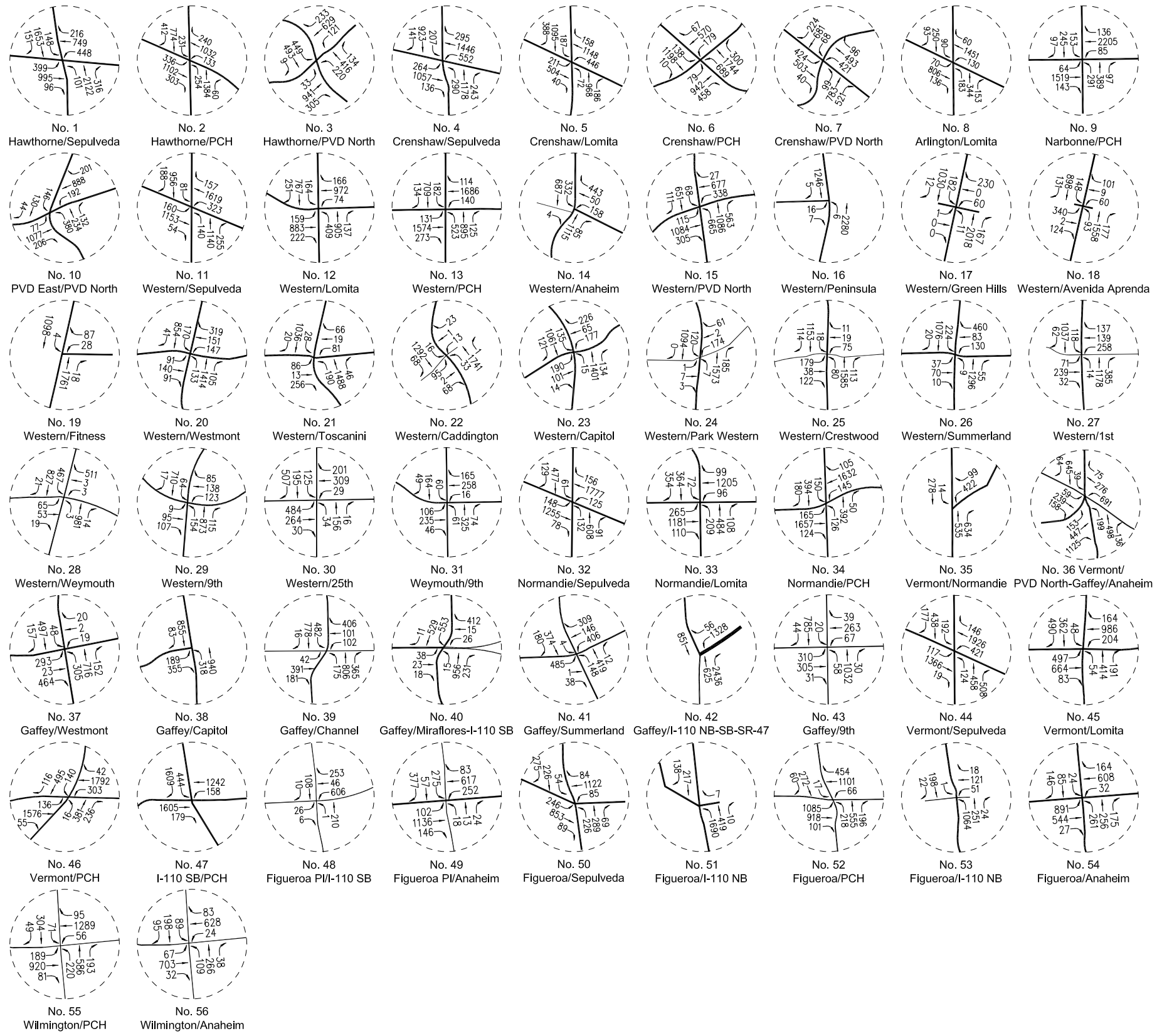
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FIGURE 9-6
NEAR-TERM YEAR 2012 CUMULATIVE BASELINE TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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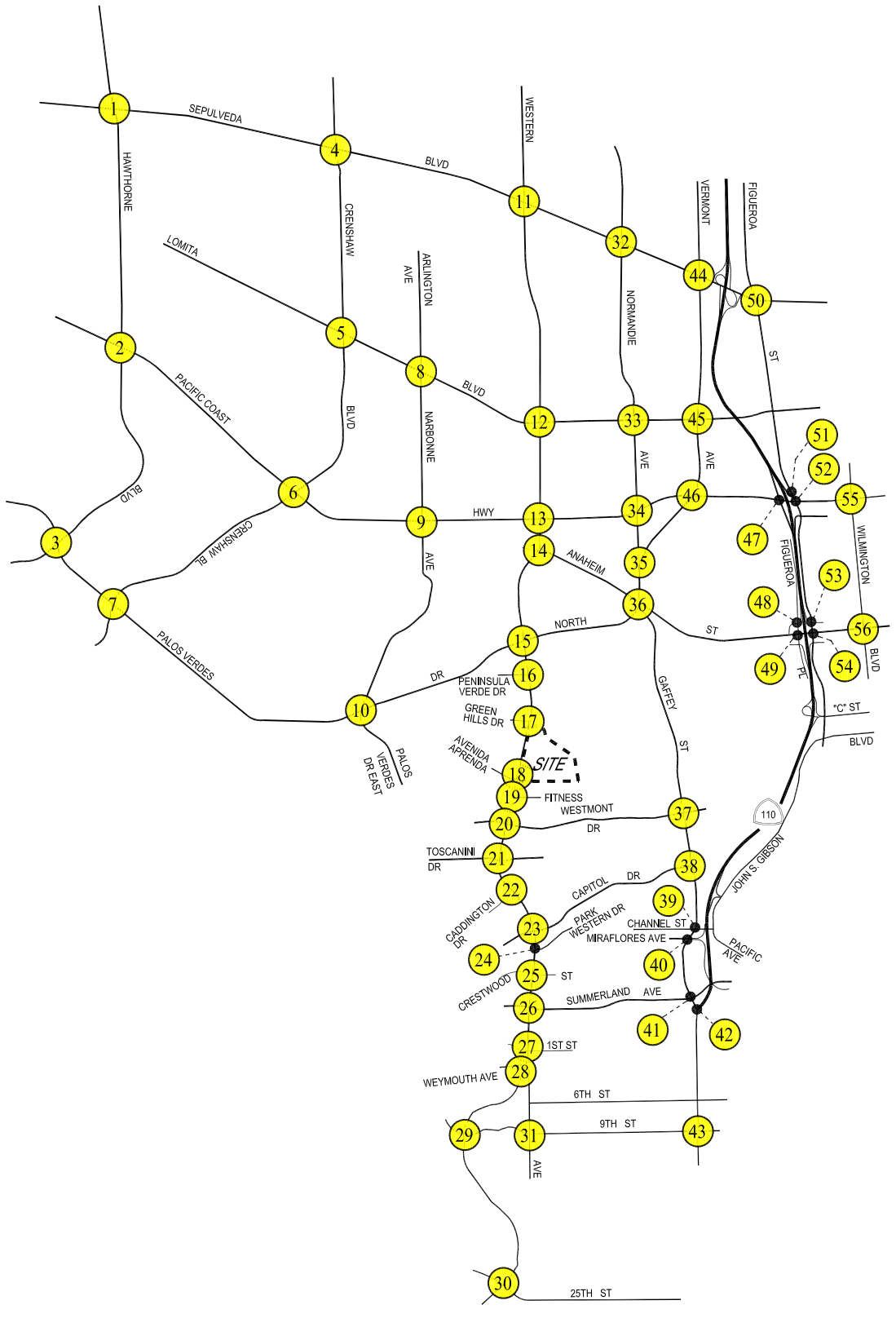
FIGURE 9-7

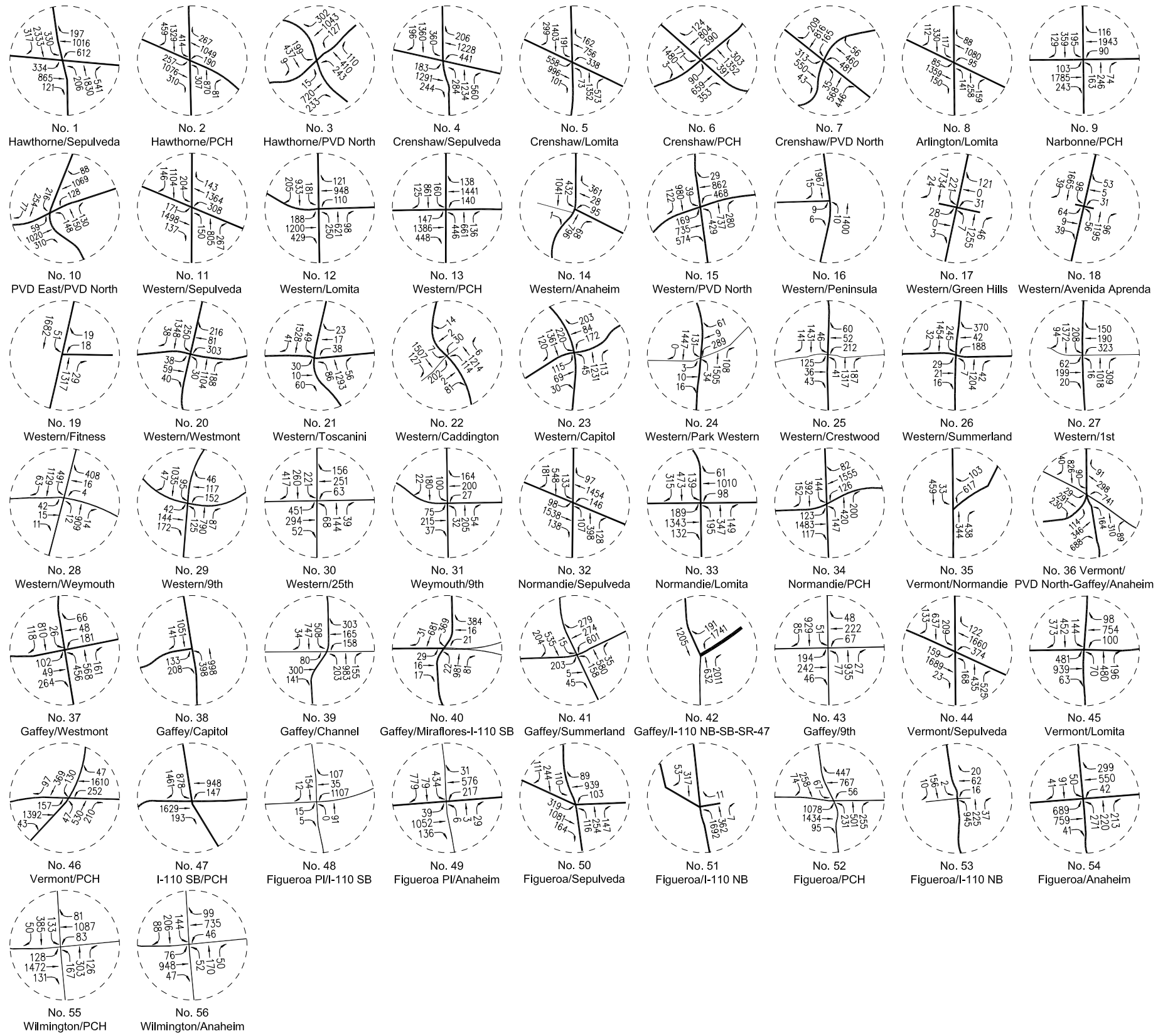
NEAR-TERM YEAR 2012 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

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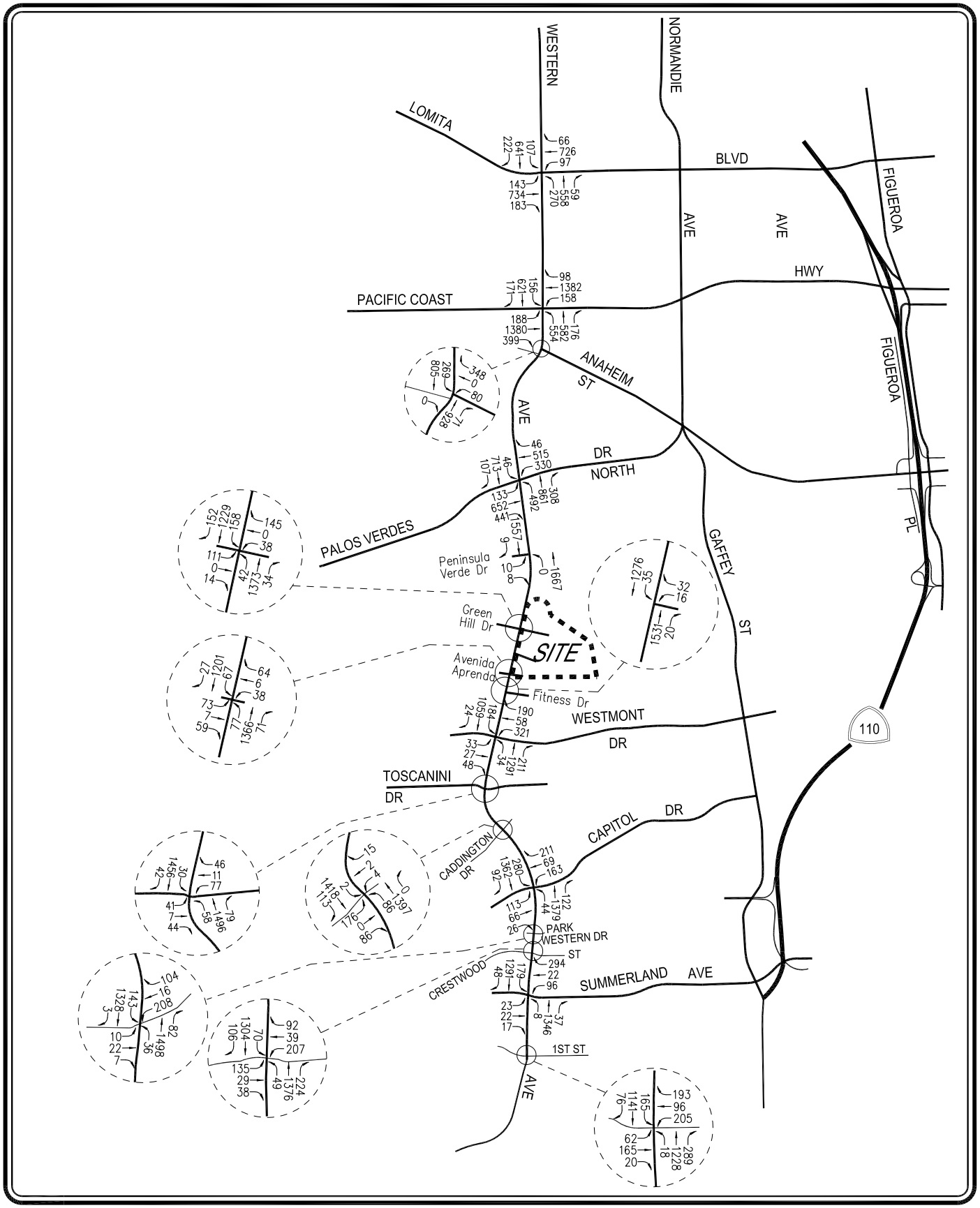
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-8

NEAR-TERM YEAR 2012 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

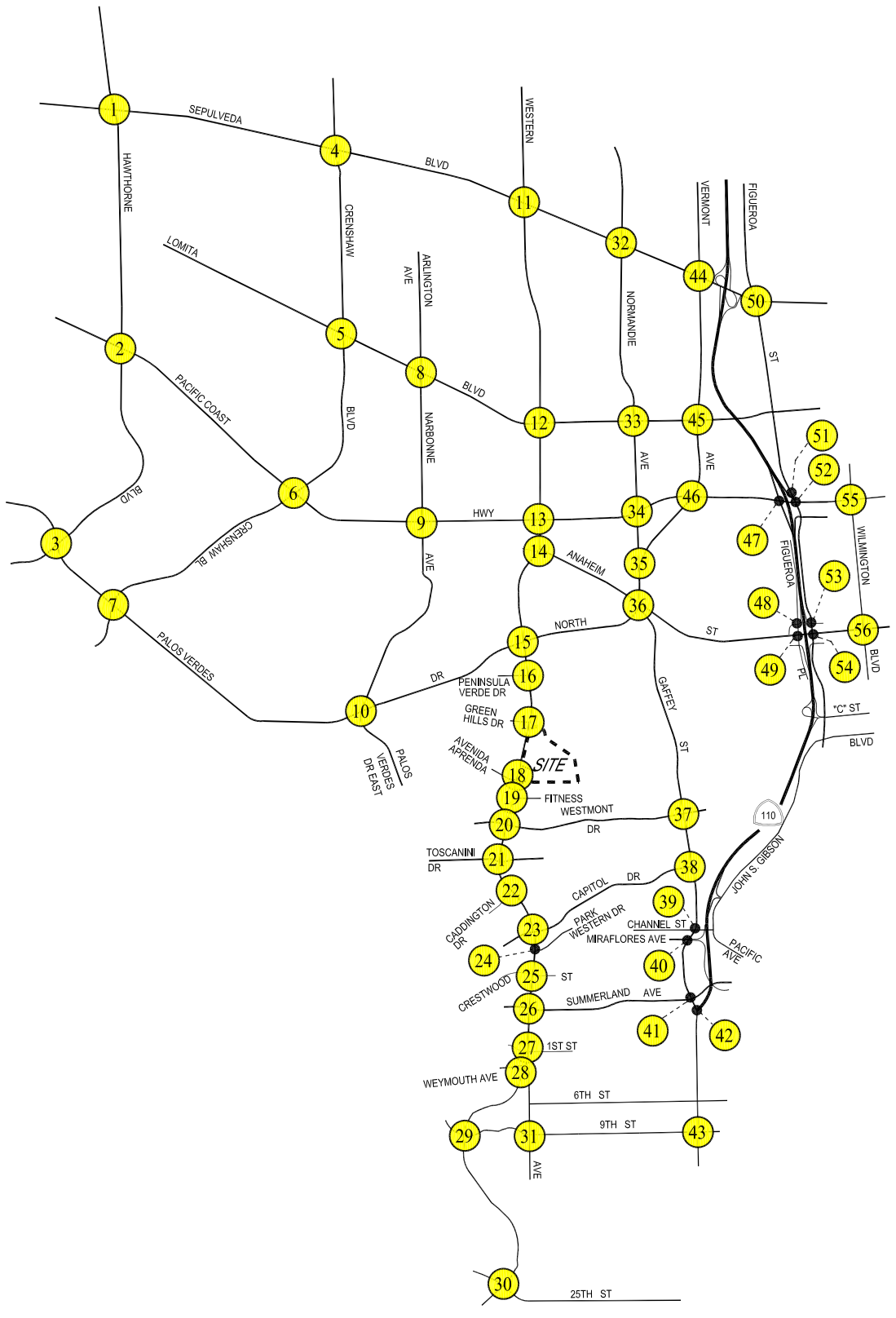


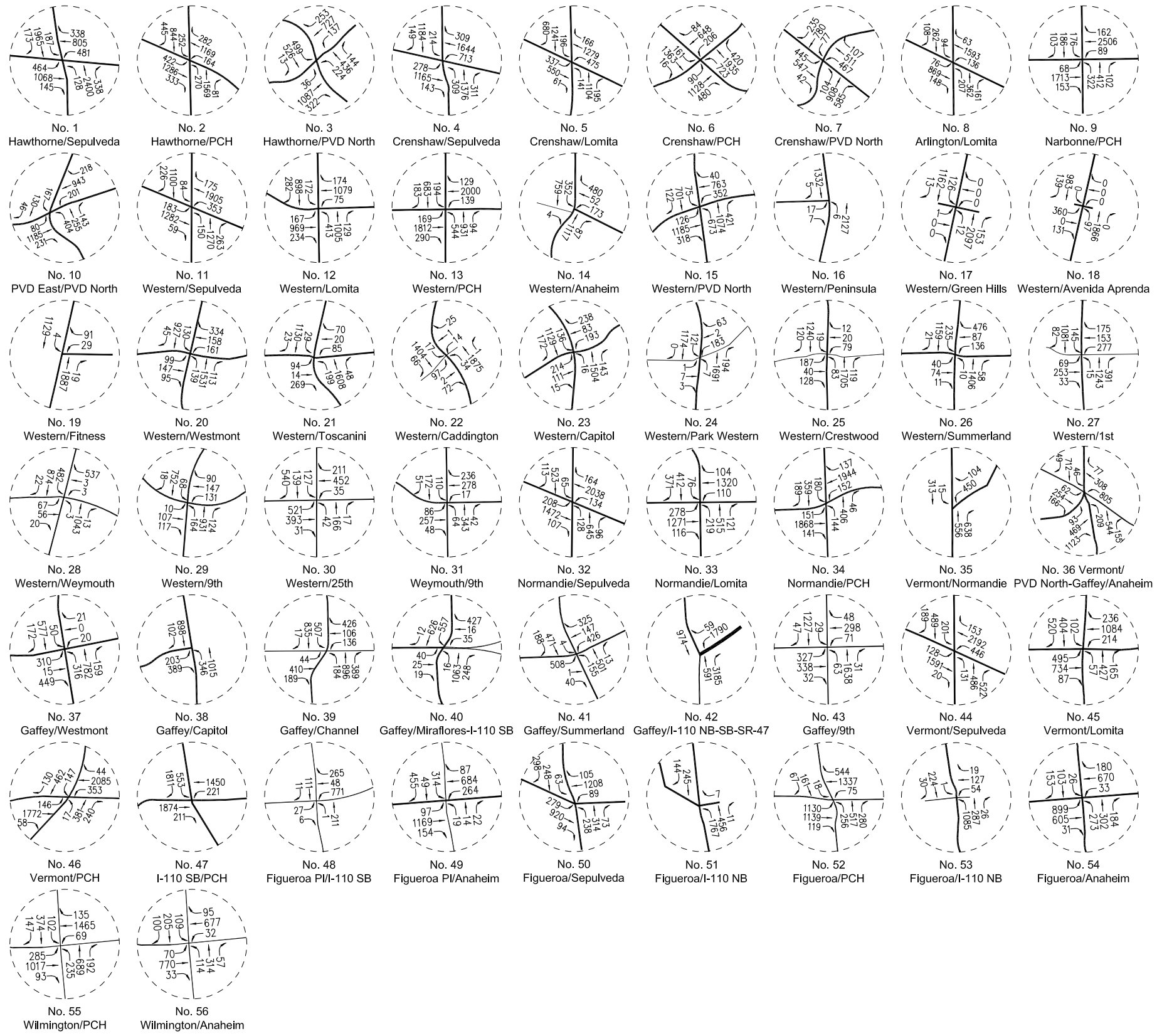
NOT TO SCALE

FIGURE 9-9
NEAR-TERM YEAR 2012 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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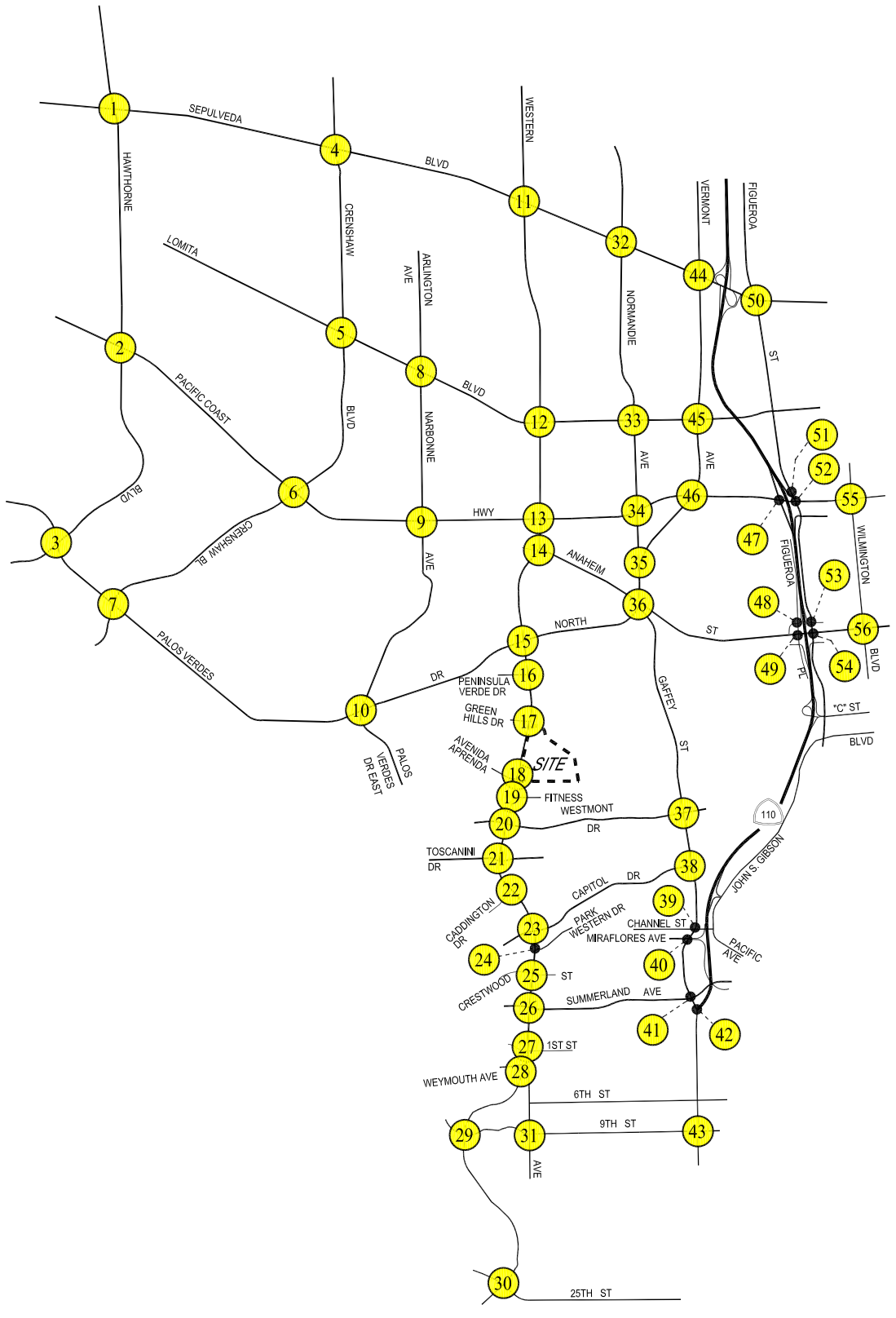
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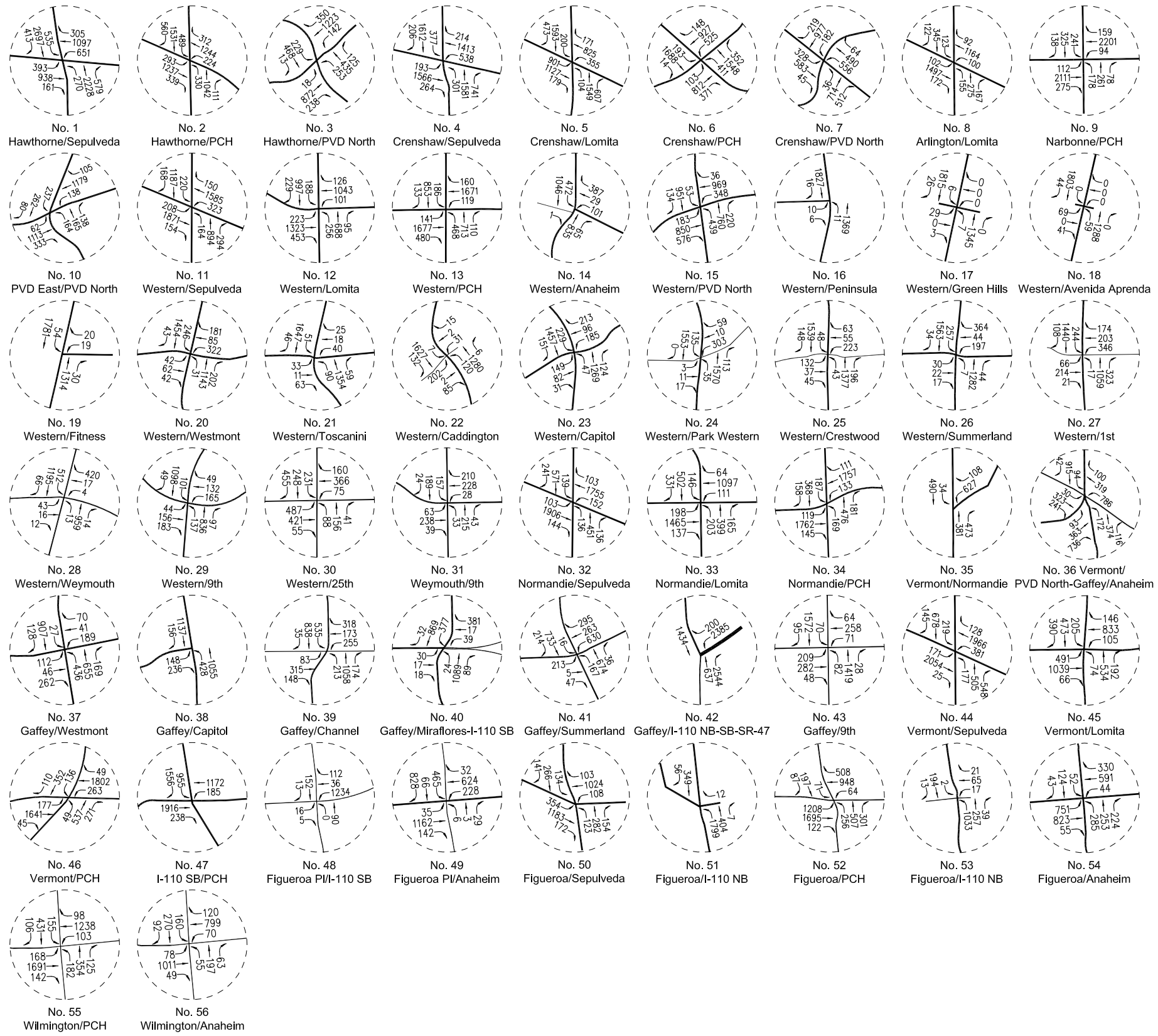
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-10
FUTURE YEAR 2017 CUMULATIVE TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

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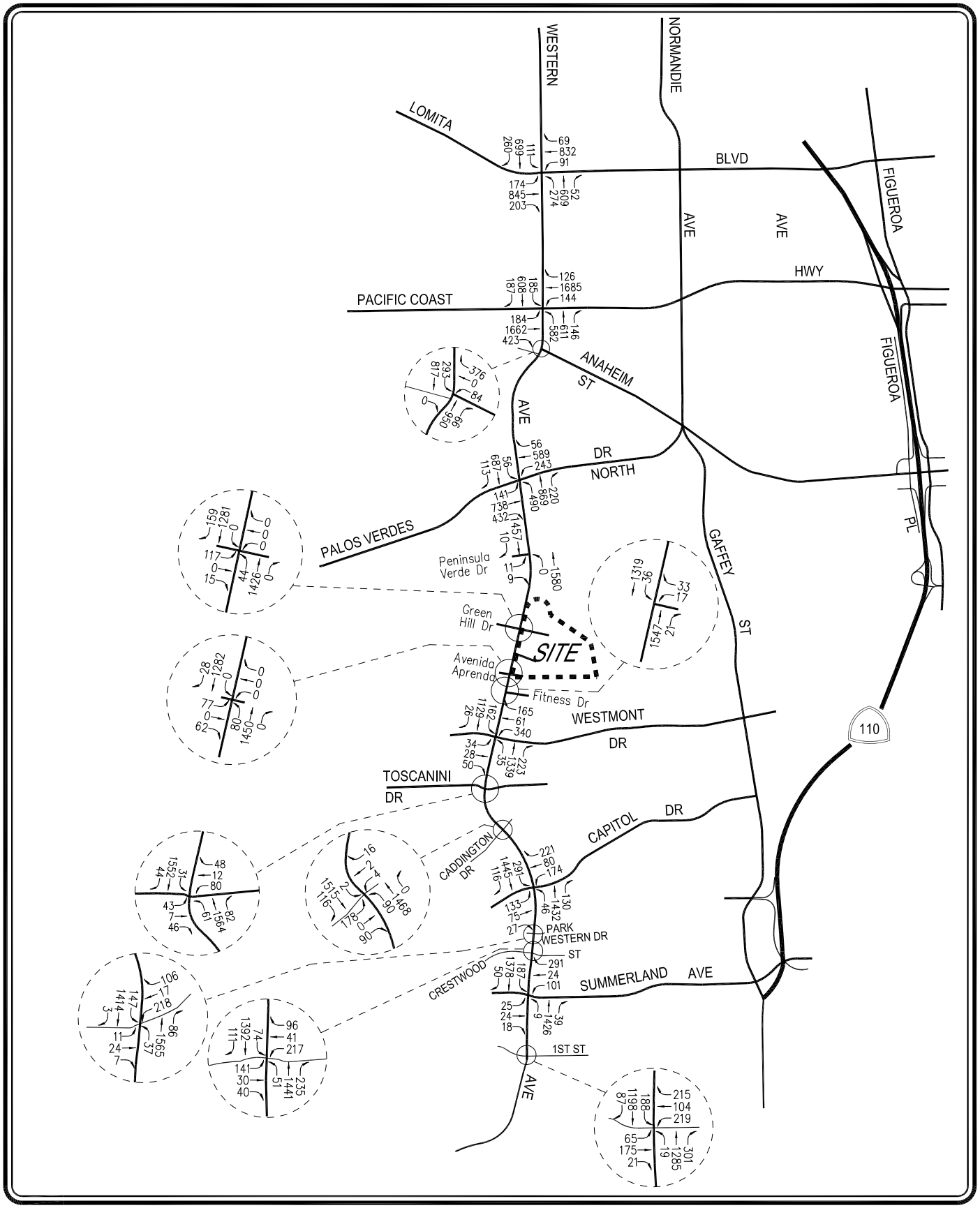
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-11
FUTURE YEAR 2017 CUMULATIVE TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

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NOT TO SCALE

FIGURE 9-12
FUTURE YEAR 2017 CUMULATIVE TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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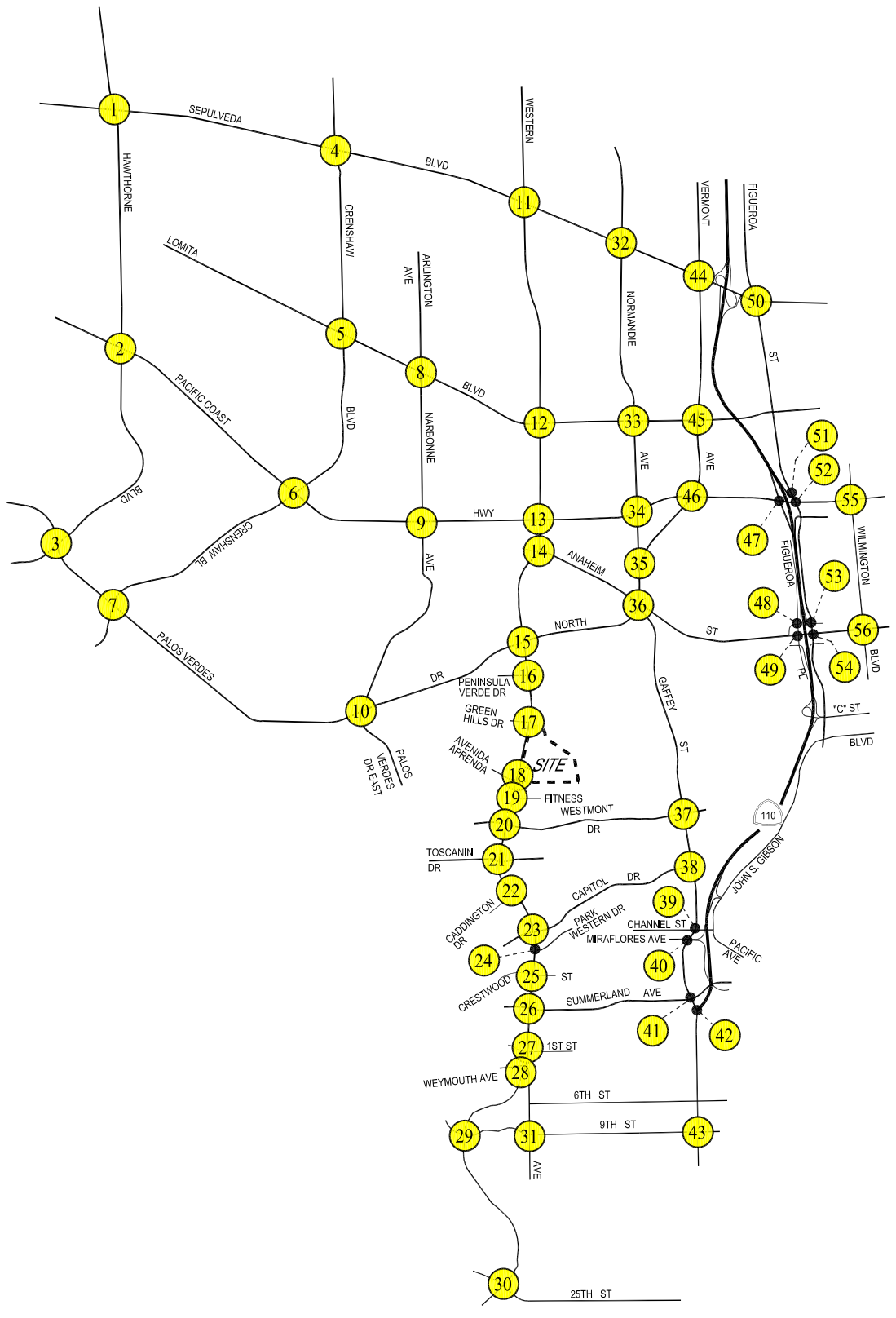
9.3.2 *Future Cumulative With Project Conditions*

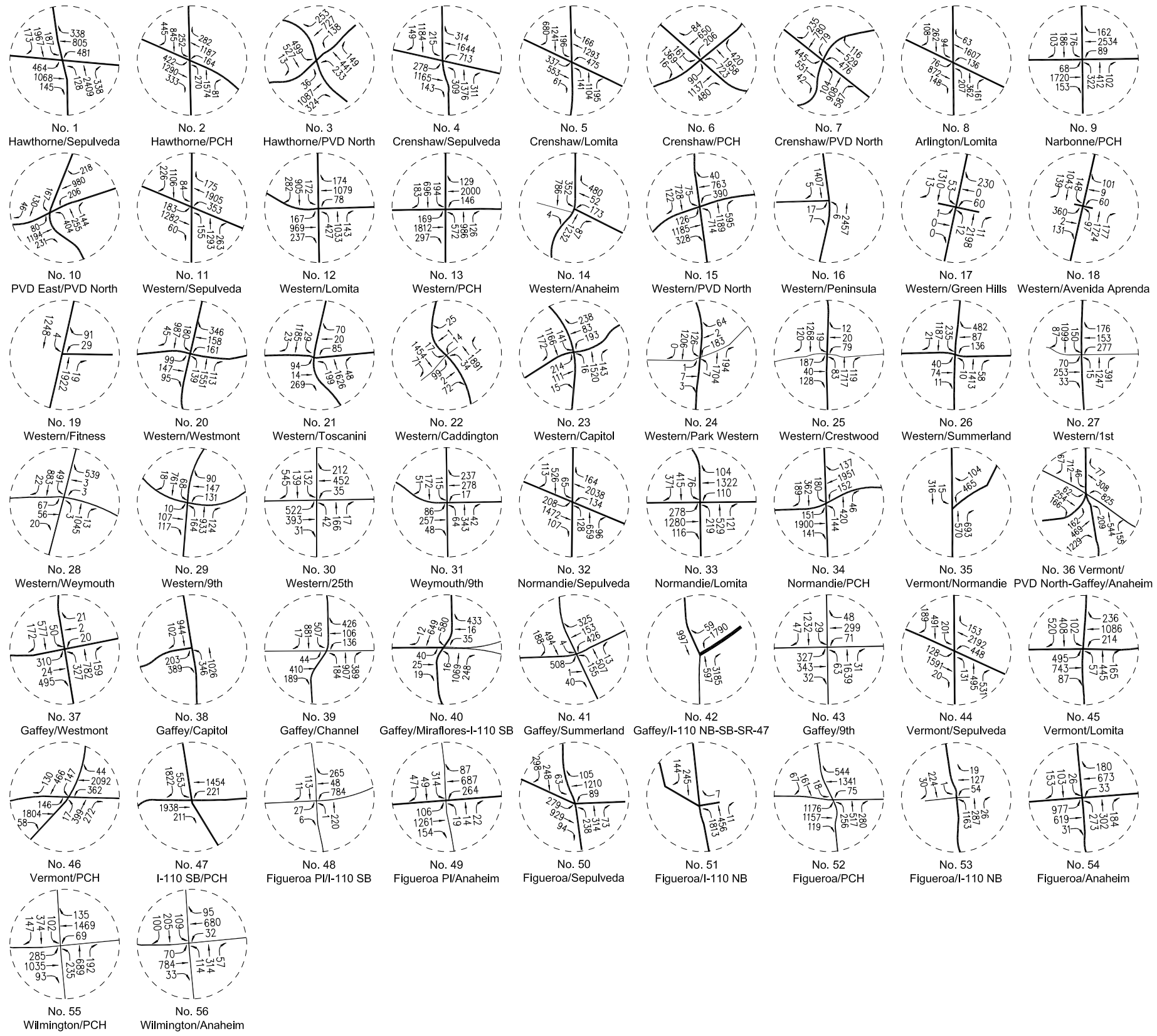
As previously noted (refer to Subsections 2.4, 3.2 and 7.2), vehicular access to the Mary Star High School campus through the project site via the Western Avenue intersection at Avenida Aprenda is planned as part of the proposed project as a public benefit. Parents and students will access (i.e., ingress only) the campus via the Western Avenue/Avenida Aprenda intersection and continue to exit the campus via Taper Avenue. Accordingly, the localized inbound trips associated with Mary Star High School were redistributed to the Avenida Aprenda intersection and are included in project traffic volumes.

As shown in column [4] of *Table 9-2*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create a significant impact at 20 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As indicated in *Table 9–2,* incremental but not significant impacts are noted at the remaining study intersections. The future cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in ***Figures 9-13***, ***9-14*** and ***9-15***, respectively.

9.4 Summary of Impacted Intersections by Analysis Scenario

A summary of impacted intersections by analysis scenario (i.e., Existing With Project, Near-Term Cumulative With Project, and Future With Project conditions) is presented in ***Table 9-3***. As indicated in *Table 9-3* and discussed in Subsection 9.3.2 (Future With Project Conditions), the proposed project is expected to create a significant impact at 20 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour in the year 2017 Future With Project conditions. All 16 study intersections forecast to be significantly impacted by the proposed project under the "Existing With Project" scenario are included in the intersections forecast to be significantly impacted in the year 2017 Future With Project conditions based on City of Los Angeles threshold criteria. Thus, the Existing With Project analysis did not result in the identification of any impacts that were not previously disclosed in Subsection 9.3.2 herein. All 16 study intersections forecast to be significantly impacted by the proposed project under the "Near-Term Cumulative With Project" scenario also are included in the intersections forecast to be significantly impacted in the year 2017 Future With Project conditions based on City of Los Angeles threshold criteria. In summary, the Near-Term With Project analysis did not result in the identification of any impacts that were not previously disclosed in Subsection 9.3.2 herein.





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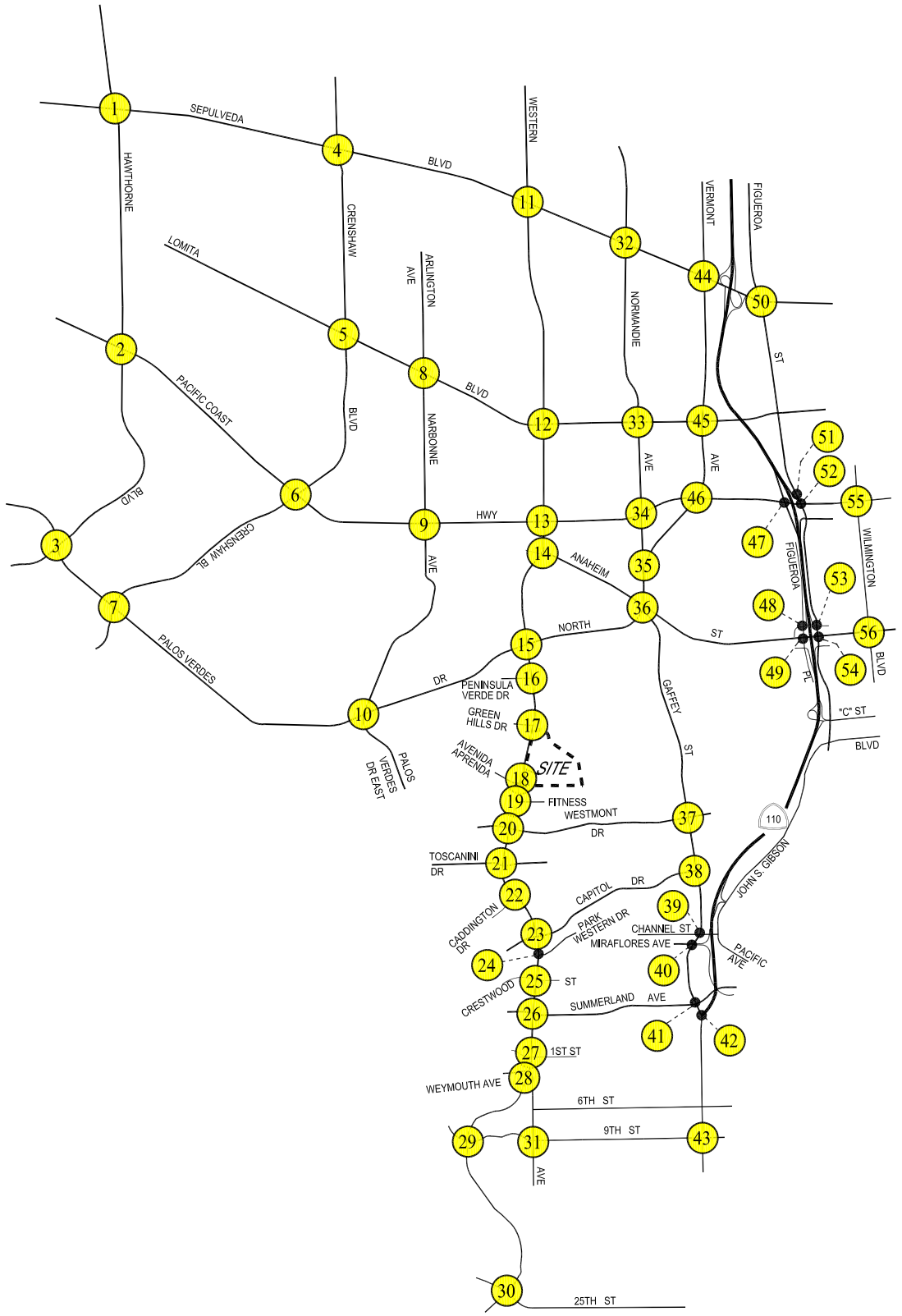
LINSCOTT, LAW & GREENSPAN, engineers

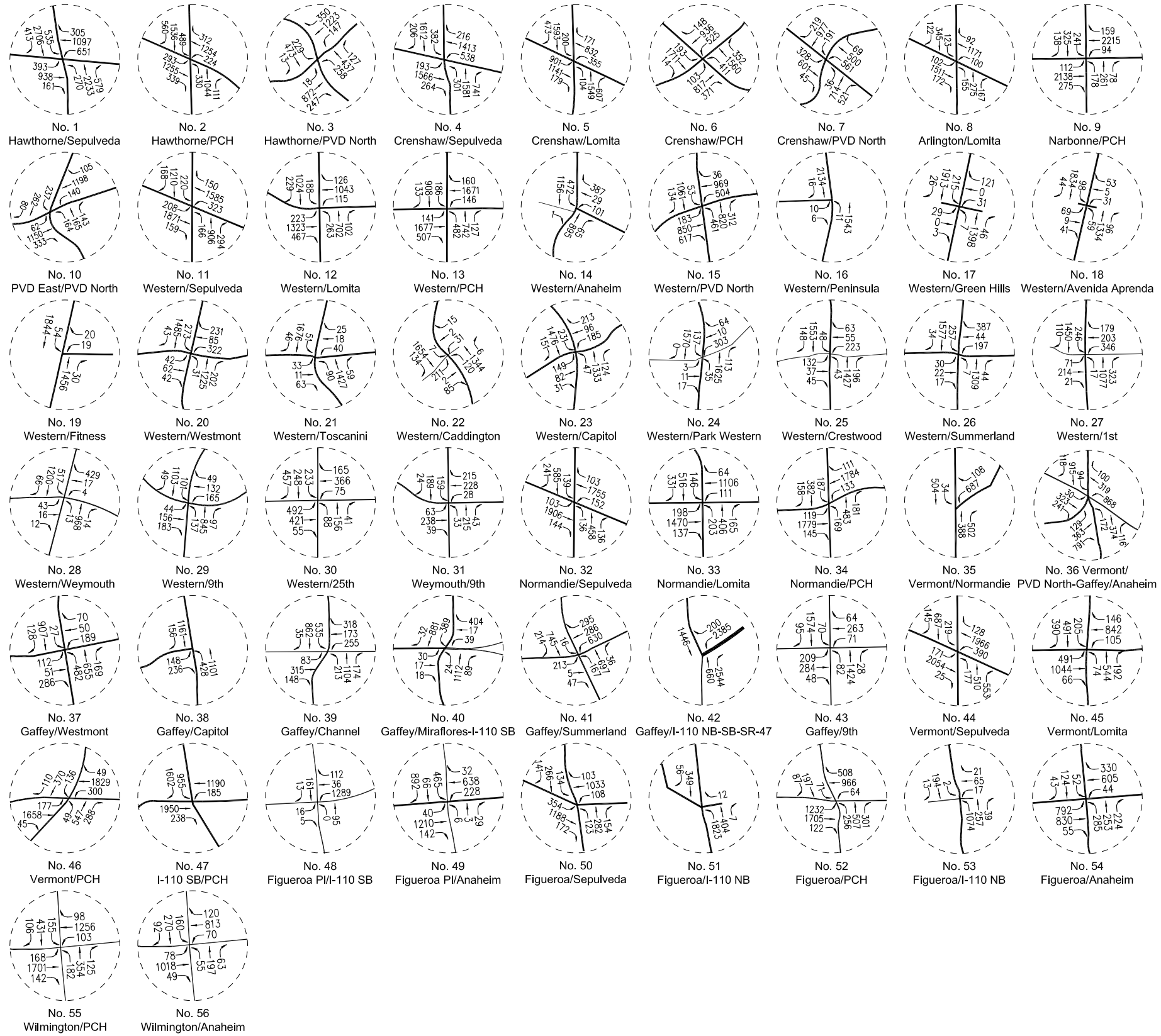
FIGURE 9-13

FUTURE YEAR 2017 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT





NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

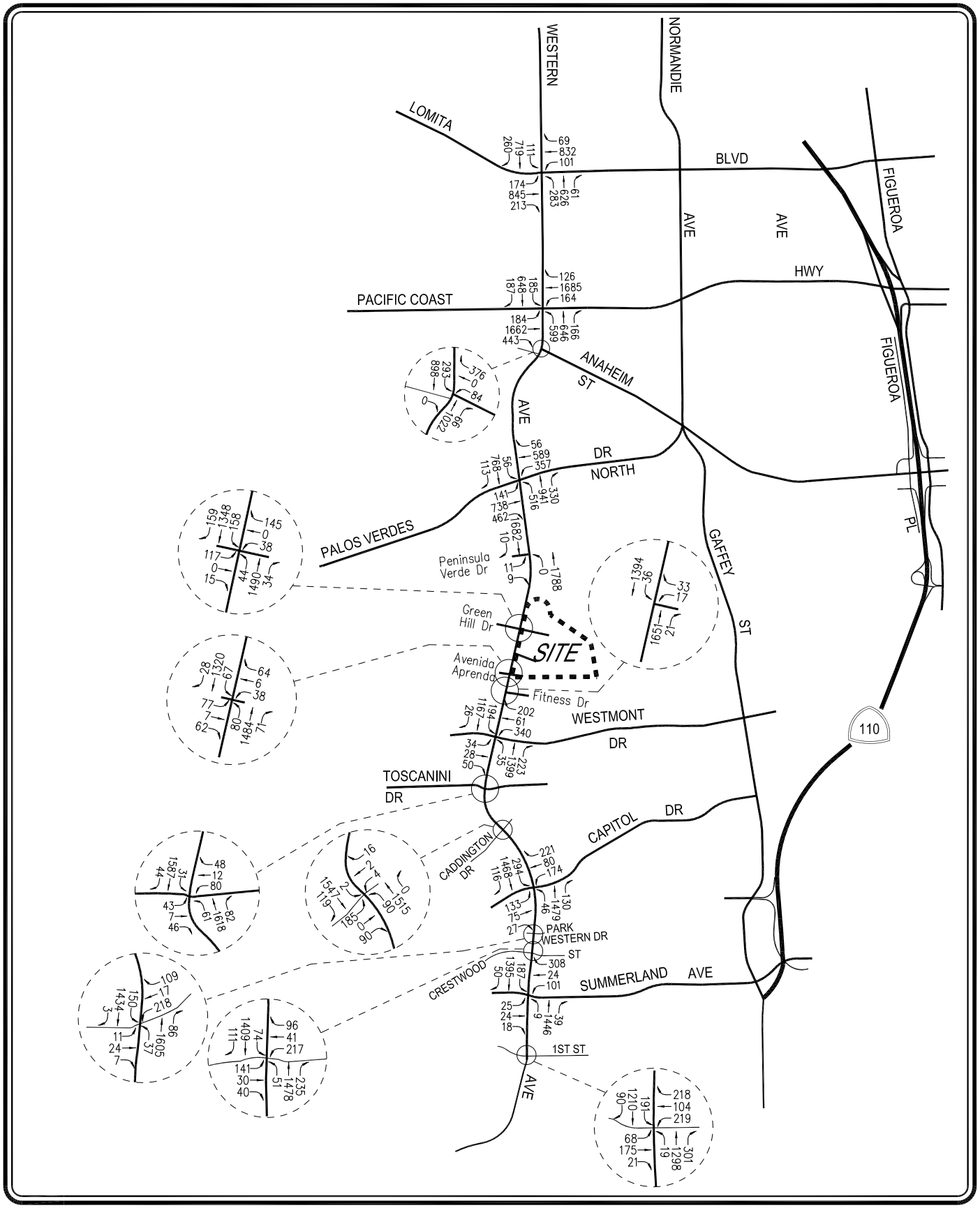
FIGURE 9-14

FUTURE YEAR 2017 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

PONTE VISTA AT SAN PEDRO PROJECT

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NOT TO SCALE

FIGURE 9-15
FUTURE YEAR 2017 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
PONTE VISTA AT SAN PEDRO PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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Table 9-3
SUMMARY OF IMPACTED INTERSECTIONS BY ANALYSIS SCENARIO [1]

NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING WITH PROJECT CONDITIONS	YEAR 2012 NEAR-TERM WITH PROJECT CONDITIONS	YEAR 2017 FUTURE WITH PROJECT CONDITIONS
6	Crenshaw Boulevard/ Pacific Coast Highway	PM	----	----	YES
7	Crenshaw Boulevard/ Palos Verdes Drive North	PM	YES	YES	YES
12	Western Avenue/ Lomita Boulevard	PM	YES	YES	YES
13	Western Avenue/ Pacific Coast Highway	AM PM SAT	YES YES YES	YES YES YES	YES YES YES
15	Western Avenue/ Palos Verdes Drive North	AM PM SAT	YES YES YES	YES YES YES	YES YES YES
16	Western Avenue/ Peninsula Verde Drive	AM PM SAT	YES YES ----	YES ---- ----	YES YES YES
19	Western Avenue/ Fitness Drive	SAT	----	----	YES
20	Western Avenue/ Westmont Drive	AM PM SAT	YES YES YES	YES YES YES	YES YES YES
23	Western Avenue/ Capitol Drive	AM PM SAT	---- ---- ----	---- ---- ----	YES YES YES
26	Western Avenue/ Summerland Avenue	PM	----	----	YES
36	Vermont Avenue-Palos Verdes Drive N.- Gaffey Street/Anaheim Street	PM	YES	YES	YES

[1] Based on City of Los Angeles analysis methodology and threshold criteria.

Table 9-3 (Continued)
SUMMARY OF IMPACTED INTERSECTIONS BY ANALYSIS SCENARIO [1]

NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING WITH PROJECT CONDITIONS	YEAR 2012 NEAR-TERM WITH PROJECT CONDITIONS	YEAR 2017 FUTURE WITH PROJECT CONDITIONS
37	Gaffey Street/ Westmont Drive	PM	YES	YES	YES
41	Gaffey Street/ Summerland Avenue	AM PM	YES YES	---- YES	YES YES
44	Vermont Avenue/ Sepulveda Boulevard	PM	YES	----	YES
46	Vermont Avenue/ Pacific Coast Highway	AM PM	YES ----	YES YES	YES YES
49	Figueroa Place/ Anaheim Street	AM PM	YES YES	YES YES	YES YES
51	Figueroa Street/I-110 NB on-ramp (north of PCH)	AM PM	YES ----	YES YES	YES YES
52	Figueroa Street/ Pacific Coast Highway	AM PM	YES ----	YES YES	YES YES
53	Figueroa Street/I-110 NB on-ramp (north of Anaheim Street)	AM PM	YES YES	YES YES	YES YES
54	Figueroa Street/ Anaheim Street	AM PM	YES YES	YES YES	YES YES

[1] Based on City of Los Angeles analysis methodology and threshold criteria.

10.0 CITIES OF TORRANCE, LOMITA, CARSON, AND RANCHO PALOS VERDES, TRAFFIC ANALYSIS

The Existing and Near-Term conditions traffic impact analysis prepared for those study intersections located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes using the ICU methodology (as compared to the CMA methodology for LADOT) and application of the traffic impact significance thresholds for each respective jurisdiction is provided in ***Table 10-1***. A description of the ICU method and corresponding Level of Service is provided in ***Appendix D***. Refer to Subsection 8.2 herein for a discussion and comparison of the significance thresholds used by the City of Los Angeles (the lead agency), as well as the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes. The Existing and Near-Term conditions ICU data worksheets for the analyzed intersections for these nearby jurisdictions are contained in *Appendix D*. The Future conditions traffic impact analysis prepared for those study intersections located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes using the ICU methodology (as compared to the CMA methodology for LADOT) and application of the traffic impact significance thresholds for each respective jurisdiction is provided in ***Table 10-2***. The Future conditions ICU data worksheets for the analyzed intersections for these nearby jurisdictions are contained in *Appendix D*.

10.1 Existing Conditions

10.1.1 *Existing Conditions*

As indicated in column [1] of *Table 10-1*, 17 of the 21 study intersections located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes are operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour under existing conditions. The remaining study intersections located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes are operating at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Figures 5-1*, *5-2* and *5-3*, respectively.

10.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 10-1*, application of the significant impact threshold criteria for each City to the "Existing With Project" scenario indicates that the proposed project is expected to create a significant impact at three study intersections (one intersection in the City of Lomita and two intersections in the City of Rancho Palos Verdes) during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. The study intersections forecast to be significantly impacted by the proposed project for these nearby jurisdictions are included in the intersections forecast to be significantly impacted based on City of Los Angeles threshold criteria. As indicated in *Table 10–1,* incremental but not significant impacts are noted at the remaining study intersections. As previously mentioned, the existing with project (existing plus project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Figures 9-1*, *9-2* and *9-3*, respectively.

Table 10-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM AND WEEKEND PEAK HOURS
EXISTING AND NEAR-TERM CONDITIONS
CITIES OF TORRANCE, LOMITA, CARSON, RANCHO PALOS VERDES

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C or Delay	LOS	[2] YEAR 2010 EXISTING W/ PROJECT V/C or Delay	LOS	CHANGE V/C Delay [(2)-(1)]	SIGNIF. IMPACT	[3] YEAR 2010 W/ PROJECT MITIGATION V/C or Delay	LOS	CHANGE V/C Delay [(3)-(1)]	MITI-GATED	[4] YEAR 2012 NEAR-TERM BASELINE V/C or Delay	LOS	[5] YEAR 2012 NEAR-TERM W/ PROJECT V/C or Delay	LOS	CHANGE V/C Delay [(5)-(4)]	SIGNIF. IMPACT	[6] YEAR 2012 W/ PROJECT MITIGATION V/C or Delay	LOS	CHANGE V/C Delay [(6)-(4)]	MITI-GATED
City of Torrance																						
1	Hawthorne Boulevard/	AM	0.749	C	0.750	C	0.001	NO	0.750	C	0.001	---	0.764	C	0.766	C	0.002	NO	0.766	C	0.002	---
	Sepulveda Boulevard	PM	0.854	D	0.854	D	0.000	NO	0.854	D	0.000	---	0.871	D	0.871	D	0.000	NO	0.871	D	0.000	---
2	Hawthorne Boulevard/	AM	0.832	D	0.836	D	0.004	NO	0.836	D	0.004	---	0.851	D	0.856	D	0.005	NO	0.856	D	0.005	---
	Pacific Coast Highway	PM	0.808	D	0.810	D	0.002	NO	0.810	D	0.002	---	0.826	D	0.828	D	0.002	NO	0.828	D	0.002	---
4	Crenshaw Boulevard/	AM	0.790	C	0.790	C	0.000	NO	0.790	C	0.000	---	0.805	D	0.805	D	0.000	NO	0.805	D	0.000	---
	Sepulveda Boulevard	PM	0.978	E	0.979	E	0.001	NO	0.979	E	0.001	---	0.995	E	0.997	E	0.002	NO	0.997	E	0.002	---
5	Crenshaw Boulevard/	AM	0.831	D	0.836	D	0.005	NO	0.836	D	0.005	---	0.846	D	0.850	D	0.004	NO	0.850	D	0.004	---
	Lomita Boulevard	PM	0.912	E	0.914	E	0.002	NO	0.914	E	0.002	---	0.928	E	0.931	E	0.003	NO	0.931	E	0.003	---
6	Crenshaw Boulevard/	AM	0.993	E	0.995	E	0.002	NO	0.995	E	0.002	---	1.013	F	1.015	F	0.002	NO	1.015	F	0.002	---
	Pacific Coast Highway	PM	1.035	F	1.042	F	0.007	NO	1.042	F	0.007	---	1.056	F	1.063	F	0.007	NO	1.063	F	0.007	---
11	Western Avenue/	AM	0.890	D	0.895	D	0.005	NO	0.895	D	0.005	---	0.906	E	0.911	E	0.005	NO	0.911	E	0.005	---
	Sepulveda Boulevard [d]	PM	0.963	E	0.967	E	0.004	NO	0.967	E	0.004	---	0.980	E	0.987	E	0.007	NO	0.987	E	0.007	---
City of Lomita																						
8	Arlington Avenue/	AM	0.868	D	0.872	D	0.004	NO	0.872	D	0.004	---	0.883	D	0.887	D	0.004	NO	0.887	D	0.004	---
	Lomita Boulevard	PM	0.903	E	0.907	E	0.004	NO	0.907	E	0.004	---	0.921	E	0.925	E	0.004	NO	0.925	E	0.004	---
9	Narbonne Avenue/	AM	0.773	C	0.778	C	0.005	NO	0.778	C	0.005	---	0.811	D	0.816	D	0.005	NO	0.816	D	0.005	---
	Pacific Coast Highway	PM	0.714	C	0.717	C	0.003	NO	0.717	C	0.003	---	0.745	C	0.748	C	0.003	NO	0.748	C	0.003	---
15	Western Avenue/	AM	0.864	D	**0.978**	**E**	**0.114**	**YES**	**0.793**	**C**	**-0.071**	**YES**	0.881	D	**0.995**	**E**	**0.114**	**YES**	**0.812**	**D**	**-0.069**	**YES**
	Palos Verdes Drive North	PM	0.817	D	**0.975**	**E**	**0.158**	**YES**	**0.846**	**D**	**0.029**	**YES**	0.839	D	**0.996**	**E**	**0.157**	**YES**	**0.866**	**D**	**0.027**	**YES**
		SAT	0.645	B	0.750	C	0.105	NO	0.660	B	0.015	---	0.664	B	0.769	C	0.105	NO	0.678	B	0.014	---
City of Carson																						
50	Figueroa Street/	AM	0.886	D	0.887	D	0.001	NO	0.887	D	0.001	---	0.902	E	0.903	E	0.001	NO	0.903	E	0.001	---
	Sepulveda Boulevard	PM	0.771	C	0.774	C	0.003	NO	0.774	C	0.003	---	0.784	C	0.787	C	0.003	NO	0.787	C	0.003	---

Table 10-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM AND WEEKEND PEAK HOURS
EXISTING AND NEAR-TERM CONDITIONS
CITIES OF TORRANCE, LOMITA, CARSON, RANCHO PALOS VERDES

			[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C or Delay	LOS	YEAR 2010 EXISTING W/ PROJECT V/C or Delay	LOS	CHANGE V/C or Delay [(2)-(1)]	SIGNIF. IMPACT	YEAR 2010 W/ PROJECT MITIGATION V/C or Delay	LOS	CHANGE V/C or Delay [(3)-(1)]	MITI-GATED	YEAR 2012 NEAR-TERM BASELINE V/C or Delay	LOS	YEAR 2012 NEAR-TERM W/ PROJECT V/C or Delay	LOS	CHANGE V/C or Delay [(5)-(4)]	SIGNIF. IMPACT	YEAR 2012 W/ PROJECT MITIGATION V/C or Delay	LOS	CHANGE V/C or Delay [(6)-(4)]	MITI-GATED
City of Rancho Palos Verdes																						
16	Western Avenue/	AM	21.1	C	23.8	C	2.7	NO	0.815	D	---	---	21.7	C	24.3	C	2.6	NO	0.827	D	---	---
	Peninsula Verde Drive	PM	26.5	D	**36.5**	**E**	**10.0**	**YES**	**0.725**	**C**	---	**YES**	27.6	D	**38.0**	**E**	**10.4**	**YES**	**0.735**	**C**	---	**YES**
		SAT	19.9	C	24.2	C	4.3	NO	0.623	B	---	---	20.4	C	24.9	C	4.5	NO	0.632	B	---	---
17	Western Avenue/	AM	0.714	C	0.559	A	-0.155	NO	0.559	A	-0.155	---	0.729	C	0.607	B	-0.122	NO	0.607	B	-0.122	---
	Green Hills Drive	PM	0.534	A	0.584	A	0.050	NO	0.584	A	0.050	---	0.544	A	0.593	A	0.049	NO	0.593	A	0.049	---
		SAT	0.505	A	0.631	B	0.126	NO	0.550	A	0.045	---	0.515	A	0.560	A	0.045	NO	0.560	A	0.045	---
18	Western Avenue/	AM	0.805	D	0.770	C	-0.035	NO	0.770	C	-0.035	---	0.821	D	0.783	C	-0.038	NO	0.783	C	-0.038	---
	Avenida Aprenda-	PM	0.610	B	0.645	B	0.035	NO	0.645	B	0.035	---	0.622	B	0.657	B	0.035	NO	0.657	B	0.035	---
	Southerly Project Access	SAT	0.493	A	0.592	A	0.099	NO	0.533	A	0.040	---	0.502	A	0.542	A	0.040	NO	0.542	A	0.040	---
19	Western Avenue/	AM	33.7	D	**35.9**	**E**	**2.2**	**YES**	**0.701**	**C**	---	**YES**	36.6	E	**39.2**	**E**	**2.6**	**YES**	**0.713**	**C**	---	**YES**
	Fitness Drive	PM	22.6	C	25.7	D	3.1	NO	0.628	B	---	---	23.3	C	**26.3**	**D**	**3.0**	**YES**	**0.638**	**B**	---	**YES**
		SAT	22.3	C	24.6	C	2.3	NO	0.617	B	---	---	22.8	C	25.3	D	2.5	NO	0.626	B	---	---
20	Western Avenue/	AM	0.820	D	0.858	D	0.038	NO	0.858	D	0.038	---	0.836	D	0.874	D	0.038	NO	0.874	D	0.038	---
	Westmont Drive	PM	0.777	C	0.819	D	0.042	NO	0.819	D	0.042	---	0.792	C	0.835	D	0.043	NO	0.835	D	0.043	---
		SAT	0.798	C	0.836	D	0.038	NO	0.836	D	0.038	---	0.813	D	0.852	D	0.039	NO	0.852	D	0.039	---
21	Western Avenue/	AM	0.748	C	0.754	C	0.006	NO	0.754	C	0.006	---	0.763	C	0.769	C	0.006	NO	0.769	C	0.006	---
	Toscanini Drive	PM	0.609	B	0.618	B	0.009	NO	0.618	B	0.009	---	0.621	B	0.630	B	0.009	NO	0.630	B	0.009	---
		SAT	0.591	A	0.608	B	0.017	NO	0.608	B	0.017	---	0.603	B	0.620	B	0.017	NO	0.620	B	0.017	---
22	Western Avenue/	AM	0.647	B	0.653	B	0.006	NO	0.653	B	0.006	---	0.660	B	0.666	B	0.006	NO	0.666	B	0.006	---
	Caddington Drive	PM	0.749	C	0.763	C	0.014	NO	0.763	C	0.014	---	0.764	C	0.778	C	0.014	NO	0.778	C	0.014	---
		SAT	0.670	B	0.685	B	0.015	NO	0.685	B	0.015	---	0.683	B	0.698	B	0.015	NO	0.698	B	0.015	---
23	Western Avenue/	AM	0.840	D	0.848	D	0.008	NO	0.848	D	0.008	---	0.857	D	0.865	D	0.008	NO	0.865	D	0.008	---
	Capitol Drive	PM	0.763	C	0.784	C	0.021	NO	0.784	C	0.021	---	0.778	C	0.799	C	0.021	NO	0.799	C	0.021	---
		SAT	0.841	D	0.858	D	0.017	NO	0.858	D	0.017	---	0.858	D	0.875	D	0.017	NO	0.875	D	0.017	---
24	Western Avenue/	AM	0.719	C	0.726	C	0.007	NO	0.726	C	0.007	---	0.733	C	0.740	C	0.007	NO	0.740	C	0.007	---
	Park Western Drive	PM	0.751	C	0.770	C	0.019	NO	0.770	C	0.019	---	0.766	C	0.785	C	0.019	NO	0.785	C	0.019	---
		SAT	0.709	C	0.723	C	0.014	NO	0.723	C	0.014	---	0.723	C	0.738	C	0.015	NO	0.738	C	0.015	---
25	Western Avenue/	AM	0.782	C	0.785	C	0.003	NO	0.785	C	0.003	---	0.797	C	0.801	D	0.004	NO	0.801	D	0.004	---
	Crestwood Street	PM	0.757	C	0.762	C	0.005	NO	0.762	C	0.005	---	0.772	C	0.777	C	0.005	NO	0.777	C	0.005	---
		SAT	0.772	C	0.784	C	0.012	NO	0.784	C	0.012	---	0.788	C	0.799	C	0.011	NO	0.799	C	0.011	---
26	Western Avenue/	AM	0.814	D	0.820	D	0.006	NO	0.820	D	0.006	---	0.830	D	0.836	D	0.006	NO	0.836	D	0.006	---
	Summerland Avenue	PM	0.689	B	0.712	C	0.023	NO	0.712	C	0.023	---	0.703	C	0.725	C	0.022	NO	0.725	C	0.022	---
		SAT	0.670	B	0.687	B	0.017	NO	0.687	B	0.017	---	0.683	B	0.700	B	0.017	NO	0.700	B	0.017	---

Table 10-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS AND SATURDAY PEAK HOUR
CITIES OF TORRANCE, LOMITA, CARSON, AND RANCHO PALOS VERDES ANALYSIS
FUTURE CONDITIONS

			[1]		[2]		[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C or Delay	LOS	YEAR 2017 W/ AMBIENT GROWTH V/C or Delay	LOS	YEAR 2017 FUTURE PRE-PROJECT V/C or Delay	LOS	YEAR 2017 FUTURE W/PROJECT V/C or Delay	LOS	CHANGE V/C Delay [(4)-(3)]	SIGNIF. IMPACT	YEAR 2017 W/PROJECT MITIGATION V/C or Delay	LOS	CHANGE V/C Delay [(5)-(3)]	MITI-GATED
City of Torrance																
1	Hawthorne Boulevard/	AM	0.749	C	0.801	D	0.860	D	0.861	D	0.001	NO	0.861	D	0.001	---
	Sepulveda Boulevard	PM	0.854	D	0.913	E	1.003	F	1.003	F	0.000	NO	1.003	F	0.000	---
2	Hawthorne Boulevard/	AM	0.832	D	0.890	D	0.997	E	1.002	F	0.005	NO	1.002	F	0.005	---
	Pacific Coast Highway	PM	0.808	D	0.865	D	0.971	E	0.973	E	0.002	NO	0.973	E	0.002	---
4	Crenshaw Boulevard/	AM	0.790	C	0.838	D	0.944	E	0.944	E	0.000	NO	0.944	E	0.000	---
	Sepulveda Boulevard	PM	0.978	E	1.039	F	1.207	F	1.209	F	0.002	NO	1.209	F	0.002	---
5	Crenshaw Boulevard/	AM	0.831	D	0.883	D	1.012	F	1.017	F	0.005	NO	1.017	F	0.005	---
	Lomita Boulevard	PM	0.912	E	0.969	E	1.119	F	1.121	F	0.002	NO	1.121	F	0.002	---
6	Crenshaw Boulevard/	AM	0.993	E	1.062	F	1.111	F	1.113	F	0.002	NO	1.113	F	0.002	---
	Pacific Coast Highway	PM	1.035	F	1.108	F	1.235	F	1.242	F	0.007	NO	1.242	F	0.007	---
11	Western Avenue/	AM	0.890	D	0.846	D	0.919	E	0.924	E	0.005	NO	0.924	E	0.005	---
	Sepulveda Boulevard [d]	PM	0.963	E	0.924	E	1.009	F	1.016	F	0.007	NO	1.016	F	0.007	---
City of Lomita																
8	Arlington Avenue/	AM	0.868	D	0.921	E	0.958	E	0.962	E	0.004	NO	0.962	E	0.004	---
	Lomita Boulevard	PM	0.903	E	0.959	E	0.996	E	1.001	F	0.005	NO	1.001	F	0.005	---
9	Narbonne Avenue/	AM	0.773	C	0.827	D	0.890	D	0.896	D	0.006	NO	0.896	D	0.006	---
	Pacific Coast Highway	PM	0.714	C	0.764	C	0.819	D	0.821	D	0.002	NO	0.821	D	0.002	---
15	Western Avenue/	AM	0.864	D	0.924	E	0.980	E	**1.094**	**F**	**0.114**	**YES**	**0.896**	**D**	**-0.084**	**YES**
	Palos Verdes Drive North	PM	0.817	D	0.874	D	0.917	E	**1.074**	**F**	**0.157**	**YES**	**0.934**	**E**	**0.017**	**YES**
		SAT	0.645	B	0.690	B	0.726	C	0.831	D	0.105	NO	0.732	C	0.006	---
City of Carson																
50	Figueroa Street/	AM	0.886	D	0.941	E	0.971	E	0.971	E	0.000	NO	0.971	E	0.000	---
	Sepulveda Boulevard	PM	0.771	C	0.818	D	0.861	D	0.864	D	0.003	NO	0.864	D	0.003	---
City of Rancho Palos Verdes																
16	Western Avenue/	AM	21.1	C	23.2	C	25.3	D	28.7	D	3.4	NO	0.783	C	---	---
	Peninsula Verde Drive	PM	26.5	D	30.7	D	33.5	D	**48.2**	**E**	**14.7**	**YES**	**0.689**	**B**	---	**YES**
		SAT	19.9	C	21.7	C	22.8	C	28.4	D	5.6	NO	0.571	A	---	---
17	Western Avenue/	AM	0.714	C	0.756	C	0.782	C	0.605	B	-0.177	NO	0.605	B	-0.177	---
	Green Hills Drive	PM	0.534	A	0.571	A	0.600	A	0.650	B	0.050	NO	0.650	B	0.050	---
		SAT	0.505	A	0.540	A	0.560	A	0.604	B	0.044	NO	0.604	B	0.044	---
18	Western Avenue/	AM	0.805	D	0.862	D	0.890	D	0.834	D	-0.056	NO	0.834	D	-0.056	---
	Avenida Aprenda-	PM	0.610	B	0.653	B	0.683	B	0.717	C	0.034	NO	0.717	C	0.034	---
	Southerly Project Access	SAT	0.493	A	0.527	A	0.546	A	0.586	A	0.040	NO	0.586	A	0.040	---
19	Western Avenue/	AM	33.7	D	43.2	E	50.2	F	**54.6**	**F**	**4.4**	**YES**	**0.666**	**B**	---	**YES**
	Fitness Drive	PM	22.6	C	25.1	D	27.4	D	31.6	D	4.2	NO	0.589	A	---	---
		SAT	22.3	C	24.8	C	26.2	D	29.2	D	3.0	NO	0.566	A	---	---
20	Western Avenue/	AM	0.820	D	0.877	D	0.909	E	**0.946**	**E**	**0.037**	**YES**	**0.876**	**D**	**-0.033**	**YES**
	Westmont Drive	PM	0.777	C	0.831	D	0.866	D	**0.909**	**E**	**0.043**	**YES**	**0.820**	**D**	**-0.046**	**YES**
		SAT	0.798	C	0.853	D	0.873	D	**0.911**	**E**	**0.038**	**YES**	**0.820**	**D**	**-0.053**	**YES**

Table 10-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS AND SATURDAY PEAK HOUR
CITIES OF TORRANCE, LOMITA, CARSON, AND RANCHO PALOS VERDES ANALYSIS
FUTURE CONDITIONS

			[1]		[2]		[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C or Delay	LOS	YEAR 2017 W/ AMBIENT GROWTH V/C or Delay	LOS	YEAR 2017 FUTURE PRE-PROJECT V/C or Delay	LOS	YEAR 2017 FUTURE W/PROJECT V/C or Delay	LOS	CHANGE V/C or Delay [(4)-(3)]	SIGNIF. IMPACT	YEAR 2017 W/PROJECT MITIGATION V/C or Delay	LOS	CHANGE V/C or Delay [(5)-(3)]	MITI-GATED
21	Western Avenue/ Toscanini Drive	AM	0.748	C	0.800	C	0.824	D	0.829	D	0.005	NO	0.829	D	0.005	---
		PM	0.609	B	0.651	B	0.677	B	0.686	B	0.009	NO	0.686	B	0.009	---
		SAT	0.591	A	0.632	B	0.651	B	0.665	B	0.014	NO	0.665	B	0.014	---
22	Western Avenue/ Caddington Drive	AM	0.647	B	0.692	B	0.713	C	0.719	C	0.006	NO	0.719	C	0.006	---
		PM	0.749	C	0.801	D	0.824	D	0.839	D	0.015	NO	0.839	D	0.015	---
		SAT	0.670	B	0.717	C	0.736	C	0.751	C	0.015	NO	0.751	C	0.015	---
23	Western Avenue/ Capitol Drive	AM	0.840	D	0.899	D	0.933	E	0.941	E	0.008	NO	0.896	D	-0.037	---
		PM	0.763	C	0.816	D	0.857	D	**0.879**	**D**	**0.022**	**YES**	**0.840**	**D**	**-0.017**	**YES**
		SAT	0.841	D	0.900	D	0.925	E	**0.942**	**E**	**0.017**	**YES**	**0.901**	**E**	**-0.024**	**YES**
24	Western Avenue/ Park Western Drive	AM	0.719	C	0.769	C	0.786	C	0.793	C	0.007	NO	0.793	C	0.007	---
		PM	0.751	C	0.804	D	0.819	D	0.837	D	0.018	NO	0.837	D	0.018	---
		SAT	0.709	C	0.759	C	0.770	C	0.784	C	0.014	NO	0.784	C	0.014	---
25	Western Avenue/ Crestwood Street	AM	0.782	C	0.836	D	0.853	D	0.857	D	0.004	NO	0.857	D	0.004	---
		PM	0.757	C	0.810	D	0.827	D	0.831	D	0.004	NO	0.831	D	0.004	---
		SAT	0.772	C	0.826	D	0.837	D	0.849	D	0.012	NO	0.849	D	0.012	---
26	Western Avenue/ Summerland Avenue	AM	0.814	D	0.871	D	0.888	D	0.894	D	0.006	NO	0.894	D	0.006	---
		PM	0.689	B	0.665	B	0.752	C	0.774	C	0.022	NO	0.774	C	0.022	---
		SAT	0.670	B	0.638	B	0.728	C	0.744	C	0.016	NO	0.744	C	0.016	---

10.1.3 *Existing With Ambient Growth Conditions*

Growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors was assumed to be one percent (1.0%) per year through year 2017. This ambient growth incrementally increases the *v/c* ratios at all of the study intersections. As shown in column [2] of *Table 10-2*, 12 of the 21 study intersections located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes are expected to continue to operate at LOS D or better during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour with the addition of ambient growth traffic through the year 2017. The remaining study intersections located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour.

10.2 Near-Term Conditions

10.2.1 *Near-Term Cumulative Baseline Conditions*

The near-term year 2012 cumulative baseline conditions were forecast based on the addition of traffic generated by the plus completion and occupancy of near-term related projects (i.e., those developments that are currently under construction and expected to be completed in year 2012), as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The near-term related projects included in this analysis condition are noted in *Table 6-1* (noted as "NT" in the Project Status column).

As summarized in column [4] of *Table 10-1*, 14 of the 21 study intersections located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes are expected to operate at LOS D or better during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour with the addition of ambient traffic growth and the traffic due to the near-term related projects. The remaining study intersections located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As previously mentioned, the near-term cumulative baseline (existing, ambient growth, and near-term related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Figures 9-4*, *9-5* and *9-6*, respectively.

10.2.2 *Near-Term Cumulative With Project Conditions*

As shown in column [5] of *Table 10-1*, application of the significant impact threshold criteria for each City to the "Near-Term With Project" scenario indicates that the proposed project is expected to create a significant impact at three study intersections (one intersection in the City of Lomita and two intersections in the City of Rancho Palos Verdes) during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. The study intersection forecast to be significantly impacted by the proposed project for these nearby jurisdictions are included in the intersections forecast to be significantly impacted based on City of Los Angeles threshold criteria. As indicated in *Table 10–1,* incremental but not significant impacts are noted at the remaining study intersections. As previously mentioned, near-term cumulative with

project (existing, ambient growth, near-term related projects and project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Figures 9-7*, *9-8* and *9-9*, respectively.

10.3 Future Conditions

10.3.1 *Future Pre-Project Conditions*

The future year 2017 pre-project conditions were forecast based on the addition of traffic generated by the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 6–1* and growth in ambient traffic.

As shown in column [3] of *Table10-2*, nine of the 21 study intersections in the located in the cities of Torrance, Lomita, Carson, and Rancho Palos Verdes are expected to operate at LOS D or better during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour with the addition of ambient traffic growth and the traffic due to the related projects (future pre-project conditions). The remaining study intersections are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As previously mentioned, the future pre-project (existing, ambient growth, and related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Figures 9-10*, *9-11* and *9-12*, respectively.

10.3.2 *Future With Project Conditions*

As previously noted (refer to Subsections 2.4, 3.2 and 7.2), vehicular access to the Mary Star High School campus through the project site via the Western Avenue intersection at Avenida Aprenda is planned as part of the proposed project as a public benefit. Parents and students will access (i.e., ingress only) the campus via the Western Avenue/Avenida Aprenda intersection and continue to exit the campus via Taper Avenue. If the Ponte Vista at San Pedro project is not approved, then the vehicular access for the Mary Star High School would continue to be provided via the Western Avenue/Green Hills Road intersection. Accordingly, the localized inbound trips associated with Mary Star High School were redistributed to the Avenida Aprenda intersection and are included in project traffic volumes.

As shown in column [4] of *Table 10-2*, application of the significant impact threshold criteria for each City to the "With Proposed Project" scenario indicates that the proposed project is expected to create a significant impact at one study intersection in the City of Lomita and four study intersections in the City of Rancho Palos Verdes during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. All five study intersections forecast to be significantly impacted by the proposed project for these nearby jurisdictions are included in the intersections forecast to be significantly impacted based on City of Los Angeles threshold criteria. As indicated in *Table 10–2,* incremental but not significant impacts are noted at the remaining study intersections. As previously mentioned, the future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the

weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Figures 9-13*, *9-14* and *9-15*, respectively.

11.0 CITY OF ROLLING HILLS ESTATES TRAFFIC ANALYSIS

The Existing and Near-Term conditions traffic impact analysis prepared for those study intersections located in the City of Rolling Hills Estates using the ICU methodology (as compared to the CMA methodology for LADOT) and application of the traffic impact significance thresholds for the City of Rolling Hills Estates is provided in ***Table 11-1***. A description of the ICU method and corresponding Level of Service is provided in ***Appendix E***. Refer to Subsection 8.2 herein for a discussion and comparison of the significance thresholds used by the City of Los Angeles (the lead agency), as well as the City Rolling Hills Estates. The Existing and Near-Term conditions ICU data worksheets for the analyzed intersections for this nearby jurisdiction are contained in *Appendix E*. The Future conditions traffic impact analysis prepared for those study intersections located in the City of Rolling Hills Estates using the ICU methodology (as compared to the CMA methodology for LADOT) and application of the traffic impact significance thresholds for each respective jurisdiction is provided in ***Table 11-2***. The Future Conditions ICU data worksheets for the analyzed intersections for this nearby jurisdiction are contained in *Appendix E*.

11.1 Existing Conditions

11.1.1 *Existing Conditions*

As indicated in column [1] of *Table 11-1*, two of the three of the study intersections in the City of Rolling Hills Estates are operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The remaining study intersection located in the City of Rolling Hills Estates is operating at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

11.1.2 *Existing With Project Conditions*

As presented in column [2] of *Table 11-1*, two of the three study intersections in the City of Rolling Hills Estates are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of the proposed project. As shown in column [2] of *Table 11-1*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create a significant impact at any of the three study intersections. As indicated in *Table 11–1,* incremental but not significant impacts are noted at the three study intersections. Therefore, no mitigation measures are required or recommended. As previously mentioned, the existing with project (existing plus project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 9-1* and *9-2*, respectively.

Table 11-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
EXISTING AND NEAR-TERM CONDITIONS
CITY OF ROLLING HILLS ESTATES

			[1]		[2]				[3]		[4]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C	LOS	YEAR 2010 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2012 NEAR-TERM BASELINE V/C	LOS	YEAR 2012 NEAR-TERM W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
3	Hawthorne Boulevard/	AM	0.908	E	0.912	E	0.004	NO	0.924	E	0.928	E	0.004	NO
	Palos Verdes Drive North	PM	0.806	D	0.808	D	0.002	NO	0.824	D	0.826	D	0.002	NO
7	Crenshaw Boulevard/	AM	0.775	C	0.786	C	0.011	NO	0.789	C	0.800	C	0.011	NO
	Palos Verdes Drive North	PM	0.802	D	0.820	D	0.018	NO	0.816	D	0.834	D	0.018	NO
10	Palos Verdes Drive East/	AM	0.744	C	0.750	C	0.006	NO	0.764	C	0.770	C	0.006	NO
	Palos Verdes Drive North	PM	0.681	B	0.688	B	0.007	NO	0.702	C	0.709	C	0.007	NO

Table 11-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
FUTURE CONDITIONS
CITY OF ROLLING HILLS ESTATES

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C	LOS	YEAR 2010 EXISTING W/PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2017 FUTURE PRE-PROJECT V/C	LOS	YEAR 2017 FUTURE W/PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	YEAR 2017 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
3	Hawthorne Boulevard/	AM	0.908	E	0.912	E	0.004	NO	0.974	E	0.978	E	0.004	NO	0.978	E	0.004	---
	Palos Verdes Drive North	PM	0.806	D	0.808	D	0.002	NO	0.878	D	0.880	D	0.002	NO	0.880	D	0.002	---
7	Crenshaw Boulevard/	AM	0.775	C	0.786	C	0.011	NO	0.827	D	0.838	D	0.011	NO	0.759	C	-0.068	---
	Palos Verdes Drive North	PM	0.802	D	0.820	D	0.018	NO	0.888	D	**0.906**	**E**	**0.018**	**YES**	**0.808**	**D**	**-0.080**	**YES**
10	Palos Verdes Drive East/	AM	0.744	C	0.750	C	0.006	NO	0.785	C	0.791	C	0.006	NO	0.791	C	0.006	---
	Palos Verdes Drive North	PM	0.681	B	0.688	B	0.007	NO	0.732	C	0.739	C	0.007	NO	0.739	C	0.007	---

11.2 Near-Term Conditions

11.2.1 *Near-Term Cumulative Baseline Conditions*

The near-term year 2012 cumulative baseline conditions were forecast based on the addition of traffic generated by the plus completion and occupancy of near-term related projects (i.e., those developments that are currently under construction and expected to be completed in year 2012), as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The near-term related projects included in this analysis condition are noted in *Table 6-1* (noted as "NT" in the Project Status column).

As summarized in column [3] of *Table 11-1*, two of the three study intersections located in the City of Rolling Hills Estates are expected to operate at LOS D or better during the weekday AM peak and PM peak hours with the addition of ambient traffic growth and the traffic due to the near-term related projects. The remaining study intersection located in the City of Rolling Hills Estates is expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As previously mentioned, the near-term cumulative baseline (existing, ambient growth, and near-term related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 9-4* and *9-5*, respectively.

11.2.2 *Near-Term Cumulative With Project Conditions*

As shown in column [4] of *Table 11-1*, application of the significant impact threshold criteria for the City of Rolling Hills Estates to the "Near-Term With Project" scenario indicates that the proposed project is not expected to create a significant impact at any of the three study intersections. As indicated in *Table 11–1*, incremental but not significant impacts are noted at the three study intersections. As previously mentioned, near-term cumulative with project (existing, ambient growth, near-term related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 9-7* and *9-8*, respectively.

11.3 Future Conditions

11.3.1 *Future Pre-Project Conditions*

As shown in column [3] of *Table 11-2*, one of the three study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and the traffic due to the related projects (future pre-project conditions). The remaining study intersections located in the City of Rolling Hills Estates are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As previously mentioned, the future pre-project (existing, ambient growth, and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9-10* and *9-11*, respectively.

11.3.2 *Future With Project Conditions*

As shown in column [4] of *Table 11-2*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create a significant impact at one study intersection in the City of Rolling Hills Estates during the weekday AM and/or PM peak hour. The City of Rolling Hills Estates study intersection forecast to be significantly impacted by the proposed project is included in the intersections forecast to be significantly impacted based on City of Los Angeles threshold criteria. As indicated in *Table 11–2*, incremental but not significant impacts are noted at the remaining study intersections. As mentioned previously, the future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9-13* and *9-14*, respectively.

12.0 COUNTY OF LOS ANGELES TRAFFIC ANALYSIS

The Existing and Near-Term traffic impact analysis prepared for those study intersections located within unincorporated Los Angeles County using the ICU methodology and application of the traffic impact significance thresholds for Los Angeles County is provided in ***Table 12-1***. A description of the ICU method and corresponding Level of Service is provided in ***Appendix F***. See Subsection 8.2 herein for a discussion and comparison of the significance thresholds used by the City of Los Angeles (the lead agency), as well as the County of Los Angeles. The Existing and Near-Term conditions ICU data worksheets for the analyzed intersections for this nearby jurisdiction are contained in *Appendix F*. The Future conditions traffic impact analysis prepared for those study intersections located within unincorporated Los Angeles County using the ICU methodology (as compared to the CMA methodology for LADOT) and application of the traffic impact significance thresholds for each respective jurisdiction is provided in ***Table 12-2***. The Future Conditions ICU data worksheets for the analyzed intersections for this nearby jurisdiction are contained in *Appendix E*.

12.1 Existing Conditions

12.1.1 *Existing Conditions*

As indicated in column [1] of *Table 12-1*, one of the four County study intersections is operating at LOS D or better during the weekday AM and/or PM peak hours under existing conditions. The remaining County study intersections are operating at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

12.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 12-1*, application of the County's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create a significant impact at any of the four study intersections. As indicated in *Table 12–1,* incremental but not significant impacts are noted at the four County study intersections. Therefore, no mitigation measures are required or recommended. As previously mentioned, the existing with project (existing plus project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 9-1* and *9-2*, respectively.

12.1.3 *Existing With Ambient Growth Conditions*

Growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors was assumed to be one percent (1.0%) per year through year 2017. This ambient growth incrementally increases the *v/c* ratios at all of the study intersections. As shown in column [2] of *Table 12-2*, one of the four County study intersections is expected to continue to operate at LOS D or better during the weekday AM and/or PM peak hours with the addition of ambient growth traffic through the year 2017. The remaining study intersections are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour.

Table 12-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
EXISTING AND NEAR-TERM CONDITIONS
COUNTY OF LOS ANGELES

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] YEAR 2010 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	[3] YEAR 2012 NEAR-TERM BASELINE V/C	LOS	[4] YEAR 2012 NEAR-TERM W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
32	Normandie Avenue/ Sepulveda Boulevard	AM	0.833	D	0.837	D	0.004	NO	0.847	D	0.852	D	0.005	NO
		PM	0.772	C	0.774	C	0.002	NO	0.785	C	0.787	C	0.002	NO
33	Normandie Avenue/ Lomita Boulevard	AM	0.978	E	0.979	E	0.001	NO	0.996	E	0.997	E	0.001	NO
		PM	0.966	E	0.972	E	0.006	NO	0.984	E	0.990	E	0.006	NO
44	Vermont Avenue/ Sepulveda Boulevard	AM	0.895	D	0.899	D	0.004	NO	0.911	E	0.915	E	0.004	NO
		PM	0.966	E	0.975	E	0.009	NO	0.986	E	0.995	E	0.009	NO
45	Vermont Avenue/ Lomita Boulevard	AM	1.034	F	1.036	F	0.002	NO	0.968	E	0.970	E	0.002	NO
		PM	0.933	E	0.942	E	0.009	NO	0.862	D	0.869	D	0.007	NO

Table 12-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
FUTURE CONDITIONS
COUNTY OF LOS ANGELES

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] YEAR 2017 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2017 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT	CHANGE V/C [(4)-(2)]	[4] YEAR 2017 W/ RELATED PROJECTS V/C	LOS	CHANGE V/C [(4)-(2)]	SIGNIF. IMPACT	[5] YEAR 2017 W/ REGIONAL MITIGATION V/C	LOS	CHANGE V/C [(5)-(2)]	MITI-GATED
32	Normandie Avenue/	AM	0.833	D	0.884	D	0.888	D	0.004	NO	0.004	0.965	E	0.081	YES	0.865	D	-0.019	YES
	Sepulveda Boulevard	PM	0.772	C	0.819	D	0.821	D	0.002	NO	0.002	0.895	D	0.076	YES	0.795	C	-0.024	YES
33	Normandie Avenue/	AM	0.978	E	0.939	E	0.940	E	0.001	NO	0.001	0.970	E	0.031	YES	0.909	E	-0.030	YES
	Lomita Boulevard	PM	0.966	E	0.927	E	0.932	E	0.005	NO	0.005	0.963	E	0.036	YES	0.907	E	-0.020	YES
44	Vermont Avenue/	AM	0.895	D	0.950	E	0.954	E	0.004	NO	-0.015	0.971	E	0.021	YES	0.949	E	-0.001	YES
	Sepulveda Boulevard	PM	0.966	E	1.027	F	1.035	F	0.008	NO	-0.071	1.039	F	0.012	YES	0.994	E	-0.033	YES
45	Vermont Avenue/	AM	1.034	F	0.999	E	1.001	F	0.002	NO	0.002	1.048	F	0.049	YES	0.911	E	-0.088	YES
	Lomita Boulevard	PM	0.933	E	0.892	D	0.900	D	0.008	NO	0.008	0.974	E	0.082	YES	0.837	D	-0.055	YES

[a] According to the County of Los Angeles Department of Public Works' "Traffic Impact Analysis Report Guidelines", January 1, 1997, Page 6:
"an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below":

Level of Service	Existing ICU	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E/F	> 0.900	equal to or greater than 0.010

12.1.4 *Existing With Ambient Growth Plus Proposed Project Conditions*

The *v/c* ratios at all four County study intersections are incrementally increased with the addition of traffic generated by ambient growth and the proposed project. As presented in column [3] of *Table 12-2*, one of the four County study intersections is expected to continue operating at LOS D or better during the weekday AM and/or PM peak hours with the addition of growth in ambient traffic and the traffic due to the proposed project. The remaining study intersections are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As shown in column [3] of *Table 12-2*, application of the County's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create a significant impact at any of the four County study intersections.

12.2 Near-Term Conditions

12.2.1 *Near-Term Cumulative Baseline Conditions*

The near-term year 2012 cumulative baseline conditions were forecast based on the addition of traffic generated by the plus completion and occupancy of near-term related projects (i.e., those developments that are currently under construction and expected to be completed in year 2012), as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The near-term related projects included in this analysis condition are noted in *Table 6-1* (noted as "NT" in the Project Status column).

As summarized in column [3] of *Table 12-1*, one of the four County study intersections is expected to continue operating at LOS D or better during the weekday AM and/or PM peak hours with the addition of ambient traffic growth and the traffic due to the near-term related projects. The remaining study intersections are expected to operate at LOS E or worse during the weekday AM and/or PM peak hours. As previously mentioned, the near-term cumulative baseline (existing, ambient growth, and near-term related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 9-4* and *9-5*, respectively.

12.2.2 *Near-Term Cumulative With Project Conditions*

As shown in column [4] of *Table 12-1*, one of the four County study intersections is expected to continue operating at LOS D or better during the weekday AM and/or PM peak hours with the addition of growth in ambient traffic, traffic due to the near-term related projects, and the traffic due to the proposed project. The remaining study intersections are expected to operate at LOS E or worse during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour. As shown in column [4] of *Table 12-2*, application of the County's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create a significant impact at any of the four County study intersections.

12.3 Future Cumulative Conditions

The *v/c* ratios at all four County study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 6-1*. As presented in column [4] of *Table 12-2*, all four County study intersections are expected to operate at LOS E or worse during the weekday AM and PM peak hours with the addition of growth in ambient traffic, project traffic, and the traffic due to the related projects. As also indicated in column [4] of *Table 12-2*, application of the County's threshold criteria to the "Future Cumulative" scenario indicates that cumulative significant impacts are forecast for all four County study intersections. The future cumulative (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9-13* and *9-14*, respectively.

13.0 TRANSPORTATION MITIGATION MEASURES

The following section provides an overview of feasible mitigation measures that can reduce the project's significant transportation impacts to less than significant levels.

13.1 Summary of Project Mitigation

As summarized in the Future Cumulative With Project Conditions section (refer to Subsection 9.3.2) of this study, application of the City of Los Angeles' threshold criteria to the "With Proposed Project" scenario indicates that 20 of the 56 study intersections are anticipated to be significantly impacted due to traffic generated by the Ponte Vista at San Pedro project. As previously discussed, a total of six study intersections located in other jurisdictions (one intersection in the City of Lomita, four intersections in the City of Rancho Palos Verdes and one intersection in the City of Rolling Hills Estates) are forecast to be impacted by the proposed project employing the respective jurisdiction analysis methodology and threshold criteria. All six study intersections forecast to be significantly impacted by the proposed project in these nearby jurisdictions are included in the intersections forecast to be significantly impacted based on City of Los Angeles threshold criteria. A summary list of the impacted intersections under the CMA and ICU methodologies by jurisdiction is presented in ***Table 13-1***.

Transportation mitigation measures typically consist of improvements such as roadway and/or intersection restriping and roadway widening to accommodate additional travel lanes, and/or traffic signal modifications. A wide range of roadway improvement and operational mitigation measures have been recommended to reduce the forecast project-related impacts to less than significant levels. As indicated in *Tables 9-1*, *9-2*, *10-1*, *10-2*, *11-1*, *11-2*, *12-1* and *12-2*, the recommended transportation mitigation measures would mitigate the project impacts based on the CMA intersection analysis methodology and significance thresholds of the Lead Agency (City of Los Angeles), as well as using the ICU intersection analysis methodology and the significance thresholds of the nearby adjacent jurisdictions, as applicable. Further, these mitigation measures mitigate the potential project-related traffic impacts for each of the three analysis conditions: Existing + Project, Near-Term + Project, and Future + Project. The following paragraphs summarize the recommended transportation mitigation measures. A summary of the recommended mitigation measures for each study intersection forecast to be impact is presented in ***Table 13-2***. The future lane configurations with the proposed mitigation measures are illustrated in ***Figure 13-1***. Conceptual roadway improvement plans illustrating the recommended physical improvement mitigation measures are provided in ***Appendix G***.

<u>Intersection No. 6: Crenshaw Boulevard/Pacific Coast Highway</u>

The recommended mitigation consists of modifying the southbound approach on Crenshaw Boulevard at Pacific Coast Highway to accommodate installation of a second left-turn lane. To accommodate the proposed second left-turn lane, the existing roadway striping and median islands would be modified as needed. It is noted that a traffic signal modification would likely be required to accommodate this recommended mitigation measure. As shown in *Figure 13-1*, the resulting lane

Table 13-1
SUMMARY LIST OF IMPACTED AND MITIGATED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	SIGNIFICANTLY IMPACTED & MITIGATED CITY OF LOS ANGELES METHODOLOGY & THRESHOLDS	OTHER JURISDICTIONS	
				JURISDICTION	SIGNIFICANTLY IMPACTED & MITIGATED BASED ON JURISD. METH. & THRESHOLDS
6	Crenshaw Boulevard/ Pacific Coast Highway	PM	YES	City of Torrance	NO
7	Crenshaw Boulevard/ Palos Verdes Drive North	PM	YES	City of Rolling Hills Estates	YES
12	Western Avenue/ Lomita Boulevard	PM	YES	-----	-----
13	Western Avenue/ Pacific Coast Highway	AM PM SAT	YES YES YES	----- ----- -----	----- ----- -----
15	Western Avenue/ Palos Verdes Drive North	AM PM SAT	YES YES YES	City of Lomita	YES YES NO
16	Western Avenue/ Peninsula Verde Drive	AM PM SAT	YES YES YES	City of Rancho Palos Verdes	NO YES NO
19	Western Avenue/ Fitness Drive	AM SAT	----- YES	City of Rancho Palos Verdes	YES NO
20	Western Avenue/ Westmont Drive	AM PM SAT	YES YES YES	City of Rancho Palos Verdes	YES YES YES
23	Western Avenue/ Capitol Drive	AM PM SAT	YES YES YES	City of Rancho Palos Verdes	NO YES YES
26	Western Avenue/ Summerland Avenue	PM	YES	City of Rancho Palos Verdes	NO
36	Vermont Avenue-Palos Verdes Drive N.- Gaffey Street/Anaheim Street	PM	YES	-----	-----
37	Gaffey Street/ Westmont Drive	PM	YES	-----	-----
41	Gaffey Street/ Summerland Avenue	AM PM	YES YES	----- -----	----- -----

Note(s):

- No = Intersection not impacted based on other jurisdiction methodology and thresholds.
- ---- = Denotes City of Los Angeles intersection.

Table 13-1 (Continued)
SUMMARY LIST OF IMPACTED AND MITIGATED INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	SIGNIFICANTLY IMPACTED & MITIGATED CITY OF LOS ANGELES METHODOLOGY & THRESHOLDS	OTHER JURISDICTIONS	
				JURISDICTION	SIGNIFICANTLY IMPACTED & MITIGATED BASED ON JURISD. METH. & THRESHOLDS
44	Vermont Avenue/ Sepulveda Boulevard	PM	YES	-----	-----
46	Vermont Avenue/	AM	YES	-----	-----
	Pacific Coast Highway	PM	YES	-----	-----
49	Figueroa Place/	AM	YES	-----	-----
	Anaheim Street	PM	YES	-----	-----
51	Figueroa Street/I-110 NB on-ramp	AM	YES	-----	-----
	(north of PCH)	PM	YES	-----	-----
52	Figueroa Street/	AM	YES	-----	-----
	Pacific Coast Highway	PM	YES	-----	-----
53	Figueroa Street/I-110 NB on-ramp	AM	YES	-----	-----
	(north of Anaheim Street)	PM	YES	-----	-----
54	Figueroa Street/	AM	YES	-----	-----
	Anaheim Street	PM	YES	-----	-----

Note(s):

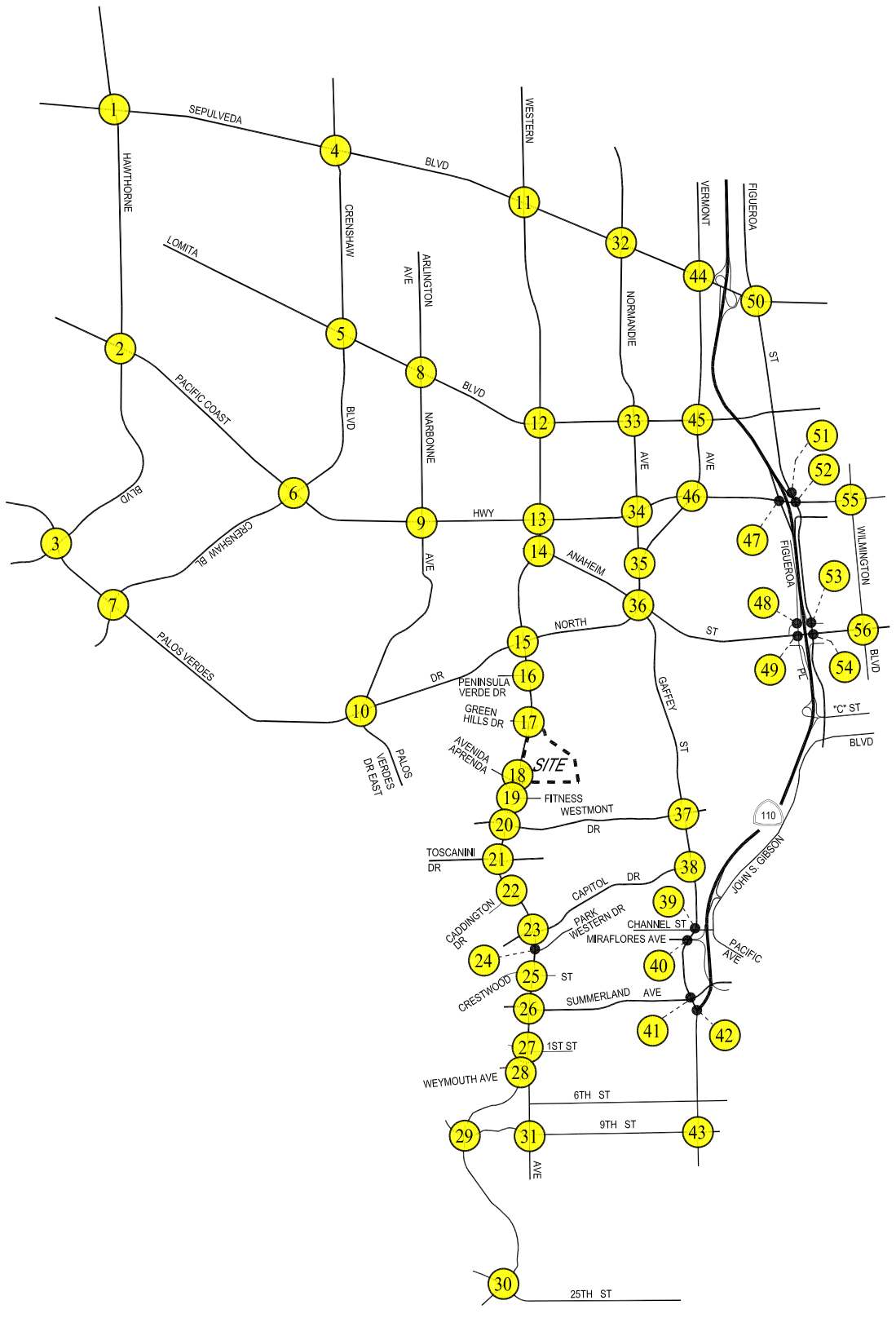
- No = Intersection not impacted based on other jurisdiction methodology and thresholds.
- ---- = Denotes City of Los Angeles intersection.
- In addition to the forecast project-related impacts as noted above, the Ponte Vista at San Pedro project contributes to forecast cumulative impacts for the four Los Angeles County study intersections (i.e., Intersection Nos. 32, 33, 44 and 45) based on the County's methodology and thresholds.

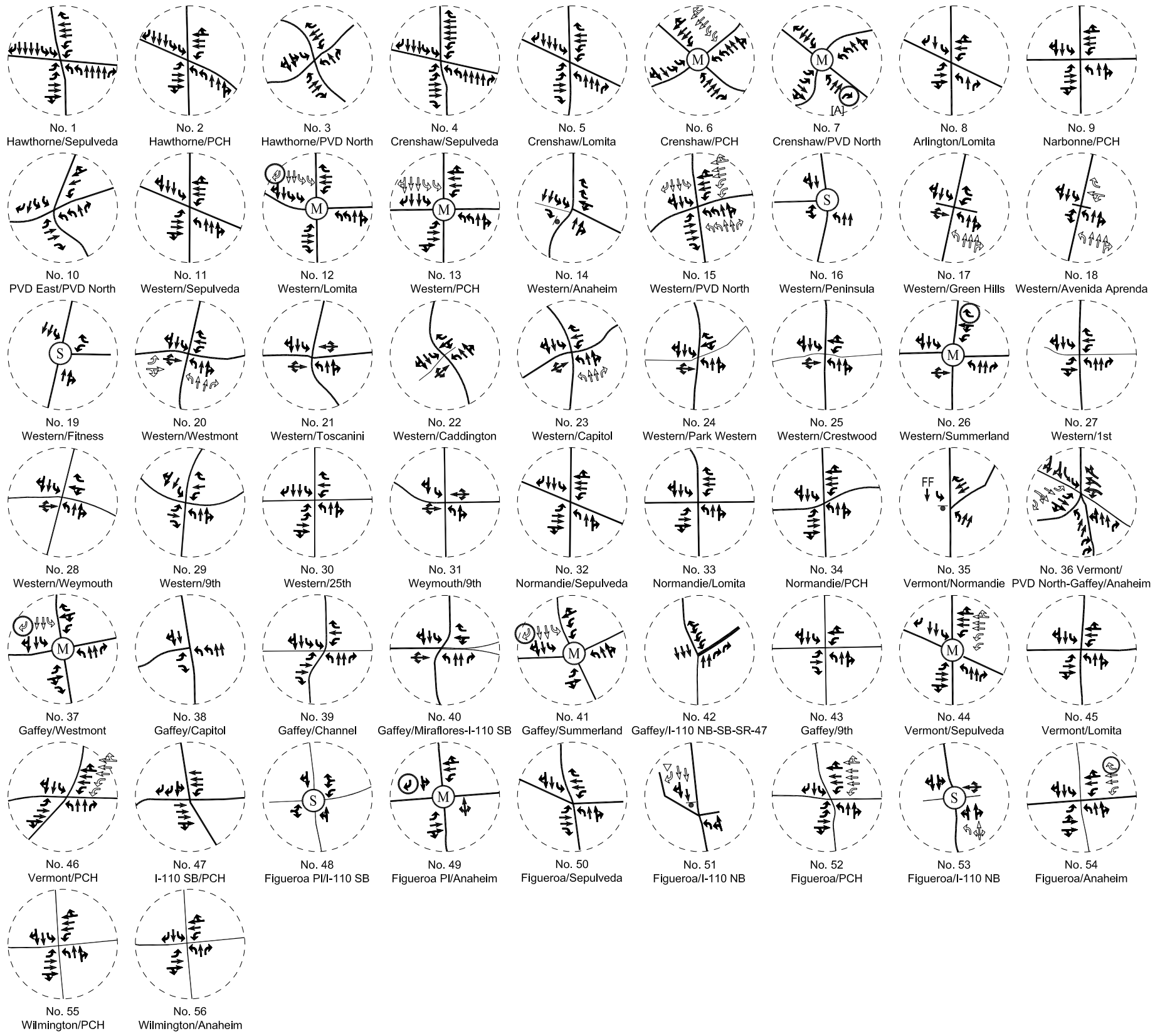
Table 13-2
SUMMARY LIST OF MITIGATION MEASURES

INT. NO.	LOCATION	MITIGATION
6	Crenshaw Boulevard/ Pacific Coast Highway	♦ Modify the southbound approach on Crenshaw Boulevard to provide a second left-turn lane ♦ The resulting southbound approach lane configuration will be two left-turn lanes, two through lanes, and one shared through/right-turn lane ♦ Modify the traffic signal at the intersection to accommodate installation of the second left-turn lane
7	Crenshaw Boulevard/ Palos Verdes Drive North	♦ Modify the traffic signal to provide northbound right-turn overlap signal phase with the westbound left-turn signal phase
12	Western Avenue/ Lomita Boulevard	♦ Restripe the southbound approach to provide a right-turn only lane ♦ The resulting southbound approach lane configuration will be two left-turn lanes, two through lanes, and one right-turn only lane ♦ Modify the traffic signal to provide southbound right-turn overlap signal phase with the eastbound left-turn signal phase
13	Western Avenue/ Pacific Coast Highway	♦ Modify the southbound approach to provide a second left-turn lane and a third through lane ♦ The resulting southbound approach lane configuration will be two left-turn lanes, two through lanes and one shared through/right-turn lane ♦ Modify the traffic signal at the intersection to accommodate the recommended improvement measures
15	Western Avenue/ Palos Verdes Drive North	♦ Restripe the southbound approach to provide a right-turn only lane ♦ The resulting southbound approach lane configuration will be one left-turn lane, two through lanes, and one right-turn only lane ♦ Modify the westbound approach on Palos Verdes Drive North to provide a second left-turn lane ♦ The resulting westbound approach lane configuration will be two left-turn lanes, two through lanes and one shared through/right-turn only lane ♦ Modify the northbound approach on Western Avenue to add a right-turn only lane ♦ The resulting northbound approach lane configuration will be two left-turn lanes, two through lanes and one right-turn only lane
16	Western Avenue/ Peninsula Verde Drive	♦ Fund installation of new traffic signal
19	Western Avenue/ Fitness Drive	♦ Fund installation of new traffic signal
20	Western Avenue/ Westmont Drive	♦ Modify the northbound approach to provide a right-turn only lane ♦ The resulting northbound approach lane configuration will be one left-turn lane, two through lanes and one right-turn only lane ♦ Restripe the eastbound approach to provide a left-turn lane ♦ The resulting eastbound approach lane configuration will be one left-turn and one shared through/right-turn lane
23	Western Avenue/ Capitol Drive	♦ Modify the northbound approach to provide a right-turn only lane ♦ The resulting northbound approach lane configuration will be one left-turn lane, two through lanes and one right-turn lane
26	Western Avenue/ Summerland Avenue	♦ Modify the traffic signal to provide westbound right-turn overlap signal phase with the southbound left-turn signal phase

Table 13-2 Continued
SUMMARY LIST OF MITIGATION MEASURES

INT. NO.	LOCATION	MITIGATION
36	Vermont Avenue-Palos Verdes Drive North -Gaffey Street/Anaheim Street	♦ Widen the eastbound approach on Anaheim Street to provide a right-turn only lane ♦ The resulting eastbound approach lane configuration will be one left-turn lane, one through lane, one shared through/right-turn lane and one right-turn only lane ♦ Provide enhanced right-turn signage for eastbound Anaheim Street as required
37	Gaffey Street/Westmont Drive	♦ Widen Gaffey Street north of Westmont Drive to provide a right-turn only lane at the southbound approach ♦ The modification of the intersection will accommodate continuation of the existing bicycle lane and the southbound right-turn only lane ♦ The resulting southbound approach lane configuration will be one left-turn two through lanes, and one right-turn only lane ♦ Modify the traffic signal to provide southbound right-turn overlap signal phase with the eastbound left-turn signal phase
41	Gaffey Street/ Summerland Avenue	♦ Restripe the southbound approach to provide a southbound right-turn only lane ♦ The resulting southbound approach lane configuration will be one left-turn lane, two through-lanes and one right-turn only lane ♦ Modify the traffic signal to provide southbound right-turn overlap signal phase with the eastbound left-turn signal phase
44	Vermont Avenue/ Sepulveda Boulevard	♦ Modify the westbound approach on Sepulveda Boulevard to provide a second left-turn lane ♦ The resulting westbound approach lane configuration will be two left-turn lanes, two through-lanes and one shared through/right-turn lane ♦ Modify the traffic signal at the intersection to accommodate the recommended improvement measures
46	Vermont Avenue/ Pacific Coast Highway	♦ Widen Pacific Coast Highway to provide a second left-turn lane at the westbound approach ♦ The resulting westbound approach lane configuration will be two left-turn lanes, two through lanes and one shared through/right-turn lane ♦ Modify the traffic signal at the intersection to accommodate the recommended improvement measures
48	Figueroa Place/ I-110 SB Off-Ramp (north of Anaheim Street)	♦ Fund installation of new traffic signal as part of the mitigation at the Figueroa Place/Anaheim Street intersection
49	Figueroa Place/ Anaheim Street	♦ Modify the traffic signal to provide a southbound right-turn signal phase on Figueroa Place that would overlap with the eastbound left-turn and through sufficiently long enough to accommodate the southbound right-turn volumes
51	Figueroa Street/ I-110 Northbound On-Ramp (north of Pacific Coast Highway)	♦ Modify the southbound approach to provide a right-turn only lane ♦ The resulting southbound approach lane configuration will be two through lanes and one right-turn only lane
52	Figueroa Street/ Pacific Coast Highway	♦ Modify the westbound approach on Pacific Coast Highway to provide a fourth through lane ♦ The resulting westbound approach lane configuration will be one left-turn lane, three through lanes, and one shared through/right-turn lane
53	Figueroa Street/ I-110 NB On-Ramp (north of Anaheim Street)	♦ Fund installation of new traffic signal ♦ Restripe the northbound approach on Figueroa Street to provide one left-turn lane and one share left-turn/through/right-turn lane
54	Figueroa Street/ Anaheim Street	♦ Widen the westbound approach on Anaheim Street to provide a right-turn only lane ♦ The resulting westbound approach lane configurations will be one left-turn lane, two through lanes and one right-turn only lane





NOTES:

[A] NO RIGHT-TURN ON RED

STOP SIGN

PROJECT LANE MITIGATION

MITIGATION YIELD SIGN

(S) NEW TRAFFIC SIGNAL

(↱) OVERLAP SIGNAL PHASE

(M) TRAFFIC SIGNAL MODIFICATION

FF FREE-FLOW MOVEMENT

N

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 13-1
FUTURE LANE CONFIGURATIONS WITH PROJECT MITIGATION

PONTE VISTA AT SAN PEDRO PROJECT

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configuration at the southbound approach would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels.

It is noted that this intersection is located in the City of Torrance and is therefore outside the jurisdiction of the Lead Agency. Should the City of Torrance refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result. Also, Pacific Coast Highway is situated within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 7: Crenshaw Boulevard/Palos Verdes Drive North

The recommended mitigation consists of modifying the existing traffic signal to provide a northbound right-turn signal phase on Crenshaw Boulevard that would overlap with the westbound left-turn signal phase on Palos Verdes Drive North. To accommodate the proposed northbound right-turn signal phase on Crenshaw Boulevard, U-turn movements on the westbound approach of Palos Verdes Drive North would need to be prohibited. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels.

It is noted that this intersection is located in the City of Rolling Hills Estates and is therefore outside the jurisdiction of the Lead Agency. Should the City Rolling Hills Estates refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 12: Western Avenue/Lomita Boulevard

The recommended mitigation consists of modifying the southbound approach on Western Avenue at Lomita Boulevard to accommodate installation of a right-turn only lane. To accommodate the proposed right-turn only lane, the existing roadway striping would be adjusted as needed. As shown in *Figure 13-1*, the resulting lane configuration at the southbound approach would provide two left-turn lanes, two through lanes, and one right-turn lane. In addition, the existing traffic signal is proposed to be modified to provide a southbound right-turn signal phase on Western Avenue that would overlap with the eastbound left-turn signal phase on Lomita Boulevard. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force. It is noted that Western Avenue is within Caltrans' jurisdiction and therefore implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency. Should Caltrans

refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 13: Western Avenue/Pacific Coast Highway

The recommended mitigation consists of modifying the southbound approach on Western Avenue at Pacific Coast Highway to accommodate installation of a second left-turn lane and a third through lane. South of Pacific Coast Highway, the third southbound through lane on Western Avenue (i.e., the curb lane) will merge with the number two southbound through lane. To accommodate the proposed second left-turn lane and third through lane, the existing roadway striping on Western Avenue would require modifications both north and south of Pacific Coast Highway. Also, it is noted that the raised median island on Western Avenue between 259th Street and Anaheim Street would need to be modified to accommodate the recommended improvements. As shown in *Figure 13-1*, the resulting lane configuration at the southbound approach at the Pacific Coast Highway would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. In addition, a traffic signal modification at the Western Avenue/Pacific Coast Highway intersection also will be required to facilitate the recommended roadway improvements. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force. It is noted that Western Avenue and Pacific Coast Highway are within Caltrans' jurisdiction and therefore implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 15: Western Avenue/Palos Verdes Drive North

The recommended mitigation consists of modifying the westbound approach on Palos Verdes Drive North at Western Avenue to accommodate installation of a second left-turn lane. To accommodate the proposed second left-turn lane, the existing median on Palos Verdes Drive North and traffic signal equipment would be modified and the roadway striping would be adjusted as needed. Approximately five parking spaces would be removed on the north side of Palos Verdes Drive North west of Western Avenue and 10 parking spaces would be removed on the north side of Palos Verdes Drive North east of Western Avenue. An additional mitigation measure is recommended which includes modifying the northbound approach on Western Avenue at Palos Verdes Drive North to accommodate installation of a right-turn only lane. To accommodate the proposed right-turn lane, the existing median on Western Avenue would be modified and the roadway striping would be modified as needed. Also, the roadway striping on the southbound Western Avenue approach would be modified to provide a right-turn lane. As shown in *Figure 13-1*, the resulting lane configuration at the westbound approach would provide two left-turn lanes, two through lanes, and

one shared through/right-turn lane. The resulting lane configuration at the northbound approach would provide two left-turn lanes, two through lanes, and one right-turn only lane. The resulting lane configuration at the southbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the applicant as a condition of project approval. It is noted that a portion of this intersection is located in the City of Lomita and is, therefore, outside the jurisdiction of the Lead Agency. Should the City of Lomita refuse to permit implementation of these feasible traffic mitigation measures, a residual, unmitigated traffic impact would result. Also, it is noted that Western Avenue is within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 16: Western Avenue/Peninsula Verde Drive

A traffic signal is proposed at the Western Avenue/Peninsula Verde Drive intersection, which is currently stop-sign controlled. Standard Caltrans and LADOT traffic signal warrant calculations were prepared for the Western Avenue/Peninsula Verde Drive intersection. The determination of whether the installation of a traffic signal is warranted was based on criteria set forth in Chapter 4C of the MUTCD 2003 California Supplement, July 21, 2010 and the City of Los Angeles Manual of Policies and Procedures, October 2005. The traffic signal warrant calculations were based on future forecast peak traffic volumes.

The Peak Hour Volume Warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The Peak Hour Volume warrant is satisfied when the plotted point, representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) for one hour of an average day, falls above the curve in Figure 4C-4 and Figure D for the applicable number of approach lanes.

The plotted points under the future with project conditions for the AM and PM peak hours lie below the applicable curve. Therefore, Warrant 3 is not satisfied for the Western Avenue/Peninsula Verde Drive. However, it is noted that in prior discussions with Caltrans,[12] a traffic signal would be considered for this intersection. It is also noted that the Western Avenue/Peninsula Verde Drive intersection is located within Caltrans' and City of Rancho Palos Verdes jurisdiction and therefore implementation of the traffic mitigation may be outside the jurisdiction of the Lead Agency. Should Caltrans or City of Rancho Palos Verdes refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result. The traffic signal warrants

[12] In phone conversation with Yunus Ghausi, February 15, 2007.

(i.e., Figure 4C-4 and Figure D), as contained in the MUTCD 2003 California Supplement and the City of Los Angeles Manual of Policies and Procedures, also are provided in *Appendix G*.

The effectiveness of this mitigation measure was assessed through completion of the intersection capacity analyses, which assume implementation of the recommended project mitigation measure. As shown in *Table 9-2*, the proposed mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels.

Intersection No. 19: Western Avenue/Fitness Drive

A traffic signal is proposed at the Western Avenue/Fitness Drive intersection, which is currently stop-sign controlled. Standard Caltrans and LADOT traffic signal warrant calculations were prepared for the Western Avenue/Fitness Drive intersection. The determination of whether the installation of a traffic signal is warranted was based on criteria set forth in Chapter 4C of the MUTCD 2003 California Supplement, July 21, 2010 and the City of Los Angeles Manual of Policies and Procedures, October 2005. The traffic signal warrant calculations were based on future forecast peak traffic volumes.

The Peak Hour Volume Warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The Peak Hour Volume warrant is satisfied when the plotted point, representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) for one hour of an average day, falls above the curve in Figure 4C-4 and Figure D for the applicable number of approach lanes.

The plotted points under the future with project conditions for the AM and PM peak hours lie above the applicable curve. Therefore, Warrant 3 is satisfied for the Western Avenue/Fitness Drive. It is noted that the Western Avenue/Fitness Drive intersection is located within Caltrans' and City of Rancho Palos Verdes jurisdiction and therefore implementation of the traffic mitigation may be outside the jurisdiction of the Lead Agency. Should Caltrans or City of Rancho Palos Verdes refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result. The traffic signal warrants (i.e., Figure 4C-4 and Figure D), as contained in the MUTCD 2003 California Supplement and the City of Los Angeles Manual of Policies and Procedures, also are provided in *Appendix G*.

The effectiveness of this mitigation measure was assessed through completion of the intersection capacity analyses, which assume implementation of the recommended project mitigation measure. As shown in *Table 9-2*, the proposed mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels.

Intersection No. 20: Western Avenue/Westmont Drive

The recommended mitigation consists of modifying the northbound approach on Western Avenue at Westmont Drive to accommodate installation of a right-turn only lane. To accommodate the

proposed right-turn only lane, the existing roadway striping, as well as a portion of the raised median on Western Avenue north and south of Westmont Avenue would be adjusted as needed. As shown in *Figure 13-1*, the resulting lane configuration at the northbound approach would provide one left-turn lane, two through lanes, and one right-turn lane. An additional mitigation measure is recommended which consists of modifying the eastbound approach on Westmont Drive at Western Avenue to provide one left-turn lane. To accommodate the proposed left-turn lane, the existing roadway striping would be adjusted as needed. Approximately three parking spaces would be removed on each side of Westmont Avenue west of Western Avenue. The resulting lane configuration at the eastbound approach would provide one left-turn lane and one shared through/right-turn lane. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the applicant as a condition of project approval. It is noted that a portion of this intersection is located in the City of Rancho Palos Verdes and is, therefore, outside the jurisdiction of the Lead Agency. Should the City of Rancho Palos Verdes refuse to permit implementation of these feasible traffic mitigation measures, a residual, unmitigated traffic impact would result. Also, Western Avenue is situated within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 23: Western Avenue/Capitol Drive

The recommended mitigation consists of modifying the northbound approach on Western Avenue at Capitol Drive to accommodate installation of a right-turn only lane. To accommodate the proposed right-turn lane, the existing roadway striping as well as a portion of the raised median on Western Avenue north and south of Capitol Drive, would be adjusted as needed. As shown in *Figure 13-1*, the resulting lane configuration at the northbound approach would provide one left-turn lane, two through lanes, and one right-turn lane. As shown in *Table 9-2*, this mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the applicant as a condition of project approval. It is noted that a portion of this intersection is located in the City of Rancho Palos Verdes and is, therefore, outside the jurisdiction of the Lead Agency. Should the City of Rancho Palos Verdes refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result. Also, Western Avenue is situated within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 26: Western Avenue/Summerland Avenue

The recommended mitigation consists modifying the existing traffic signal to provide a westbound right-turn signal phase on Summerland Avenue that would overlap with the southbound left-turn signal phase on Western Avenue at the Summerland Avenue intersection. As shown in *Table 9-2*, this mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels.

It is noted that this intersection is located in the City of Rancho Palos Verdes and is, therefore, outside the jurisdiction of the Lead Agency. Should the City of Rancho Palos Verdes refuse to permit implementation of these feasible traffic mitigation measures, a residual, unmitigated traffic impact would result. Also, Western Avenue is situated within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 36: Vermont Avenue-Palos Verdes Drive North-Gaffey Street/Anaheim Street

The recommended mitigation consists of widening Anaheim Street west of Vermont Avenue to accommodate the installation of a right-turn only lane at the eastbound approach to the intersection. To accommodate the proposed right-turn lane, the south side of Anaheim Street would need to be widened by approximately 12 feet to accommodate a 180-foot long turn pocket. The proposed right-turn only lane would accommodate vehicle movements to Palos Verdes Drive North and Gaffey Street. Enhanced signage would be provided as needed to guide the right-turn motorists from the eastbound Anaheim Street approach to Gaffey Street and Palos Verdes Drive North. As shown in *Figure 13-1*, the resulting lane configuration at the eastbound approach would provide one left-turn lane, one through lane, one shared through/right-turn lane, and one right-turn lane. As shown in *Table 9-2*, this mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

Intersection No. 37: Gaffey Street/Westmont Drive

The recommended mitigation consists of widening Gaffey Street north of Westmont Drive to accommodate installation of a right-turn only lane. It is noted that the southbound approach on Gaffey Street can be modified to include continuation of the existing bicycle lane and the southbound right-turn only lane. However, it is noted that the southbound near-side Metro bus stop would needed to be relocated to the far-side of the intersection (i.e., south of the intersection). As shown in *Figure 13-1*, the resulting lane configuration at the southbound approach would provide one left-turn lane, two through lanes, and one right-turn only lane. An additional mitigation measure is recommended which includes modifying the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Westmont Drive at the Gaffey Street intersection. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

Intersection No. 41: Gaffey Street/Summerland Avenue

The recommended mitigation consists of modifying the southbound approach on Gaffey Street at Summerland Avenue to accommodate the installation of a right-turn only lane. To accommodate the proposed right-turn lane, the existing roadway striping would be adjusted as needed. As shown in *Figure 13-1*, the resulting lane configuration at the southbound approach would provide one left-turn lane, two through lanes, and one right-turn lane. An additional mitigation measure is recommended which includes modifying the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Summerland Avenue at the Gaffey Street intersection. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

Intersection No. 44: Vermont Avenue/Sepulveda Boulevard

The recommended project mitigation consists of modifying the westbound approach on Sepulveda Boulevard at Vermont Avenue to accommodate the installation of a second left-turn lane. To accommodate the proposed second left-turn lane, the existing raised median on Sepulveda Boulevard, east of Vermont Avenue, would need to be removed. As shown in *Figure 13-1*, the resulting lane configuration at the westbound approach would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. It is noted that a traffic signal modification would likely be required to accommodate this recommended mitigation measure. As shown in *Table 9-2*, these mitigation measures are anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

It is noted that this intersection is located in the County of Los Angeles and is, therefore, outside the jurisdiction of the Lead Agency. Should the County of Los Angeles refuse to permit implementation of these feasible traffic mitigation measures, a residual, unmitigated traffic impact would result.

Intersection No. 46: Vermont Avenue/Pacific Coast Highway

The recommended mitigation consists of widening Pacific Coast Highway to accommodate the installation of a second left-turn lane at the westbound approach at the Vermont Avenue intersection. To accommodate the proposed second left-turn lane, the north side and south sides of Pacific Coast Highway would need to be widened east and west of Vermont Avenue so as to provide up to a 42-foot half roadway on the 50-foot half right-of-way. The existing traffic signal equipment would be modified and the roadway striping would be adjusted as needed. As shown in *Figure 13-1*, the resulting lane configuration at the westbound approach would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. As shown in *Table 9-2*, the mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

It is noted that Pacific Coast Highway is within Caltrans' jurisdiction and therefore implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 49: Figueroa Place/Anaheim Street and Intersection No. 48: Figueroa Place/I-110 Freeway Southbound Off-Ramp (north of Anaheim Street)

The recommended mitigation consists modifying the existing traffic signal at Figueroa Place/Anaheim Street to provide a southbound right-turn signal phase on Figueroa Place that would overlap with the eastbound left-turn and through phase sufficiently long enough to accommodate the southbound right-turn volumes. The recommended mitigation is to facilitate access from the I-110 Freeway southbound off-ramp by coordinating operations of these predominant turning movements (i.e., the traffic signals would be coordinated to essentially allow these movements to occur concurrently). As shown in *Table 9-2*, this mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels.

It should be noted that in conjunction with the traffic signal improvements recommended at the Figueroa Place/Anaheim Street intersection, a traffic signal is proposed for installation as a voluntary project improvement at the Figueroa Place/I-110 Southbound Off-Ramp intersection, which is currently stop sign controlled. The proposed traffic signal at Figueroa Place/I-110 Southbound Off-Ramp intersection will be coordinated with the traffic signal at the Figueroa Place/Anaheim Street intersection to improve vehicular circulation in the area. Standard Caltrans and LADOT traffic signal warrant calculations were prepared for the Figueroa Place/I-110 Southbound Off-Ramp intersection. The determination of whether the installation of a traffic signal is warranted was based on criteria set forth in Chapter 4C of the MUTCD 2003 California Supplement, July 21, 2010 and the City of Los Angeles Manual of Policies and Procedures, October 2005. The traffic signal warrant calculations were based on future forecast peak traffic volumes.

The Peak Hour Volume Warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The Peak Hour Volume warrant is satisfied when the plotted point, representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) for one hour of an average day, falls above the curve in Figure 4C-4 and Figure D for the applicable number of approach lanes.

The plotted points under the future with project conditions for the AM and PM peak hours lie above the applicable curve. Therefore, Warrant 3 is satisfied for the Figueroa Place/I-110 Southbound Off-Ramp intersection. It is noted that the I-110 Southbound Off-Ramp intersection at Figueroa Place is within Caltrans' jurisdiction and therefore implementation of the voluntary installation of a traffic signal at the Figueroa Place/I-110 Southbound Off-Ramp intersection may be outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result. The traffic signal warrants

(i.e., Figure 4C-4 and Figure D), as contained in the MUTCD 2003 California Supplement and the City of Los Angeles Manual of Policies and Procedures, are provided in *Appendix G*.

Intersection No. 51 Figueroa Street/I-110 Northbound On-Ramp (north of Pacific Coast Highway)

The recommended mitigation consists of modifying the southbound approach on Figueroa Street at the I-110 Northbound On-Ramp to accommodate the installation of a right-turn only lane. To accommodate the proposed right-turn-lane, the existing median and traffic control equipment would be modified and the roadway striping would be adjusted as needed. As shown in *Figure 13-1*, the resulting lane configuration at the southbound approach would provide two through lanes and one right-turn lane. As shown in *Table 9-2*, the mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

It is noted that the I-110 Northbound On-Ramp at Figueroa Street (north of Pacific Coast Highway) is within Caltrans' jurisdiction and therefore implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 52: Figueroa Street/Pacific Coast Highway

The recommended mitigation consists of modifying the lane assignments on the westbound approach on Pacific Coast Highway at Figueroa Street to provide a fourth through lane on westbound Pacific Coast Highway. To accommodate the proposed lane assignments, the existing roadway striping would be adjusted as needed. As shown in *Figure 13-1*, the resulting lane configuration at the westbound approach would provide one left-turn lane, three through lanes, and one shared through/right-turn lane. As shown in *Table 9-2*, the mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

It is noted that Pacific Coast Highway is within Caltrans' jurisdiction and therefore implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result.

Intersection No. 53: Figueroa Street/I-110 Northbound On-Ramp (north of Anaheim Street)

A traffic signal is proposed at the Figueroa Street/I-110 Northbound On-Ramp intersection (north of Anaheim Street) which is currently stop sign controlled. Standard Caltrans and LADOT traffic signal warrant calculations were prepared for the Figueroa Street/I-110 Northbound On-Ramp intersection. The determination of whether the installation of a traffic signal is warranted was based on criteria set forth in Chapter 4C of the MUTCD 2003 California Supplement, July 21, 2010 and the City of Los Angeles Manual of Policies and Procedures, October 2005. The traffic signal warrant calculations were based on future forecast peak hour traffic volumes. In addition, the

existing roadway striping at the northbound approach to the intersection would be adjusted based on discussions with LADOT staff. As shown in *Figure 13-1*, the resulting lane configuration at the northbound approach would provide one left-turn lane and one shared left-turn/through/right-turn lane.

The Peak Hour Volume Warrant is intended for application where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The Peak Hour Volume warrant is satisfied when the plotted point, representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) for one hour of an average day, falls above the curve in Figure 4C-4 and Figure D for the applicable number of approach lanes.

The plotted points under the future with project conditions for the AM and PM peak hours lie above the applicable curve. It is noted that the I-110 Northbound On-Ramp at Figueroa Street (north of Anaheim Street) is within Caltrans' jurisdiction and therefore implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency. Should Caltrans refuse to permit implementation of this feasible traffic mitigation measure, a residual, unmitigated traffic impact would result. Therefore, Warrant 3 is satisfied for the Figueroa Street/I-110 Northbound On-Ramp intersection (north of Anaheim Street). The traffic signal warrants (i.e., Figure 4C-4 and Figure D), as contained in the MUTCD 2003 California Supplement and the City of Los Angeles Manual of Policies and Procedures, are included in *Appendix G*.

The effectiveness of this mitigation measure was assessed through completion of the intersection capacity analyses that assume implementation of the recommended project mitigation measure. As shown in *Table 9-2*, the proposed mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels.

Intersection No. 54: Figueroa Street/Anaheim Street

The recommended mitigation consists of the modifying the westbound approach on Anaheim Street at Figueroa Street to accommodate the installation of a right-turn only lane. To accommodate the proposed right-turn lane, the north side of Anaheim Street would need to be widened by approximately 10 feet to accommodate a 120-foot long turn pocket. The resulting lane configuration at the westbound approach would provide one left-turn lane, two through lanes, and one right-turn lane. As shown in *Table 9-2*, this mitigation measure is anticipated to reduce the forecast Ponte Vista at San Pedro project impacts to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

13.2 Summary of Cumulative Mitigation – Los Angeles County Analysis

The traffic analyses in the previous section determined that development of the cumulative development projects is anticipated to result in significant impacts at four intersections located within unincorporated Los Angeles County. The recommended cumulative traffic mitigation program developed for these projects includes physical roadway improvements and funding of traffic signal improvements. Pursuant to the County of Los Angeles methodology, the project would be required to participate on a fair share basis towards implementation of these measures to mitigate cumulative traffic impacts. The following paragraphs summarize the recommended cumulative transportation mitigation measures.

Intersection No. 32: Normandie Avenue/Sepulveda Boulevard

The recommended cumulative mitigation consists of installation of the County's traffic signal synchronization system for the Normandie Avenue/Sepulveda Boulevard intersection. Similar to the City of Los Angeles ATSAC/ATCS system, the County's synchronization system provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software. It is assumed that the system upgrade reduces the critical *v/c* ratios by 10 percent (0.10). As shown in *Table 12-2*, this cumulative mitigation measure is anticipated to reduce the forecast cumulative impacts at the subject study intersection to less than significant levels.

It is noted that this intersection is located in the County of Los Angeles and is, therefore, outside the jurisdiction of the Lead Agency. Should the County of Los Angeles refuse to permit implementation of these feasible cumulative traffic mitigation measures, a residual, unmitigated cumulative traffic impact would result.

Intersection No. 33: Normandie Avenue/Lomita Boulevard

The recommended cumulative mitigation consists of modifying the northbound approach on Normandie Avenue at Lomita Boulevard to accommodate the installation of a second left-turn lane. To accommodate the proposed second left-turn lane, the existing raised median on Normandie Avenue, south of Lomita Boulevard, would need to be removed. It is noted that the northbound approach on Normandie Avenue can be modified to include continuation of the existing bicycle lane and the second northbound left-turn only lane. The resulting lane configuration at the northbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. As shown in *Table 12-2*, this cumulative mitigation measure is anticipated to reduce the forecast cumulative impacts at the subject study intersection to less than significant levels. A conceptual drawing of the proposed mitigation is provided in *Appendix G*.

It is noted that this intersection is located in the County of Los Angeles and is, therefore, outside the jurisdiction of the Lead Agency. Should the County of Los Angeles refuse to permit implementation of these feasible cumulative traffic mitigation measures, a residual, unmitigated cumulative traffic impact would result.

Intersection No. 44: Vermont Avenue/Sepulveda Boulevard

The recommended cumulative mitigation consists of modifying the northbound and southbound approaches on Vermont Avenue at Sepulveda Boulevard to accommodate the installation of a second northbound right-turn lane. To accommodate the proposed second right-turn lane at the northbound approach, the existing raised median on Vermont Avenue, south of Sepulveda Boulevard, would need to be removed and the existing raised median on Vermont Avenue, north of the intersection, would need to be modified. The resulting lane configuration at the northbound approach would provide one left-turn lane, two through lanes, and two right-turn lanes. As shown in *Table 12-2*, this cumulative mitigation measure is anticipated to reduce the forecast cumulative impacts at the subject study intersection to less than significant levels. A conceptual drawing of the proposed cumulative mitigation is provided in *Appendix G*.

It is noted that this intersection is located in the County of Los Angeles and is, therefore, outside the jurisdiction of the Lead Agency. Should the County of Los Angeles refuse to permit implementation of these feasible cumulative traffic mitigation measures, a residual, unmitigated cumulative traffic impact would result.

Intersection No. 45: Vermont Avenue/Lomita Boulevard

The recommended cumulative mitigation consists of modifying the eastbound approach on Lomita Boulevard, west of Vermont Avenue, to accommodate the installation of a second left-turn lane. To accommodate the proposed second left-turn lane, the existing raised median on Lomita Boulevard, west of Vermont Avenue, would need to be removed and the striping on the east leg of the intersection would need to be modified. The resulting lane configuration at the eastbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. It is noted that a traffic signal modification would likely be required to accommodate this recommended mitigation measure. As shown in *Table 12-2*, these cumulative mitigation measures are anticipated to reduce the forecast cumulative impacts at the subject study intersection to less than significant levels. If implemented, these improvements are anticipated to reduce the forecast cumulative impacts at the subject study intersection to less than significant levels.

It is noted that this intersection is located in the County of Los Angeles and is, therefore, outside the jurisdiction of the Lead Agency. Should the County of Los Angeles refuse to permit implementation of these feasible cumulative traffic mitigation measures, a residual, unmitigated cumulative traffic impact would result.

13.2.1 *Los Angeles County Fair Share Analysis*

The methodology and the calculations of the project's pro-rata percentage at the study intersections that require cumulative improvement measures are summarized in ***Table 13-3***. The method used for these calculations is based on the weekday AM and PM peak hour, project generated traffic volumes on the approaches to each affected study intersection divided by the project plus other development (related) project's traffic volumes on those same approaches. It should be noted that neither existing

Table 13-3
PRO-RATA PERCENTAGE OF MITIGATION COSTS
CUMULATIVE IMPACTS - UNINCORPORATED LOS ANGELES COUNTY

Pro-Rata Percentage Methodology

The project's percentage share is derived by dividing project traffic by project plus other development (related) projects traffic. It should be noted that existing traffic volumes are not included in the calculations.

$$\frac{\text{Project Traffic}}{\text{Project + Other Related Projects Traffic}}$$

The following equation is provided to assist in calculating the project's pro-rata percentage to implement roadway mitigation improvement measures:

$$P = \frac{Vp}{Vp + (Vc - Ve)}$$

where:
- P = Project's pro-rate percentage of the cumulative mitigation improvement measures
- Vp = AM and PM Peak Hour volume at the intersection generated by the project
- Vc = Future Cumulative (other related projects) AM and PM Peak Hour traffic volume at the intersection
- Ve = Existing and Ambient Growth AM and PM Peak Hour traffic volume (must be subtracted when included in cumulative AM and PM Peak Hour traffic volume)

Unincorporated Los Angeles County Study Intersection(s) Calculations

	Intersection	AM and PM Traffic Volumes		Calculation	Percentage of Impact
32	Normandie Avenue & Sepulveda Boulevard	Vp = 38 Vc = 11,529 Ve = 10,427	I =	38 / (38) + (11,529 - 10,427) =	**3.3 %**
33	Normandie Avenue & Lomita Boulevard	Vp = 63 Vc = 9,731 Ve = 9,367	I =	63 / (63) + (9,731 - 9,367) =	**14.8 %**
44	Vermont Avenue & Sepulveda Boulevard	Vp = 44 Vc = 13,544 Ve = 12,552	I =	44 / (44) + (13,544 - 12,552) =	**4.2 %**
45	Vermont Avenue & Lomita Boulevard	Vp = 75 Vc = 9,072 Ve = 8,541	I =	75 / (75) + (9,072 - 8,541) =	**12.4 %**

traffic volumes nor ambient growth traffic volumes are included in the calculations. As shown in *Table 13-3*, the proposed project's fair share contribution toward the cumulative improvements is as follows:

- Intersection 32: Normandie Avenue/Sepulveda Boulevard = 3.3%
- Intersection 33: Normandie Avenue/Lomita Boulevard = 14.8%
- Intersection 44: Vermont Avenue/Sepulveda Boulevard = 4.2%
- Intersection 45: Vermont Avenue/Lomita Boulevard = 12.4%

13.3 Transportation Mitigation Measures Sequencing Plan

The project proposes a sequencing plan related to the implementation of the transportation mitigation measures recommended herein. Depending on market conditions and community needs, it is possible that the number and type of residential units (i.e., detached condominium, apartment or multi-family condominium) included in the project development program will be developed on a phased basis to meet future demand. Therefore, the purpose of the sequencing plan is to ensure that adequate mitigation measures from those identified are implemented to mitigate traffic impacts associated with new weekday PM peak hour trips with new project-related development as it actually takes place.

The implementation of transportation mitigation measures is planned to occur based on new weekday PM peak hour trips for three phases.

- Phase 1: Mitigation Required before 1 PM peak hour trip
- Phase 2: Mitigation Required before 151 PM peak hour trips
- Phase 3: Mitigation Required before 301 PM peak hour trips
- Project Build-Out: Mitigation Required before 451 PM peak hour trips

Thus, as outlined above, the Phase 1 mitigation would accommodate between 1 and 150 new PM peak hour trips (and proportional AM peak hour and Saturday peak hour trips) generated by the site. Similarly, Phase 2 mitigation would accommodate between 151 and 300 new PM peak hour trips generated by the site, etc. A summary of the sequencing plan Phase 1, Phase 2 and Phase 3 trip generation forecasts is provided in ***Appendix H*** (refer to *Appendix Table H-1*).

Traffic impact analyses prepared for the 56 study intersections using the LADOT CMA methodology and application of the City of Los Angeles significant traffic impact criteria were prepared for all four mitigation sequencing plan phases (i.e., Phases 1, 2 and 3 as well as project build-out). Summaries of the *v/c* ratios LOS values for the study intersections by sequencing plan phase are contained in *Appendix H* (refer to *Appendix Tables H-2*, *H-3* and *H-4* for sequencing plan

Phases 1, 2 and 3, respectively). As previously discussed, summaries of the *v/c* ratios LOS values for the study intersections for project build-out are contained in *Tables 9-1* and *9-2*. A summary of intersection impacts under the mitigation sequencing plan is provided by phase and PM peak hour trips in ***Table 13-4***. As indicated in *Table 13-4*, a total of 5 intersections is forecast to be impacted under Phase 1 (i.e., required for implementation prior to 1 new PM peak hour trip), a total of 9 intersections is forecast to be impacted under Phase 2 (i.e., required for implementation prior to 151 new PM peak hour trips), and a total of 16 intersections is forecast to be impacted under Phase 3 (i.e., required for implementation prior to 301 new PM peak hour trips).

Table 13-4
SUMMARY OF IMPACTS BY MITIGATION SEQUENCING PLAN PHASING

INT. NO.	LOCATION	IMPACTED INTERSECTIONS BY SEQUENCING PLAN PHASE			
		PHASE 1: 1 PM TRIP TO 150 PM TRIPS	PHASE 2: 151 PM TRIPS TO 300 PM TRIPS	PHASE 3: 301 PM TRIPS TO 450 PM TRIPS	BUILD-OUT: 451 PM TRIPS TO 699 PM TRIPS
6	Crenshaw Boulevard/ Pacific Coast Highway	----	----	----	YES
7	Crenshaw Boulevard/ Palos Verdes Drive North	----	----	YES	YES
12	Western Avenue/ Lomita Boulevard	----	YES	YES	YES
13	Western Avenue/ Pacific Coast Highway	YES	YES	YES	YES
15	Western Avenue/ Palos Verdes Drive North	YES	YES	YES	YES
16	Western Avenue/ Peninsula Verde Drive	YES	YES	YES	YES
19	Western Avenue/ Fitness Drive	----	----	----	YES
20	Western Avenue/ Westmont Drive	----	YES	YES	YES
23	Western Avenue/ Capitol Drive	----	----	YES	YES
26	Western Avenue/ Summerland Avenue	----	----	----	YES
36	Vermont Avenue-Palos Verdes Drive North -Gaffey Street/Anaheim Street	----	YES	YES	YES
37	Gaffey Street/ Westmont Drive	----	YES	YES	YES
41	Gaffey Street/ Summerland Avenue	----	----	YES	YES
44	Vermont Avenue/ Sepulveda Boulevard	----	----	----	YES
46	Vermont Avenue/ Pacific Coast Highway	----	----	YES	YES
49	Figueroa Place/ Anaheim Street (includes Int. No. 48)	YES	YES	YES	YES
51	Figueroa Street/ I-110 Northbound On-Ramp (north of PCH)	----	----	YES	YES
52	Figueroa Street/ Pacific Coast Highway	----	----	YES	YES
53	Figueroa Street/ I-110 NB On-Ramp (north of Anaheim Street)	YES	YES	YES	YES
54	Figueroa Street/ Anaheim Street	----	----	YES	YES

14.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, October 2010.

14.1 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

CMP Station	Intersection
Int. No. 45	Gaffey Street/9th Street (Study Int. No. 43)
Int. No. 56	Figueroa Street/Pacific Coast Highway (Study Int. No. 52)
Int. No. 58	Western Avenue/Pacific Coast Highway (Study Int. No. 13)
Int. No. 84	Western Avenue/9th Street (Study Int. No. 29)
Int. No. 128	Western Avenue/Toscanini Drive (Study Int. No. 21)
Int. No. 150	Hawthorne Boulevard/Sepulveda Boulevard (Study Int. No. 1)
Int. No. 151	Crenshaw Boulevard/Pacific Coast Highway (Study Int. No. 6)
Int. No. 152	Hawthorne Boulevard/Pacific Coast Highway (Study Int. No. 2)
Int. No. 156	Western Avenue/Sepulveda Boulevard (Study Int. No. 11)

The CMP traffic impact assessment guidelines require that intersection monitoring locations must be examined for potential CMP traffic impacts if the proposed project will add 50 or more trips to a CMP monitoring location during either the AM or PM weekday peak hours. As shown in *Figures 7-2* and *7-3*, the proposed project is forecast to add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Thus, a review of the potential impacts at the CMP intersection monitoring locations that are part of the CMP highway system is provided herein.

The CMP TIA significance criteria indicates that a significant impact occurs when the proposed project's traffic increases demand at a CMP arterial monitoring location by 2 percent of capacity (i.e., *v/c* increase > or equal to 0.02), causing the location to operate at LOS F (*v/c* >1.00). Under CMP TIA criteria, a project would not have significant impact if the analyzed monitoring location is operating at LOS E or better after the addition of project traffic.

The nine CMP monitoring intersections were evaluated using the ICU method of analysis that determines *v/c* ratios on a critical lane basis. As previously discussed, the overall intersection *v/c* ratio is subsequently assigned a LOS value to describe intersection operations in the ICU methodology. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the ICU method and corresponding Level of Service is provided in ***Appendix I***.

As shown in ***Table 14-1***, the Western Avenue/Pacific Coast Highway CMP monitoring intersection is anticipated to be significantly impacted by the proposed project applying the CMP TIA significant impact criteria. However, the mitigation measures described in Section 13.0 for the Western Avenue/Pacific Coast Highway (Study Intersection No. 13) intersection are anticipated to reduce the forecast project-related impact to less than significant levels. Therefore, no residual CMP traffic impacts due to the proposed project are anticipated at the CMP monitoring intersections. Copies of the CMA data worksheets for the CMP monitoring intersections are provided in *Appendix I*.

14.2 Freeways

Four CMP freeway monitoring locations in the project vicinity have been identified:

CMP Station	Segment
Seg. No. 1045	I-110 Freeway at Wilmington Boulevard south of C Street
Not Applicable[13]	I-110 Freeway north of Sepulveda Boulevard
Seg. No. 1067	I-405 Freeway south of I-110 Freeway
Seg. No. 1068	I-405 Freeway north of Inglewood Avenue

The CMP TIA guidelines require that freeway monitoring locations must be examined for CMP traffic impacts if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. However, as shown in ***Table 14-2***, the proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential CMP traffic impacts to freeway monitoring locations that are part of the CMP highway system is required.

[13] Although the I-110 Freeway north of Sepulveda Boulevard freeway segment is not identified in the CMP as a monitoring station, this segment was identified for review based on the distribution and assignment of forecast project-related trips.

Table 14-1
CMP MONITORING LOCATION - SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

			[1]		[2]				[3]				[4]		[5]		[6]				[7]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2010 EXISTING V/C	LOS	YEAR 2010 EXISTING W/PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	YEAR 2010 EXIST. W/PROJ MITIGATION V/C	LOS	CHANGE V/C [(3)-(1)]	MITI-GATED	YEAR 2017 W/ AMBIENT GROWTH V/C	LOS	YEAR 2017 FUTURE PRE-PROJECT V/C	LOS	YEAR 2017 W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(6)-(5)]	SIGNIF. IMPACT	YEAR 2017 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(7)-(5)]	MITI-GATED
1	Hawthorne Boulevard/ Sepulveda Boulevard	AM	0.749	C	0.750	C	0.001	NO	0.750	C	0.001	---	0.801	D	0.860	D	0.861	D	0.001	NO	0.861	D	0.001	---
		PM	0.854	D	0.854	D	0.000	NO	0.854	D	0.000	---	0.913	E	1.003	F	1.003	F	0.000	NO	1.003	F	0.000	---
2	Hawthorne Boulevard/ Pacific Coast Highway	AM	0.832	D	0.836	D	0.004	NO	0.836	D	0.004	---	0.890	D	0.997	E	1.002	F	0.005	NO	1.002	F	0.005	---
		PM	0.808	D	0.810	D	0.002	NO	0.810	D	0.002	---	0.865	D	0.971	E	0.973	E	0.002	NO	0.973	E	0.002	---
6	Crenshaw Boulevard/ Pacific Coast Highway	AM	0.993	E	0.995	E	0.002	NO	0.995	E	0.002	---	1.062	F	1.111	F	1.113	F	0.002	NO	1.113	F	0.002	---
		PM	1.035	F	1.042	F	0.007	NO	1.042	F	0.007	---	1.108	F	1.235	F	1.242	F	0.007	NO	1.242	F	0.007	---
11	Western Avenue/ Sepulveda Boulevard	AM	0.890	D	0.895	D	0.005	NO	0.895	D	0.005	---	0.846	D	0.919	E	0.924	E	0.005	NO	0.924	E	0.005	---
		PM	0.963	E	0.967	E	0.004	NO	0.967	E	0.004	---	0.924	E	1.009	F	1.016	F	0.007	NO	1.016	F	0.007	---
13	Western Avenue/ Pacific Coast Highway	AM	0.953	E	0.986	E	0.033	NO	0.986	E	0.033	---	0.913	E	0.991	E	1.018	F	0.027	YES	0.964	E	-0.027	YES
		PM	0.919	E	0.963	E	0.044	NO	0.963	E	0.044	---	0.876	D	0.953	E	0.997	E	0.044	NO	0.930	E	-0.023	---
21	Western Avenue/ Toscanini Drive	AM	0.748	C	0.754	C	0.006	NO	0.754	C	0.006	---	0.800	C	0.824	D	0.829	D	0.005	NO	0.829	D	0.005	---
		PM	0.609	B	0.618	B	0.009	NO	0.618	B	0.009	---	0.651	B	0.677	B	0.686	B	0.009	NO	0.686	B	0.009	---
29	Western Avenue/ 9th Street	AM	0.583	A	0.583	A	0.000	NO	0.583	A	0.000	---	0.517	A	0.528	A	0.528	A	0.000	NO	0.528	A	0.000	---
		PM	0.706	C	0.707	C	0.001	NO	0.707	C	0.001	---	0.648	B	0.661	B	0.663	B	0.002	NO	0.663	B	0.002	---
43	Gaffey Street/ 9th Street	AM	0.812	D	0.813	D	0.001	NO	0.813	D	0.001	---	0.762	C	0.960	E	0.961	E	0.001	NO	0.961	E	0.001	---
		PM	0.737	C	0.741	C	0.004	NO	0.741	C	0.004	---	0.682	B	0.905	E	0.908	E	0.003	NO	0.908	E	0.003	---
52	Figueroa Street/ Pacific Coast Highway	AM	0.966	E	0.983	E	0.017	NO	0.983	E	0.017	---	0.927	E	1.045	F	1.062	F	0.017	NO	1.062	F	0.017	---
		PM	0.954	E	0.966	E	0.012	NO	0.966	E	0.012	---	0.914	E	1.019	F	1.031	F	0.012	NO	1.031	F	0.012	---

Table 14-2
CMP FREEWAY SEGMENT ANALYSIS

CMP STATION	FREEWAY SEGMENT	PEAK HOUR	DIRECTION	PROJECT TRIP ENDS	CMP FREEWAY TIA THRESHOLD (TRIPS)	CMP FREEWAY TIA REQUIRED?
1045	I-110 Freeway at Wilmington Boulevard south of C Street (CMP Monitoring Location)	AM	NB	0	150	NO
			SB	6	150	NO
		PM	NB	0	150	NO
			SB	23	150	NO
[1]	I-110 Freeway, north of Sepulveda Boulevard	AM	NB	124	150	NO
			SB	30	150	NO
		PM	NB	65	150	NO
			SB	124	150	NO
1067	I-405 Freeway, south of I-110 @ Carson Scales (CMP Monitoring Location)	AM	NB	2	150	NO
			SB	9	150	NO
		PM	NB	9	150	NO
			SB	5	150	NO
1068	I-405 Freeway, north of Inglewood Avenue (CMP Monitoring Location)	AM	NB	50	150	NO
			SB	12	150	NO
		PM	NB	27	150	NO
			SB	50	150	NO

[1] Although this segment is not identified in the CMP as a monitoring station, the segment was identified for review based on the distribution and assignment of forecast project-related trips.

14.3 Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed project. It is noted that the CMP does not provide threshold of significance criteria for transit impacts. Therefore, this transit impact review is provided for informational purposes.

The project trip generation, as shown in *Table 7-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 26 new transit trips (5 inbound trips and 23 outbound trips) during the weekday AM peak hour. During the PM peak hour, the proposed project is forecast to generate demand for 34 new transit trips (22 inbound trips and 12 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a demand of 366 daily transit trips. The calculations are as follows:

- AM Peak Hour Trips = 571 × 1.4 × 0.035 = 28 Transit Trips
- PM Peak Hour Trips = 699 × 1.4 × 0.035 = 34 Transit Trips
- Daily Trips = 7,468 × 1.4 × 0.035 = 366 Transit Trips

It is anticipated that the existing transit service in the project area will adequately accommodate the project generated transit trips. Based on the existing transit services provided in the project area, there are currently 14 buses per hour serving the project site during the AM peak hour and 12 buses per hour serving the project site during the PM peak hour. Thus, the project will add approximately two new transit riders per bus during the AM peak hour and two to three new transit riders per bus during the PM peak hour. Given the relatively few number of generated transit trips generated during the peak hours, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

While not required to mitigate potential traffic impacts, the following improvements and steps are recommended to enhance public transit service at the project site:

- In conjunction with the street widening of Western Avenue adjacent to the project site, provide a bus turnout lane and bus stop facilities (shelter, schedule information) at bus stops adjacent to the project site.

Coordinate with LADOT to potentially extend the existing San Pedro DASH route northerly on Western Avenue to serve the project site. If necessary, the project should provide appropriate turnaround facilities to allow the DASH vehicles to utilize the project site as an end point on the route.

15.0 CALTRANS FREEWAY ANALYSIS

As requested by Caltrans, additional traffic analysis of the project's potential impacts on the I-110 Freeway was conducted per guidelines documented in Caltrans' *Guide for the Preparation of Traffic Impact Studies*, June 2001. In accordance with the Caltrans guidelines, the "Operational Analysis" method from the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000) was utilized to perform the freeway analysis. The HCM freeway operation analysis method determines the passenger car per mile per lane (pc/mi/ln) density on the freeway segment. The HCM freeway analysis worksheets are contained in ***Appendix J***.

The following two freeway segments were analyzed using the Caltrans guidelines:

- I-110 Freeway at Wilmington Boulevard, south of C Street
- I-110 Freeway north of Sepulveda Boulevard

Year 2009 traffic counts for the two subject I-110 Freeway segments were obtained from the Caltrans *2009 Traffic Volumes on California State Highways*, 2010. The year 2009 traffic count data were adjusted upward by 0.64% per year to reflect year 2010 conditions. The derived year 2010 traffic counts were adjusted upward by 0.51% per year to reflect year 2017 conditions.

As shown in ***Table 15-1***, the I-110 Freeway at Wilmington Boulevard is currently operating at LOS B in the northbound and southbound directions during the weekday AM and PM peak hours. The I-110 Freeway north of Sepulveda Boulevard is operating at LOS D in the northbound direction and LOS C in the southbound direction during the weekday AM peak hour. During the weekday PM peak hour, the I-110 Freeway north of Sepulveda Boulevard is operating at LOS C in the northbound direction and LOS D in the southbound direction. The addition of project generated traffic to the analyzed freeway segments under the "Existing With Project" conditions is expected to nominally increase the density between 0.1 and 0.7 pc/mi/ln during the weekday AM and PM peak hours. It is anticipated that the proposed project would not generate any significant impacts on the analyzed freeway segments in the Existing With Project scenario. The freeway segments are projected to continue operating at the same LOS as described in the existing conditions with the addition of project generated traffic to the analyzed freeway segments.

As also shown in *Table 15-1*, the I-110 Freeway at Wilmington Boulevard is forecast to operate at LOS B in both directions during the weekday AM and PM peak hours in the future pre-project condition (i.e., Year 2017 With Ambient Growth scenario). The I-110 Freeway north of Sepulveda Boulevard is forecast to operate at LOS D in the northbound direction and LOS C in the southbound direction during the weekday AM peak hour in the future pre-project condition. During the weekday PM peak hour, the I-110 Freeway north of Sepulveda Boulevard is forecast to operate at LOS C in the northbound direction and LOS D in the southbound direction in the future pre-project condition. The addition of project generated traffic to the analyzed freeway segments under the "Year 2017 With Proposed Project" conditions is expected to nominally increase the density between 0.1 and 0.9 pc/mi/ln during the weekday AM and PM peak hours. It is anticipated that the proposed project

Table 15-1
CALTRANS FREEWAY SEGMENT ANALYSIS

CMP STATION	FREEWAY SEGMENT	PEAK HOUR	DIR	LANES	YEAR 2010 EXISTING [1] VOLUME	DENSITY	LOS	YEAR 2010 EXISTING WITH PROJECT PROJECT TRIP ENDS	VOLUME	DENSITY	LOS	DENSITY INCREASE WITH PROJECT	SIGNIF. PROJECT IMPACT?	YEAR 2017 WITH AMBIENT GROWTH [2] VOLUME	DENSITY	LOS	YEAR 2017 WITH PROPOSED PROJECT PROJECT TRIP ENDS	VOLUME	DENSITY	LOS	DENSITY INCREASE WITH PROJECT	SIGNIF. PROJECT IMPACT?
1045	I-110 Freeway at Wilmington Bld. south of C Street	AM	NB	4	4,309	15.7	B	0	4,309	15.7	B	0.0	NO	4,463	16.4	B	0	4,463	16.4	B	0.0	NO
			SB	4	3,176	11.6	B	6	3,182	11.6	B	0.0	NO	3,289	12.1	B	6	3,295	12.1	B	0.0	NO
		PM	NB	4	2,899	10.6	A	0	2,899	10.6	A	0.0	NO	3,002	11.0	B	0	3,002	11.0	B	0.0	NO
			SB	4	4,149	15.1	B	23	4,172	15.2	B	0.1	NO	4,297	15.8	B	23	4,320	15.9	B	0.1	NO
[3]	I-110 Freeway north of Sepulveda Blvd.	AM	NB	4	7,817	30.7	D	124	7,941	31.5	D	0.8	NO	8,096	33.0	D	124	8,220	33.9	D	0.9	NO
			SB	4	6,013	22.0	C	30	6,043	22.1	C	0.1	NO	6,228	23.1	C	30	6,258	23.2	C	0.1	NO
		PM	NB	4	5,441	19.8	C	65	5,506	20.1	C	0.3	NO	5,635	20.8	C	65	5,700	21.0	C	0.2	NO
			SB	4	7,421	28.4	D	124	7,545	29.1	D	0.7	NO	7,686	30.3	D	124	7,810	31.1	D	0.8	NO

[1] Based on year 2009 volumes provided in "2009 Traffic Volumes on California State Highways", Caltrans, May 2009. The year 2009 volumes were increased by an ambient growth rate of 0.64% per year to reflect year 2010 existing conditions.
[2] Based on the CMP traffic volume growth factors for the Palos Verde area, an ambient growth rate of 0.51% per year was used to derive the year 2017 volume.
[3] Although this segment is not identified in the CMP as a monitoring station, the segment was identified for review based on the distribution and assignment of forecast project-related trips.

would not generate any significant impacts on the analyzed freeway segments in the Year 2017 With Proposed Project scenario. The freeway segments are projected to continue operating at the same LOS as described in the future pre-project conditions with the addition of project generated traffic to the analyzed freeway segments.

The Caltrans Guidelines do not recommend a significance threshold for purposes of assessing the potential traffic impacts of development projects to the state highway system. However, the City of Los Angeles (i.e., the Lead Agency) has adopted the CMP thresholds for purposes of reviewing the significance of project-related traffic impacts on freeway segments. As shown in *Table 15-1*, the I-110 Freeway analyzed segments are forecast to operate at LOS D or better in future with project conditions, which is considered acceptable under the CMP significance thresholds. Therefore, this analysis of freeway segments using the analysis procedures recommended in the Caltrans guidelines reiterates the previous finding of a less than significant traffic impact to the freeway segments due to the proposed project.

16.0 CONCLUSIONS

This traffic analysis for the proposed Ponte Vista project has been prepared to identify and evaluate the potential traffic impacts for the proposed Ponte Vista at San Pedro project. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that 20 of the 56 study intersections are anticipated to the significantly impacted by the proposed project. Incremental but not significant impacts are noted at the remaining study intersections. Project-related mitigation measures have been recommended for the forecast impacted study intersections to reduce the forecast combined effects of the Ponte Vista project, including the relocation of the Mary Star High School access point, to less than significant levels.

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APPENDIX NO. 5
Infrastructure Plans and Programs



UTILITY LEGEND

- PARCEL LINE
- PRIVATE ACCESS/PRIVATE UTILITY EASEMENT
- LOT LINE
- STREET EASEMENT
- CENTER LINE
- PROPOSED WATER LINE
- PROPOSED STORM DRAIN LINE
- PROPOSED 12x7 BOX CULVERT
- PROPOSED SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED FIRE HYDRANT
- DIRECTION OF FLOW

PROPOSED UTILITIES

NO.	REVISIONS	APP'D.	DATE

FUSCOE ENGINEERING
600 Wilshire, Suite 1470 Los Angeles, California 90017
tel 213.988.8802 • fax 213.988.8803 • www.fuscoe.com

REGISTERED PROFESSIONAL ENGINEER — ANDREW JEFFERSON WILLIAMS — No. C49881 — Exp. 09/30/14 — CIVIL — STATE OF CALIFORNIA

Name Date

VESTING TENTATIVE TRACT MAP TRACT NO. 71886

PROPOSED UTILITIES

DRAWN:	MN
DESIGN:	MN
CHECKED:	AW
SCALE:	AS SHOWN
JOB NO.:	1108.01
DATE:	09/25/13

SHEET 10 OF 13

APPENDIX NO. 6
Preliminary Grading Plan

PRELIMINARY EARTHWORK:

RAW CUT	339,000 C.Y.	RAW FILL	373,000 C.Y.
		SHRINKAGE ON FILL (5%)	17,000 C.Y.
"O/X" (5' ACROSS 30 ACRES)	243,000 C.Y.	REPLACE "O/X" (5')	243,000 C.Y.
CLEAR & GRUB	68,000 C.Y.	SHRINKAGE ON "O/X" (7%)	17,000 C.Y.
UTILITY & LOT TRIMMINGS	50,000 C.Y.	UTILITY & LOT TRIMMINGS	50,000 C.Y.
NET AVAILABLE CUT	700,000 C.Y.	TOTAL FILL REQUIRED	700,000 C.Y.
IMPORT (RAW)	0.00 C.Y.	IMPORT (RAW)	0.00 C.Y.

NOTE: EARTHWORK VALUES SHOWN ABOVE ARE PRELIMINARY AND FOR PERMITTING PURPOSES ONLY.

LEGEND & ABBREVIATIONS

- PARCEL BOUNDARY
- ADJOINING PARCEL BOUNDARY
- LOT LINE
- CENTER LINE
- EASEMENT LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- RETAINING WALL
- CUT/FILL LINE
- EX EXISTING
- FS FINISHED SURFACE
- FL FLOW LINE
- GB GRADE BREAK
- HP HIGH POINT
- TW TOP OF WALL
- FF FINISHED FLOOR
- PL PROPERTY LINE
- CUT AREA
- FILL AREA

GREEN HILLS MEMORIAL PARK (CEMETERY)

GREEN HILLS DRIVE

WESTERN AVENUE

TR 24436 RESIDENTIAL

POR. LOT 1 TR 3192 OPEN SPACE

POR. LOT 2 TR 3192 OPEN SPACE

REDONDELA DRIVE

AVENIDA APRENDA

TAPER AVE (PRIVATE ROAD)

LOT 233, LOTS 1-69, LOT 234, LOT 235, LOTS 70-99, LOT 232, LOTS 130-149, LOT 236, LOTS 100-129, LOT 231, LOT 230, LOT 209, LOT 216, LOT 210, LOTS 150-208, LOT 229, LOT 237, LOT 211, LOT 215, LOT 226, LOT 227, LOT 240, LOT 212, LOT 214, LOT 217, LOT 219, LOT 225, LOT 228, LOT 218, LOT 224, LOT 223, LOT 213, LOT 220, LOT 221, LOT 238, LOT 222, LOT 239

'A' ST (PRIVATE), 'B' ST (PRIVATE), 'C' ST (PRIVATE), 'D' ST (PRIVATE), 'E' ST (PRIVATE), 'F' ST (PRIVATE), 'G' ST (PRIVATE), 'H' ST (PRIVATE), 'I' ST (PRIVATE), 'J' ST (PRIVATE), 'K' ST (PRIVATE), 'L' ST (PRIVATE), 'M' ST (PRIVATE), 'N' ST (PRIVATE), 'O' ST (PRIVATE)

TR 34044–C, TR 61830–C, TR 45060, TR 27865–C, TR 29817–C

N

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch = 100 ft.

PRELIMINARY GRADING

NO.	REVISIONS	APP'D.	DATE

FUSCOE ENGINEERING
600 Wilshire, Suite 1470,Los Angeles, California 90017
tel 213.988.8802 ◦ fax 213.988.8803 ◦ www.fuscoe.com

REGISTERED PROFESSIONAL ENGINEER — ANDREW JEFFERSON WILLIAMS — No.C49881 — Exp. 09/30/14 — CIVIL — STATE OF CALIFORNIA

Name Date

VESTING TENTATIVE TRACT MAP TRACT NO. 71886

PRELIMINARY GRADING

DRAWN:	MN
DESIGN:	MN
CHECKED:	AW
SCALE:	AS SHOWN
JOB NO.:	1108.01
DATE:	09/25/13

SHEET 8 OF 13

P:\PROJECTS\1108\01\ENG\ENTITLEMENTS\TENTATIVE TRACT MAP\1108011MOBGR.DWG (09-25-13 6:04:53PM) Plotted by: Nora Jimenez

APPENDIX NO. 7
Mitigation Monitoring and Reporting Program

V. MITIGATION MONITORING AND REPORTING PROGRAM

A. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring and Reporting Program).

Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting):

15097. MITIGATION MONITORING OR REPORTING.

> *(a) This section applies when a public agency has made the findings required under paragraph (1) of subdivision (a) of Section 15091 relative to an EIR or adopted a mitigated negative declaration in conjunction with approving a project. In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.*

The City of Los Angeles is the Lead Agency for the Project. Any agency listed below is assumed to be within the City of Los Angeles, unless its jurisdiction is listed separately.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor implementation of the mitigation measures identified for the Project. The MMRP is subject to review and approval by the Lead Agency as part of the certification of the EIR and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the Draft EIR and Final EIR, with an accompanying identification of the following:

- Monitoring Phase, the phase of the Project during which the mitigation measure shall be monitored;
    - Pre-Construction, including the design phase
    - Construction
    - Pre-Occupancy (prior to issuance of a Certificate of Occupancy)
    - Occupancy (post-construction)
- Enforcement Agency, the agency with the power to enforce the mitigation measure; and

- Monitoring Agency, the agency to which reports including feasibility, compliance, implementation, and development are made.
- Monitoring Frequency, the frequency at which the mitigation measure shall be monitored.
- Action(s) Indicating Compliance, the action(s) of which the Enforcement or Monitoring Agency indicates that compliance with the identified mitigation measure has been implemented.

The Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted. The MMRP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

Program Modification

After review and approval of the MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made by the Applicant or its successor(s) subject to approval by the City of Los Angeles. This flexibility is necessary due to the nature of the MMRP, and the need to protect the environment with a workable program. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

B. MITIGATION MONITORING AND REPORTING PROGRAM

Section IV.A. Impacts Found to be Less Than Significant

No mitigation measures required.

Section IV.B. Aesthetics

No mitigation measures required.

Section IV.C. Air Quality

AQ-1 The following equipment specifications shall be implemented for construction activity, consistent with recent SCAQMD recommendations.[1] If these exact specifications cannot be feasibly

[1] *Based on a review of SCAQMD Project-level comment letters published in 2011;*

attained, the Project Applicant shall include a comparable measure demonstrating an equivalent effectiveness at reducing construction related air quality emissions.

- Three excavators shall meet Tier 3 off-road emissions standards;
- One grader shall meet Tier 3 off-road emissions standards;
- Two scrapers shall meet Tier 3 off-road emissions standards; and
- Six rubber-tired dozers shall meet Tier 3 off-road emissions standards and Diesel Particulate Filters (DPF) Level 2.[2]

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Quarterly, during the time the listed equipment will be used

Action Indicating Compliance: Compliance report submitted by contractor

AQ-2 The Project Applicant shall ensure that construction contractors use super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than ten grams per liter).[3]

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, for each phase of development

Action Indicating Compliance: Compliance report submitted by contractor prior to use

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http://www.aqmd.gov/ceqa/letters.html, accessed April 13, 2011.

[2] *SCAQMD off-road mitigation measures; http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/TableII.xls; and http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/TableIII.doc; accessed April 13, 2011.*

[3] *SCAQMD, Super-Compliant Architectural Coatings Manufacturers and Industrial Maintenance Coatings List, http://www.aqmd.gov/prdas/Coatings/super-compliantlist.htm.*

AQ-3 The Project shall provide electric outlets on residential balconies and common areas for electric barbeques to the extent that such uses are permitted on balconies and common areas per the Covenants, Conditions and Restrictions recorded for the property.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, for each phase of development

Action Indicating Compliance: Compliance report submitted by contractor prior to use

AQ-4 The Project shall use electric lawn mowers and leaf blowers, and electric or alternatively fueled sweepers with HEPA filters, for maintenance of the Project.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Annual

Action Indicating Compliance: Compliance report submitted by Project Homeowners Association

Section IV.D. Biological Resources

BIO-1 Potential impacts to nesting birds, migratory birds, and raptors shall be avoided either by scheduling grading, vegetation removal and demolition during the non-nesting period (August 30th through February 14th), or if this is not feasible, by conducting a pre-construction survey for raptor nests and avoiding disturbance of active nests. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:

- If grading or vegetation removal is scheduled during the active nesting period (February 15th through August 31st), a qualified wildlife biologist shall conduct a pre-construction raptor and nesting bird survey no more than 30 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity.

- If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFW and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A nest-setback zone of at least 300 feet for all raptors and 100 feet for loggerhead shrike and other non-raptors shall be established within which all construction-related disturbances shall be prohibited. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel restricted from the area.

- If permanent avoidance of the nest is not feasible, impacts shall be minimized by prohibiting disturbance within the nest-setback zone until a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from the nest are foraging independently and capable of independent survival at an earlier date.

- A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the City prior to initiation of grading in any nest-setback zone.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: California Department of Fish and Wildlife

Monitoring Frequency: Once, prior to grading or vegetation removal, if grading or vegetation removal is scheduled during the active nesting period (February 15th through August 31st), and at any time, in the event that avoidance of a nest becomes infeasible during grading or vegetation removal.

Action Indicating Compliance: Survey report by qualified biologist

BIO-2 Prior to issuance of a demolition or grading permit, the Project Applicant shall have a qualified biologist conduct Phase 3 entry surveys within the interior of all buildings at the Project Site identified as having a high to moderate potential to provide bat roost habitat. These surveys shall involve accessing the attic and other areas (if warranted) to look for evidence of bats and utilizing heterodyne-style bat detectors to aid in the acoustic detection and identification of potentially roosting bats.

If bats or bat sign are not encountered during the Phase 3 surveys, the buildings shall be daylighted prior to demolition. Daylighting includes removal of substantial portions of the roof to create a well-lit, well-ventilated attic preventing bats from establishing in these buildings. Daylighting shall occur under the supervision of a qualified biologist at least 48 hours prior to

building demolition. If bats are encountered during daylighting, all disturbance activities within the structure and within 200 feet shall be halted until: (a) the roost is vacated, or (b) a qualified biologist has coordinated with CDFW to develop alternative impact avoidance measures, up to and including bat removal.

If bats or bat sign are encountered during Phase 3 Surveys, the qualified biologists shall leave the building immediately to avoid further disturbance to roosting bats and conduct an emergence survey. Emergence surveys shall be conducted at dusk to determine where bats are exiting the building. Emergence surveys shall be conducted to determine the ingress/egress location, estimate the approximate number of bats using the roost, and identify the species occupying the roost using an ultrasonic bat detector. Demolition of occupied roosts shall be postponed until appropriate exclusion and mitigation measures have been determined in consultation with CDFW. Examples of exclusion measures include one-way barriers installed at the ingress/egress site that allow bats to exit the roost but not return.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	California Department of Fish and Wildlife
Monitoring Frequency:	Once, prior to demolition or grading of each vacated housing structure Once, during an emergence survey if bats are encountered
Action Indicating Compliance:	Survey report by qualified biologist; final report upon completion of demolition

BIO-3 Palm trees at the Project Site shall have the dead frond skirts removed between October 1 and March 31 before being felled to avoid impacts to roosting Southwestern Yellow Bats. A qualified arborist shall supervise removal of palm frond skirts in a systematic manner beginning with the top fronds and working towards the base of the tree. If bats are encountered during this process, trimming should halt and remain halted until (a) the roost is confirmed to have been vacated by a qualified biologist, or (b) a qualified biologist has coordinated with CDFW to develop alternative measures up to and including bat removal from the trees.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	California Department of Fish and Wildlife

Monitoring Frequency: Daily, during removal of palm trees

Actions Indicating Compliance: Compliance report submitted by contractor;

Survey report and final report by qualified biologist, if bats are encountered

BIO-4 Prior to issuance of a grading permit, the Project Applicant shall enter into a Streambed Alteration Agreement or other documentation (satisfactory to CDFW) with CDFW to provide a 1:1 replacement of 0.86 acre of suitable streambed and associated riparian habitat either on-site as additional habitat creation, off-site either through habitat creation or purchase of credits in an approved mitigation bank in the Los Angeles Basin, or via a combination of these approaches.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: California Department of Fish and Wildlife

Monitoring Frequency: Once, prior to issuance of grading permit

Action Indicating Compliance: Streambed Alteration Agreement or other documentation to the satisfaction of the CDFW; submittal of same to Department of Building and Safety

Section IV.E.1. Cultural Resources – Archaeological Resources

CULT-1: A qualified archaeologist shall be present to monitor all ground-disturbing activities associated with the Project.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Daily, during ground-disturbing activities

Action Indicating Compliance: Quarterly compliance report submitted by qualified archaeologist

CULT-2: Prior to initiation of ground-disturbing activities, the archaeological monitor shall conduct a brief awareness training session for the benefit of all construction workers and supervisory personnel. The training, which could be held in conjunction with the Project's initial on-site safety meeting, shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the Project vicinity.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to ground-disturbing activities

Action Indicating Compliance: Compliance report submitted by qualified archaeologist

CULT-3: In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Daily, during ground-disturbing activities

Action Indicating Compliance: Quarterly compliance report submitted by contractor

Section IV.E.2. Cultural Resources - Paleontological Resources

CULT-4: Prior to ground disturbance, the vertebrate fossils observed at locality JLD102210-02 (see Appendix IV.E-2) shall be collected. A bulk sample of the matrix (approximately 2,000 pounds) containing the invertebrate specimens shall also be collected and screened. Following matrix sampling, this area shall be closely monitored during construction grading to ensure the recovery of any additional scientifically significant fossil specimens.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to ground-disturbing activities;

Daily, during ground-disturbing activities

Action Indicating Compliance: Vertebrate fossil collected;

Compliance report for fossil collection submitted by qualified paleontologist;

Quarterly compliance report for daily monitoring

CULT-5: Prior to ground disturbance, a qualified paleontologist shall be retained to produce a Paleontological Monitoring and Mitigation Plan for the Project and to supervise monitoring of construction excavations. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to ground-disturbing activities

Action Indicating Compliance: Produce a Paleontological Monitoring and Mitigation Plan;

Quarterly compliance report submitted by qualified paleontologist per mitigation measure CULT-6, below

CULT-6: All Project-related ground disturbance that could potentially affect the San Pedro Sand and Palos Verdes Sand shall be monitored by a qualified paleontological monitor on a full-time basis. Part-time monitoring shall be conducted in all Project-related ground disturbances affecting younger Quaternary alluvium.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Daily, during ground-disturbing activities

Action Indicating Compliance: Quarterly compliance report submitted by qualified paleontologist

CULT-7: At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Prior to ground-disturbing activities;

Daily, during ground-disturbing activities if a new fossil locality is discovered

Action Indicating Compliance: Field data forms and sediment samples collected by qualified paleontologist

CULT-8: Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and reposited in a designated paleontological curation facility.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: As fossils are recovered

Action Indicating Compliance: Submittal of identified fossils and associated information by qualified paleontologist

CULT-9: The qualified paleontologist shall prepare a final monitoring and mitigation report to be filed with the City, the Project Applicant, and the repository.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, at end of the construction phase

Action Indicating Compliance: Submittal of final monitoring and mitigation report by qualified paleontologist

Section IV.E.3. Cultural Resources - Historic Resources

No mitigation measures required.

Section IV.F. Geology & Soils

GEO-1 A 50-foot wide structural setback zone shall be designated on each side of the interpreted centerline of the surface projection of Fault A (100-foot total width), as shown in Figure IV.F-4. No habitable structures shall be located within this setback zone.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, during Plan Check

Action Indicating Compliance: Plan approval

Section IV.G. Greenhouse Gas Emissions

No mitigation measures required.

Section IV.H. Hazards and Hazardous Materials

HAZ-1 Hydrocarbon-impacted soils encountered during grading and excavation work at the Project Site shall be characterized. Any soils containing hydrocarbons at levels of concern shall be either remediated on-site prior to reuse or removed and disposed of in accordance with all applicable laws and regulations, including those promulgated by the California Department of Toxic Substances Control (DTSC). All necessary approvals shall be obtained from the lead enforcement agency including, but not limited to, the Los Angeles County Fire Department Health and Hazardous Materials Division.

Monitoring Phase:	Construction
Enforcement Agency:	Los Angeles County Fire Department Health and Hazardous Materials Division
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, prior to grading and excavation work
	Once, after remediation is complete, if necessary
Actions Indicating Compliance:	Characterization of hydrocarbon-impacted soils by contractor;
	Approvals Los Angeles County Fire Department Health and Hazardous Materials Division

HAZ-2 Prior to demolition activities, an investigation for asbestos containing materials (ACMs) shall be conducted and identified asbestos shall be abated in accordance with the South Coast Air Quality Management District (SCAQMD)'s Rule 1403, as well as all other applicable City, state, and federal regulations.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, prior to issuance of demolition permit
Actions Indicating Compliance:	Issuance of demolition permit

HAZ-3 Prior to demolition activities, an investigation for lead-based paint (LBP) shall be conducted and identified LBP shall be abated in accordance with applicable City, State, and federal regulations. Construction workers shall be properly trained in lead-related construction in order to avoid exposure of such workers to lead-containing material.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, prior to issuance of demolition permit

Actions Indicating Compliance: Issuance of demolition permit

Section IV.I. Hydrology and Water Quality

No mitigation measures required

Section IV.J. Land Use and Planning

No mitigation measures required.

Section IV.K. Noise

NO-1 Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Periodic field inspections during construction

Actions Indicating Compliance: Field inspection sign-off;
Quarterly compliance report submitted by contractor

NO-2 When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Periodic field inspections during construction

Actions Indicating Compliance: Field inspection sign-off;
Quarterly compliance report submitted by contractor

NO-3 Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Periodic field inspections during construction

Actions Indicating Compliance: Field inspection sign-off;
Quarterly compliance report submitted by contractor

NO-4 The Project contractor shall use power construction equipment fitted with the best available technology in noise shielding and muffling devices.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: At initiation of construction activities, and quarterly thereafter

Action Indicating Compliance: Quarterly compliance report submitted by contractor

NO-5 Barriers such as plywood structures or flexible sound control curtains extending eight-feet high shall be erected around the Project Site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Prior to construction activities, then periodic field inspections during construction

Actions Indicating Compliance: Field inspection sign-off;
Quarterly compliance report submitted by contractor

NO-6 All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible. Prior to the commencement of construction at the Project Site, a meeting shall be held with appropriate representatives of the Cities of Rancho Palos Verdes, Torrance, and Lomita. The purpose of the meeting will be to designate truck routes for off-site load hauling vehicles and other construction-related vehicles.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Approval of Haul Route; quarterly compliance report submitted by contractor

NO-7 Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding cities and off-site residential, school, and memorial park properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, 2 weeks prior to construction

Actions Indicating Compliance: Compliance report submitted by contractor

NO-8 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 45 feet from abutting sensitive receptors.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at initiation of construction; Periodic field inspections during construction
Actions Indicating Compliance:	Field inspection sign-off; Quarterly compliance report submitted by contractor

Section IV.L. Population and Housing

No mitigation measures required.

Section IV.M.1. Public Services - Fire Protection

No mitigation measures required.

Section IV.M.2. Public Services - Police Protection

No mitigation measures required.

Section IV.M.3. Public Services - Schools

No mitigation measures required.

Section IV.M.4. Public Services - Parks and Recreation

No mitigation measures required.

Section IV.M.5. Public Services - Libraries

No mitigation measures required.

Section IV.N. Transportation and Traffic

TRANS-1 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the existing traffic signal at the intersection of Crenshaw Boulevard and Palos Verdes Drive North to provide a northbound right-turn signal phase on Crenshaw

Boulevard that would overlap with the westbound left-turn signal phase on Palos Verdes Drive North. To accommodate this signal phasing, U-turn movements on the westbound approach of Palos Verdes Drive North shall become prohibited.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-2 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Restripe the southbound approach on Western Avenue at Lomita Boulevard to accommodate installation of a right-turn only lane; and

b. Modify the existing traffic signal at Western Avenue and Lomita Boulevard to provide a southbound right-turn signal phase on Western Avenue that would overlap with the eastbound left-turn signal phase on Lomita Boulevard.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 151 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-3 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the southbound approach on Western Avenue at Pacific Coast Highway to install a second left-turn lane and a third through lane; and

b. Modify the existing traffic signal at the intersection of Western Avenue and Pacific Coast Highway to accommodate the modification to the southbound approach.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-4 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the westbound approach on Palos Verdes Drive North at Western Avenue to install a second left-turn lane;

b. Modify the existing median on Palos Verdes Drive North and the existing traffic signal at the intersection of Palos Verdes Drive North and Western Avenue to accommodate the modification to the westbound approach;

c. Modify the existing median and restripe the northbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn only lane;

d. Restripe the southbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn lane.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-5 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the intersection of Western Avenue and Peninsula Verde Drive.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-6 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Modify the northbound approach on Western Avenue at Westmont Drive to install a right-turn only lane; and

b. Restripe the eastbound approach on Westmont Drive at Western Avenue to provide one left-turn lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 151 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-7 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall restripe the northbound approach on Western Avenue at Capitol Drive and modify the raised median to install a right-turn only lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-8 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall widen the south side of Anaheim Street west of Vermont Avenue by approximately 12 feet to accommodate a 180-foot long turn pocket and install a right-turn only lane at the eastbound approach to the intersection.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 151 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-9 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Widen Gaffey Street north of Westmont Drive to accommodate installation of a right-turn only lane at the southbound approach to the intersection;

b. Relocate the existing southbound near-side Metro bus stop on Gaffey Street to the far side of the intersection (i.e., south of the intersection) where a full bus pad is to installed in the street;

c. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Westmont Drive at the Gaffey Street intersection; and

d. Enhanced signage shall be provided as needed to guide the right-turn motorists from the eastbound Anaheim Street approach to Gaffey Street and Palos Verdes Drive North.

It is noted that the southbound approach on Gaffey Street can be modified to include continuation of the existing bicycle lane and the southbound right-turn only lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 151 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-10 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Restripe the southbound approach on Gaffey Street at Summerland Avenue to accommodate the installation of a right-turn only lane, and

b. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Summerland Avenue at the Gaffey Street intersection.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-11 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Widen the north and south sides of Pacific Coast Highway east and west of Vermont Avenue to provide up to a 42-foot half roadway on the 50-foot half right-of-way;

b. Install a second left-turn lane at the westbound approach; and

c. Modify the existing traffic signal and roadway striping at the intersection as needed.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-12 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the existing traffic signal at Figueroa Place/Anaheim Street to provide a southbound right-turn signal phase on Figueroa Place that would overlap with the eastbound left-turn and through phase sufficiently long enough to accommodate the southbound right-turn volumes; and

b. Install a new traffic signal at Figueroa Place/I-110 Southbound Off-ramp (north of Anaheim Street).

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-13 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Modify the southbound approach on Figueroa Street at the Harbor Freeway Northbound On-ramp (north of Pacific Coast Highway) to accommodate the installation of a right-turn-only lane;

b. Adjust the median to accommodate the right-turn-only lane; and

c. Modify the traffic control equipment as needed.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-14 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the westbound approach on Pacific Coast Highway at Figueroa Street to accommodate a fourth through lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-15 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the Figueroa Street/Harbor Freeway Northbound On-ramp intersection (north of Anaheim Street). In addition, the existing roadway striping at the northbound approach to the intersection would be adjusted based on direction from LADOT.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-16 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall widen the westbound approach on Anaheim Street at Figueroa Street by approximately 10 feet to accommodate a 120-foot long turn pocket and install a right-turn-only lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-17 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the installation of the County's traffic signal synchronization system for the Normandie Avenue/Sepulveda Boulevard intersection.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Los Angeles County Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-18 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following:

a. Modify the northbound approach on Normandie Avenue to accommodate the installation of a second left-turn lane at the Lomita Boulevard intersection; and

b. Remove the raised median island on Normandie Avenue, south of Lomita Boulevard, to accommodate the installation of the second northbound left-turn lane.

It is noted that the northbound approach on Normandie Avenue can be modified to include continuation of the existing bicycle lane and the second northbound left-turn lane.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-19 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following improvements:

a. Modify the eastbound approach on Lomita Boulevard, west of Vermont Avenue, to accommodate the installation of a second left-turn lane;

b. Remove the existing raised median island on Lomita Boulevard, west of Vermont Avenue, and modify the striping on the east leg of the intersection as needed; and

c. Modify the traffic signal to accommodate the installation of the second southbound left-turn lane.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-20 Prior to the issuance of Building Permits for each residential building within the Project, the Project Applicant shall perform, to the satisfaction of LADOT, a trip generation analysis for the units to be constructed. The results of these studies shall indicate which of the intersection improvements shown above in Mitigation Measures TRANS-1 through TRANS-16 must be operational prior to the occupancy of the subject residential units.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: As specified for TRANS-1 to TRANS-~~24~~19, above

Action Indicating Compliance: Trip Generation analysis approval by LADOT

TRANS-21 The Project Applicant shall coordinate with local and regional transit operators, including Metro and LADOT, to develop and implement strategies to increase transit utilization by Project residents. These transportation demand management (TDM) strategies could include, but would not be limited to, providing bus schedules and transit route information to residents, providing bicycle racks and information regarding optimal bike routes to local destinations to residents, and a carpooling information exchange.

Monitoring Phase: Pre-Occupancy, Occupancy

Enforcement Agency: Department of Transportation

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for each residential structure;

Annually, during occupancy

Action Indicating Compliance: Annual compliance report submitted by building management

TRANS-22 In conjunction with the street widening of Western Avenue adjacent to the Project Site, the Applicant shall provide a bus turnout lane and bus stop facilities (shelter, bench and schedule information) at bus stops adjacent to the Site.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Transportation

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-23 The Project Applicant shall coordinate with LADOT to potentially extend the existing San Pedro DASH route northerly on Western Avenue to serve the Project Site. If deemed necessary, the Project Applicant shall provide appropriate turnaround facilities to allow the DASH vehicles to utilize the Project Site as an end point on the route.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Transportation

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Actions Indicating Compliance: Determination by LADOT regarding the DASH Route;
Field inspection sign-off

Section IV.O.1. Utilities and Service Systems - Water

UTIL-1 In the event of full or partial public street closures, the Project Applicant shall employ flagmen during the construction of new water lines, to facilitate the flow of traffic.

Monitoring Phase: Construction

Enforcement Agency: Department of Transportation

Monitoring Agency: Department of Transportation

Monitoring Frequency: Periodic field inspections during closures

Actions Indicating Compliance: Field inspection sign-off;
Compliance report submitted by contractor

Section IV.O.2. Utilities and Service Systems - Wastewater

No mitigation measures required.

Section IV.O.3. Utilities and Service Systems - Solid Waste

No mitigation measures required.

Section IV.O.4. Utilities and Service Systems - Energy

No mitigation measures required.

APPENDIX NO. 8
Development Regulation Summary Table

Development Regulation	Subarea 1	Subarea 2	Subarea 3	Subarea 4	Subarea 5	Subarea 6	Subarea 7
Use	Single-family residential, recreation, and accessory uses	Single-family residential, recreation, and accessory uses	Single-family residential, recreation, and accessory uses	Single and multi-family residential, education, recreation, and accessory uses	Single and multi-family residential, education, recreation, and accessory uses	Single and multi-family residential, education, recreation, and accessory uses	Recreation, open space, and limited community-serving supportive uses
Height (max)	30' or 2 stories	30' or 3 stories	40' or 3 stories	35' or 3 stories	48' or 4 stories	55' or 4 stories	40' or 3 stories
Density	8 DU/AC (gross) 69 total units	11DU/AC (gross) 60 total units	11 DU/AC (gross) 79 total units	21 DU/AC (gross) 140 total units	18 DU/AC (gross) 140 total units	23 DU/AC (gross) 212 total units	N/A
Product Type*	1	1 or 2	1, 2, or 3	1, 2, 3, or 4	1, 2, 3, 4, or 5	1, 2, 3, 4, 5, or 6	N/A
Lot Width (min)	20'	20'	20'	50'	50'	50'	None
Setbacks (min)	Front: 8' Side: 4' Rear: 8'	Front: 2' Side: 4' Rear: 5'	Front: 8' Side: 4' Rear: 2'	Front: 5' Side: 4' Rear: 0'	Front: 5' Side: 5' Rear: 0'	Front: 5' Side: 5' Rear: 0'	Front: 5' Side: 5' Rear: 10'
Floor Area Ratio	None	None	None	None	None	None	3:1

*Whenever a product type allowed and intended primarily for development in one Subarea is developed in another Subarea as provided for in the Specific Plan, the Residential Regulations prescribed in Section 5.C.4 of the Specific Plan for the corresponding Subarea shall apply, except that the maximum dwelling units for each Subarea outlined in Table No. 1 of the Specific Plan shall not be exceeded.









PONTE VISTA

Design Guidelines for a New Community

November 1, 2013

Table of Contents

1.0 Ponte Vista

2.0 Site Design Guidelines

3.0 Architectural Design Guidelines

4.0 Landscape Design Guidelines

1.1 Vision for Ponte Vista

The proposed plan for the site will transform this property into a vibrant residential community.

Housing types included feature a diversity of sizes and layouts to meet the needs of seniors, families and young professionals, across income levels. The overall design has been carefully crafted to highlight the natural beauty of the site, and to lessen the environmental footprint of the buildings wherever possible.

The site area is 61.5 acres.



1.2 Ponte Vista Design Objectives

The Ponte Vista at San Pedro Specific Plan was established to ensure that land uses and development on this large vacant area occur in a manner that enhances and complements the surrounding community. The intent of the Specific Plan is to provide much needed single family and multiple family housing to serve the housing needs of the City of Los Angeles and to enhance future commercial development of the Port of Los Angeles and the Port of Long Beach Harbor.

This Design Guidelines manual supplements the Ponte Vista at San Pedro Specific Plan. It has been written pursuant to the requirements of Section 11 of the Ponte Vista at San Pedro Specific Plan and assists in achieving the Specific Plan's objectives and purposes. The Design Guidelines provide standards to improve the visual and physical appearance of the residential development and pedestrian areas. The intent of these Design Guidelines is to provide direction for the design, so that new development can make a positive contribution to the built environment, provide public amenities, and increase neighborhood identity. The Design Guidelines also identify pre-approved design types to facilitate the Project Permit Compliance Process in Section 10 of the Specific Plan.



Where graphics are used to illustrate design concepts, they should be viewed as representations of the guidelines or standards to depict their meaning or intent, and are not meant to convey exact design requirements.

All projects, as defined by the Specific Plan, shall comply with these Design Guidelines. Developers and design professionals must also review the Ponte Vista at San Pedro Specific Plan and the current Los Angeles Municipal Code to ascertain other specific requirements for their individual projects.
Three elements of design are outlined in this document:

- Site Design Guidelines
- Architectural Design Guidelines
- Landscape Design Guidelines



2.1 Site Design

This section describes requirements for placement of buildings on parcels within the plan and to establish site planning standards that will promote an attractive development of the entire Specific Plan Area. Also refer to the Landscape Guidelines, Section 4, that describes the landscape elements throughout Ponte Vista.

Private streets within the Specific Plan Area shall be improved in accordance with the Planting Plan described in Section 2.2. Once improved, improvements and areas within the Streetscape Plan shall be maintained by the Master Homeowners Association for the Specific Plan Area in first-class condition consistent with applicable maintenance standards in high-level residential communities in the area.

2.2 Planting Plan

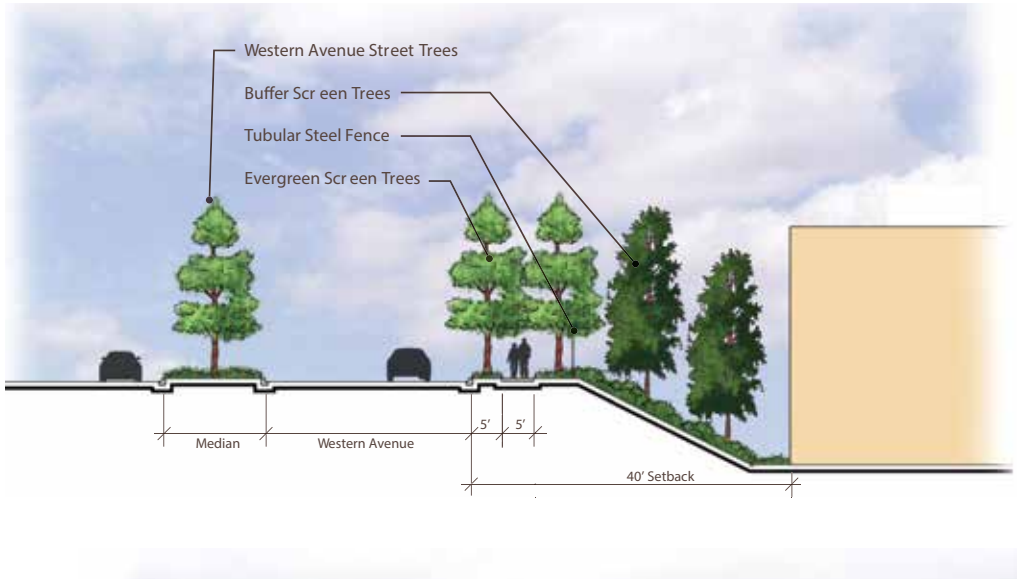
Western Avenue Landscape

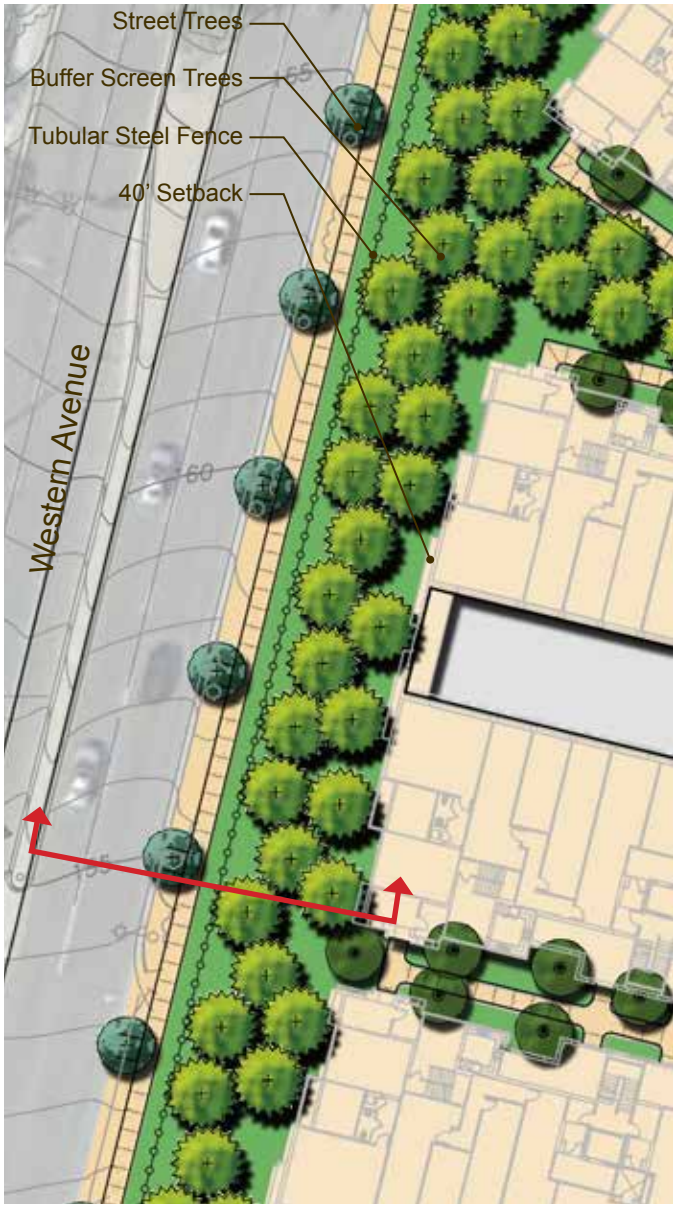
The recommended landscape character along Western Avenue is formally spaced strong vertical pine trees, located along the back of curb in tree wells and surrounded by a curb adjacent sidewalk. The backdrop buffer landscape should be groupings of informally spaced evergreen pine and eucalyptus trees that soften the transition to the community behind a tubular steel fence.











Western Avenue Section

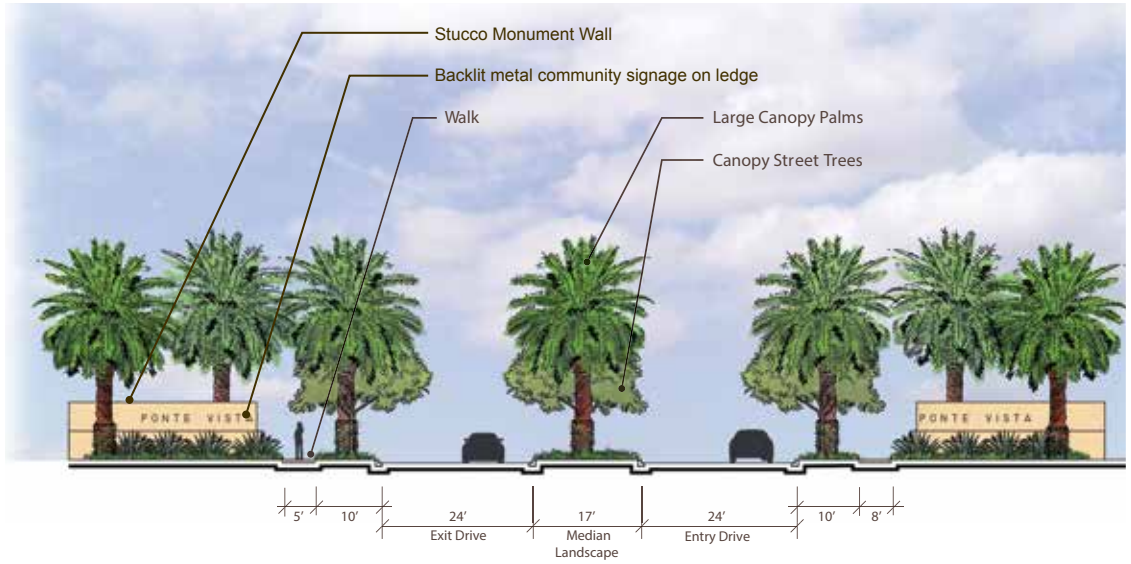
Monument Entry

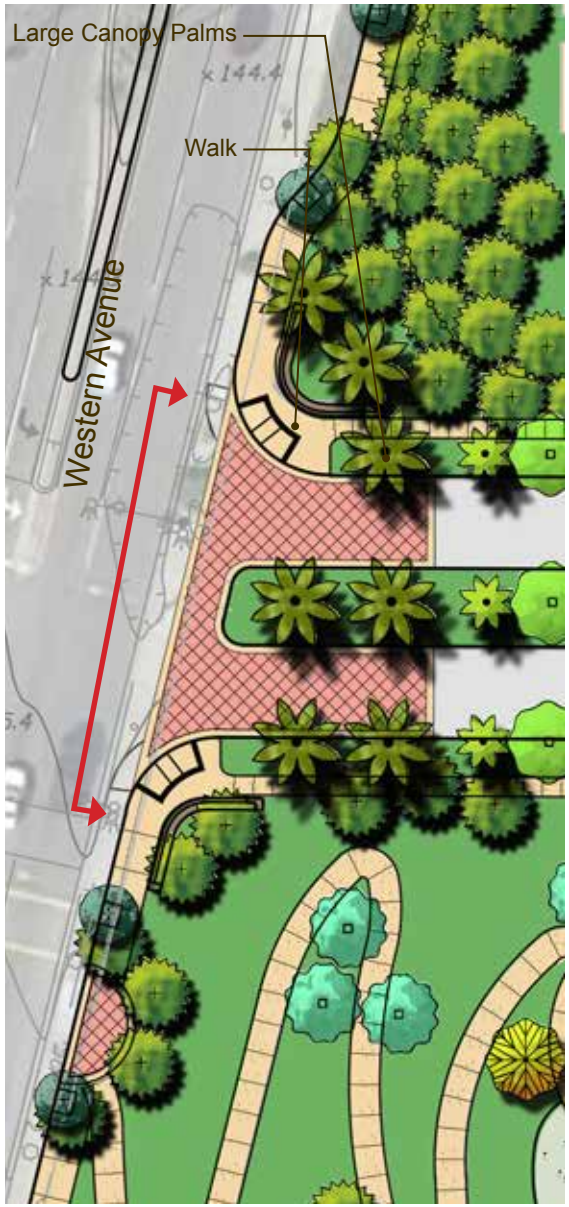
A Monument Entry is the more primary of the two entries along Western Avenue. Here, residents and guests are greeted by unique wall monuments featuring curved backdrop walls and large canopy palms that anchor the entry area creating a grand backdrop to the space. Enhanced paving softened by median island planting and curb separated walks provide convenient pedestrian access into the community. The entry features turf in the foreground backed with colorful, textured planting that accentuate the garden entry theme. Walls are to be finished in stucco with backlit metal community signage, which conform to the City of Los Angeles signage standards. The community monuments are elegant, understated, and complement the adjacent architecture.











Monument Entry Section

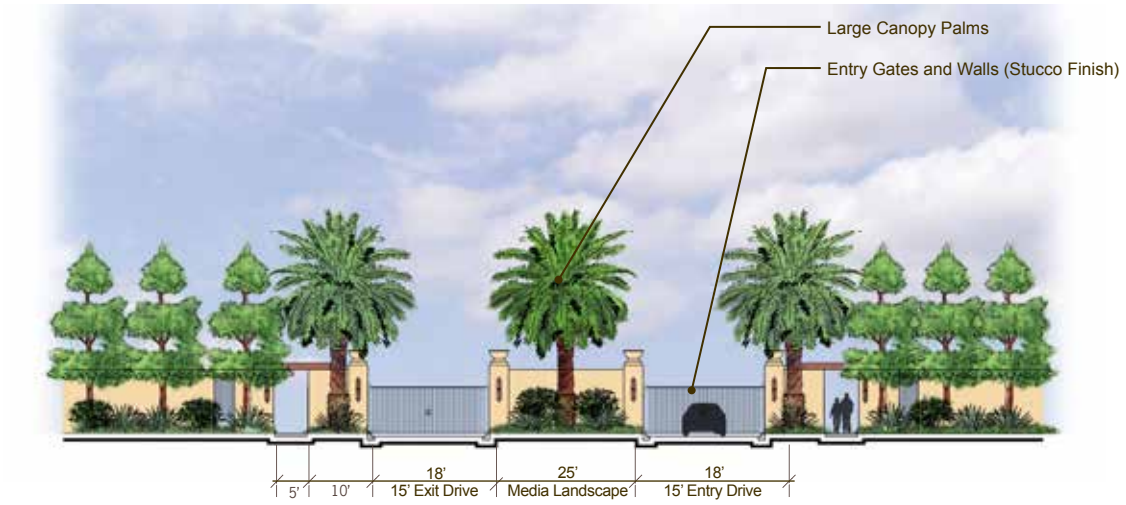
Monument Court

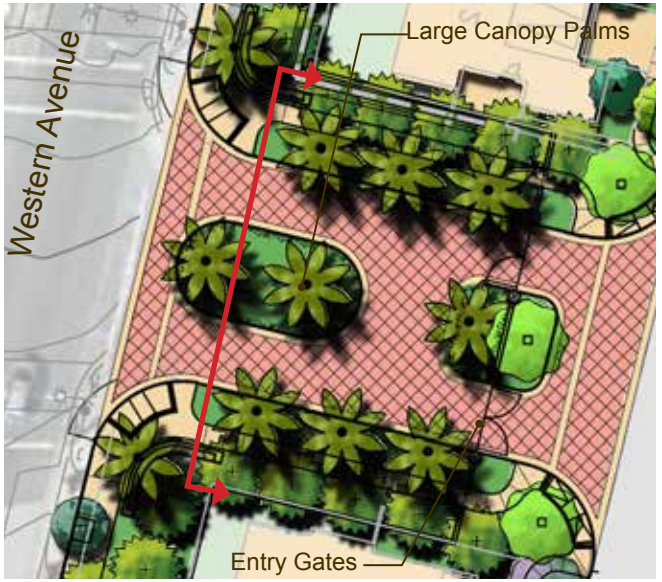
The Monument Court is the secondary of the two entries along Western Avenue. Here, residents and guests are greeted by unique monument walls and an arrival court. This court is secured with high quality vehicular metal gates and enhanced paving softened with median island planting, curb separated walks and stucco courtyard walls, designed to complement the adjacent architecture. Large canopy palms anchor the court, creating a wonderful ceiling to the space. Colorful and textured planting accentuate the garden court style. Backlit metal community signage on the walls is elegant and understated and shall conform to the City of Los Angeles signage standards. The backdrop buffer landscape is made up of groupings of informally spaced evergreen pine trees that soften the architectural edge.









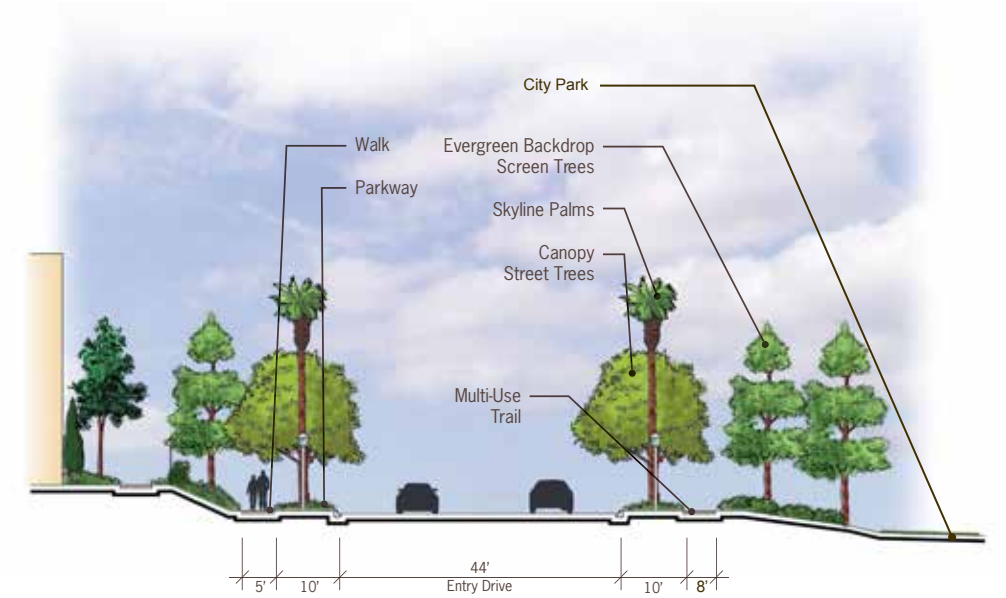


Monument Court Section

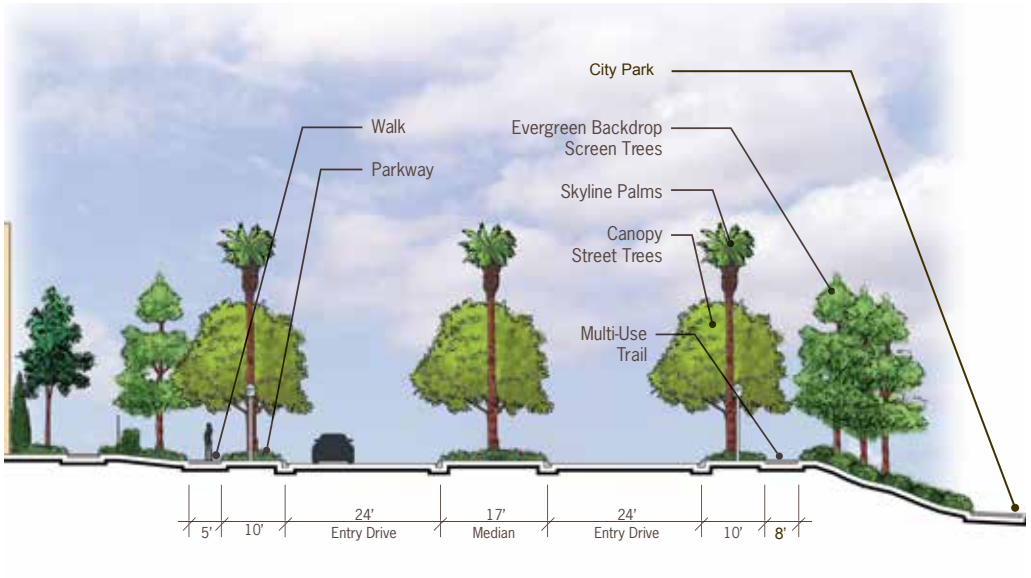
Community Entry Drive

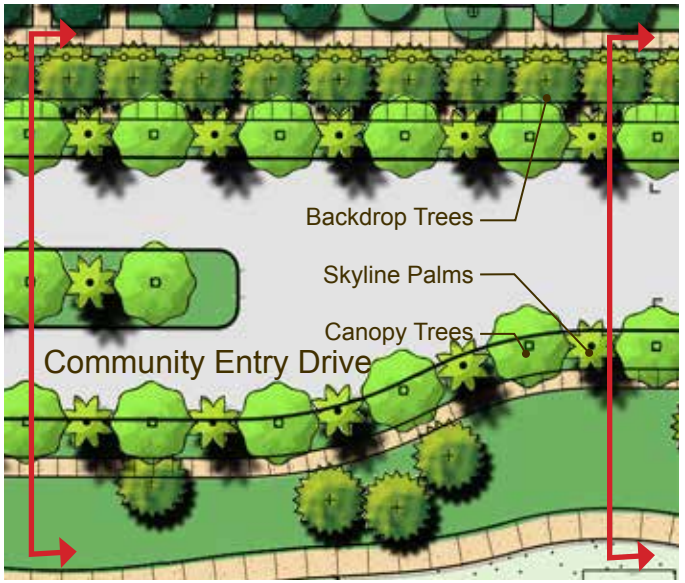
The Community Entry Drive is the predominant access way for guests and residents to arrive at the community. The roadway is softened initially by a landscaped median and continuous parkway separated walk areas. The drive is lined with broad canopy trees alternating with tall skyline palms. Turf and colorful and textured plantings accentuate the streetscape character. The backdrop buffer landscape is groupings of informally spaced evergreen pines and eucalyptus trees that soften the transition to the buildings.









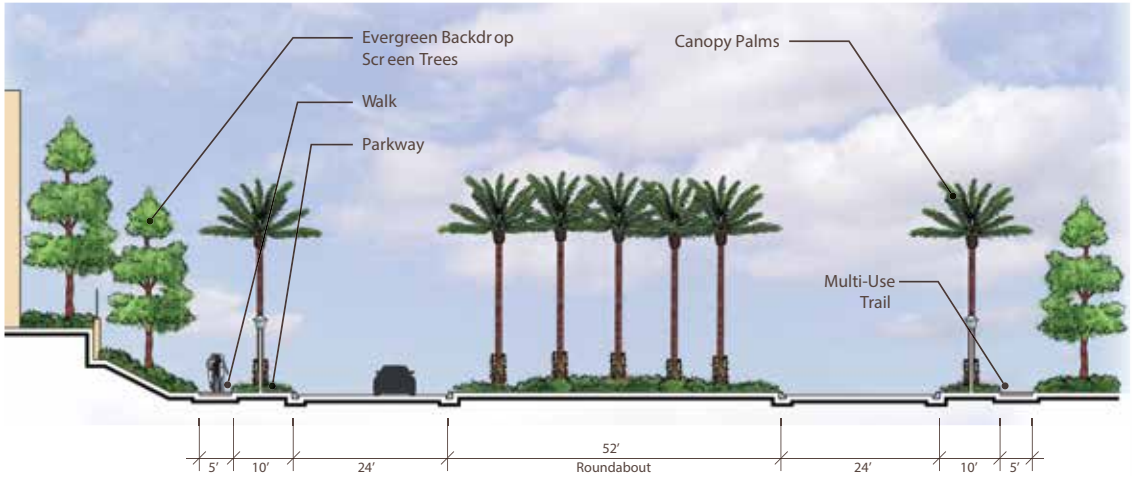


Community Entry Drive Sections

Community Entry Plaza

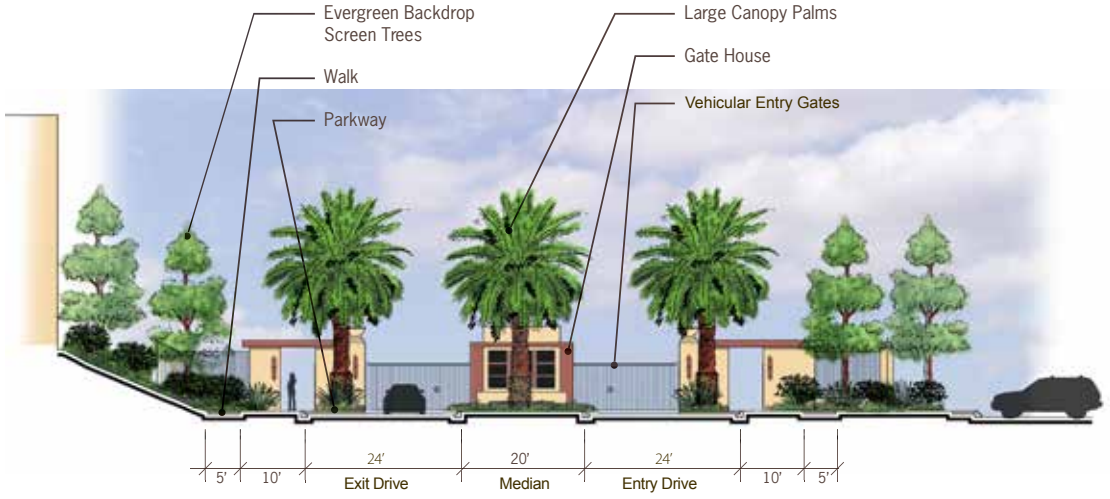
The Community Entry Plaza begins at one of three round-about features within the community. This non-signalized intersection uniquely offers an open garden landscape feature for guests and residents as they arrive at the main entry plaza into the community. The round-about intersection is colorfully landscaped. A continuously planted parkway separated walk, and enhanced paving areas define the edges of the drive. The drive and median island are lined with tall canopy palms. While turf and colorful textured planting accentuate the streetscape character, the backdrop buffer landscape is made up of informally spaced evergreen pine and eucalyptus trees that soften the architectural edge. The Entry Plaza is the primary arrival area for residents and guests and is secured with classical vehicular gates, courtyard walls, and enhanced paving softened by median island planting. Large canopy palms anchor the court creating a wonderful ceiling to the plaza space. Colorful and textured planting accentuate the garden plaza style.

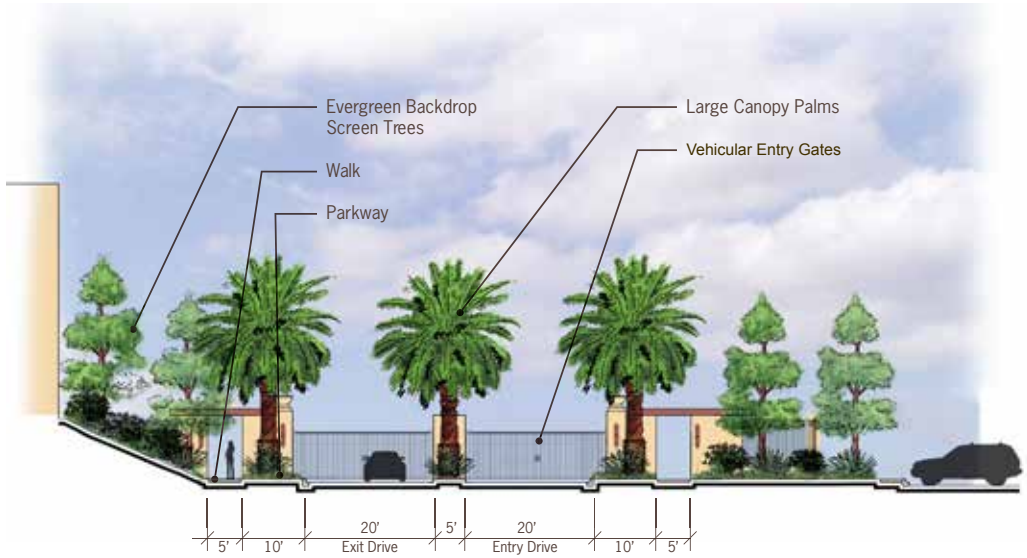


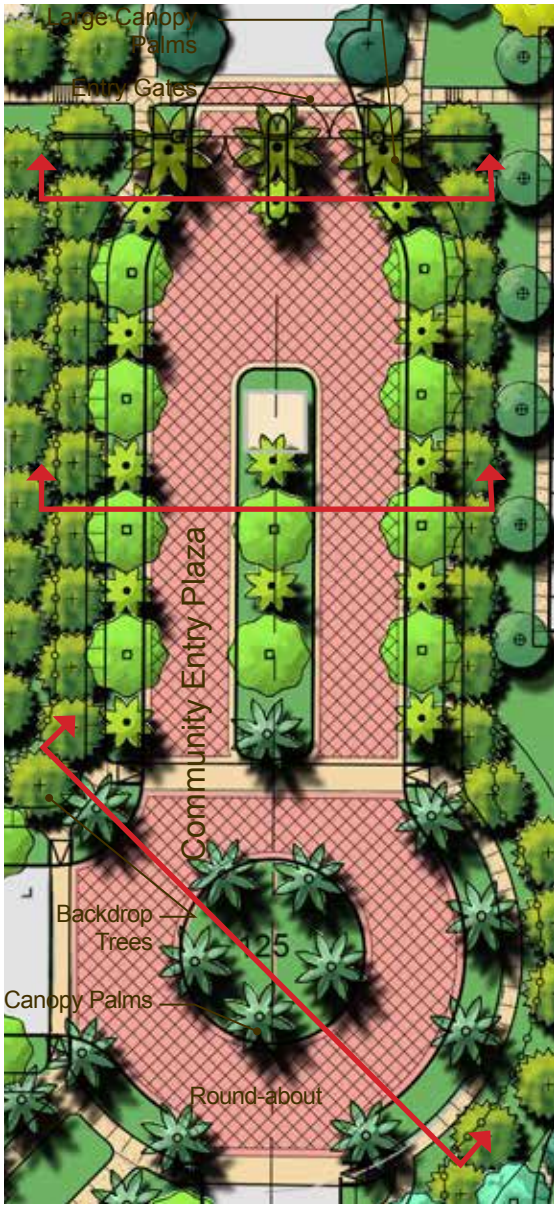




Scale: 1" = 30'-0"







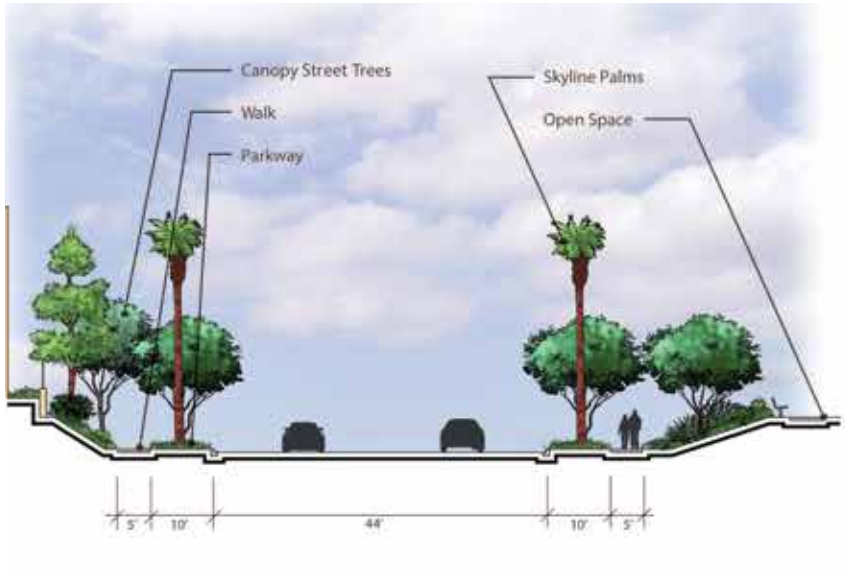
Community Entry Plaza Sections

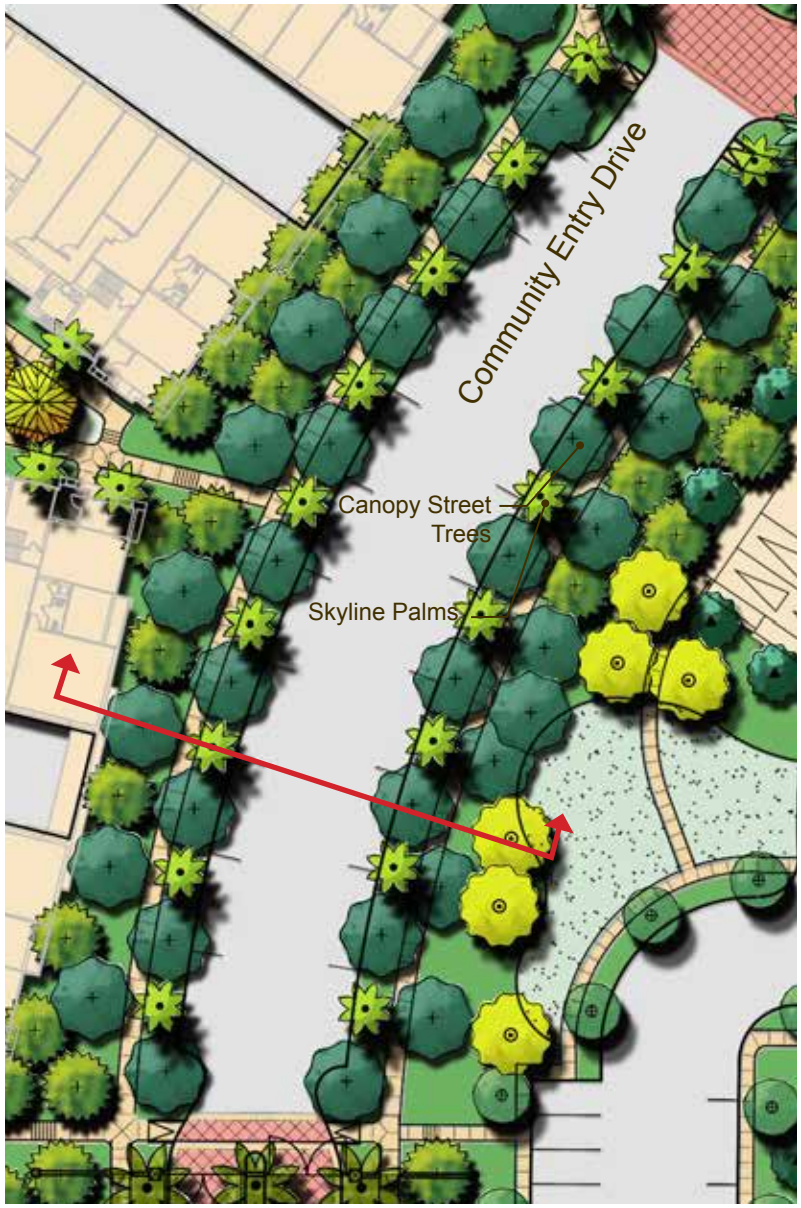
Community Entry Drive

The Community Entry Drive extends beyond the gates of the Community Entry Plaza and leads to the second round-about within the community. The drive is lined with alternating broad canopy flowering trees and tall skyline palms. Turf and colorful textured planting accentuate the streetscape character. The backdrop buffer landscape is made up of formally spaced vertical backdrop and accent trees that accentuate and soften the architectural edge.









Community Entry Plaza Section

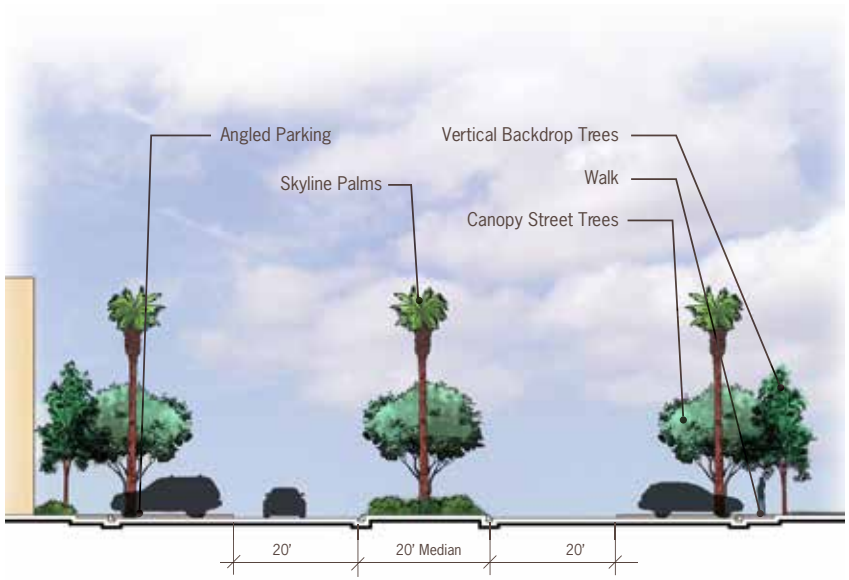
Community Spine Street

The Community Spine Street is a garden promenade located at the center and heart of the community. This street is the central landscape feature where guests and residents walk, socialize, gather and connect using the walkways connecting the many alleys, paseos, garden parks, recreation centers and neighborhood parks. Along its length are two more of the community's round-about features. This spine is lined with alternating broad canopy flowering trees and tall skyline palms. Turf and colorful textured planting accentuate the streetscape character. The backdrop buffer landscape is made up of formally spaced vertical backdrop and accent trees that accentuate and soften the architectural edge.

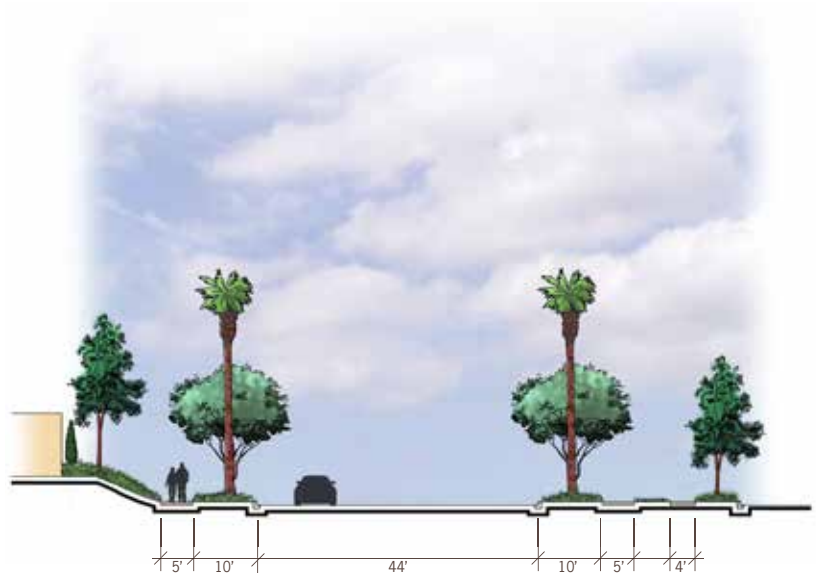














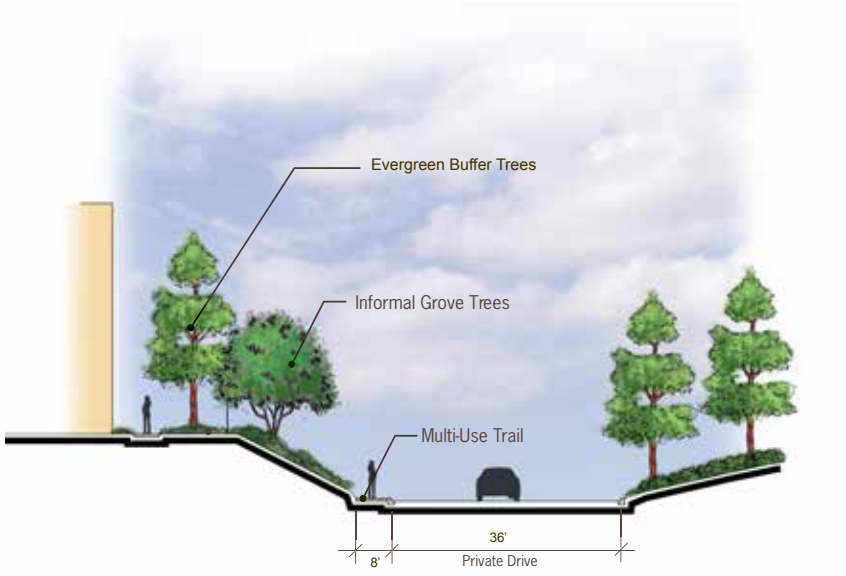
Community Spine Street Sections

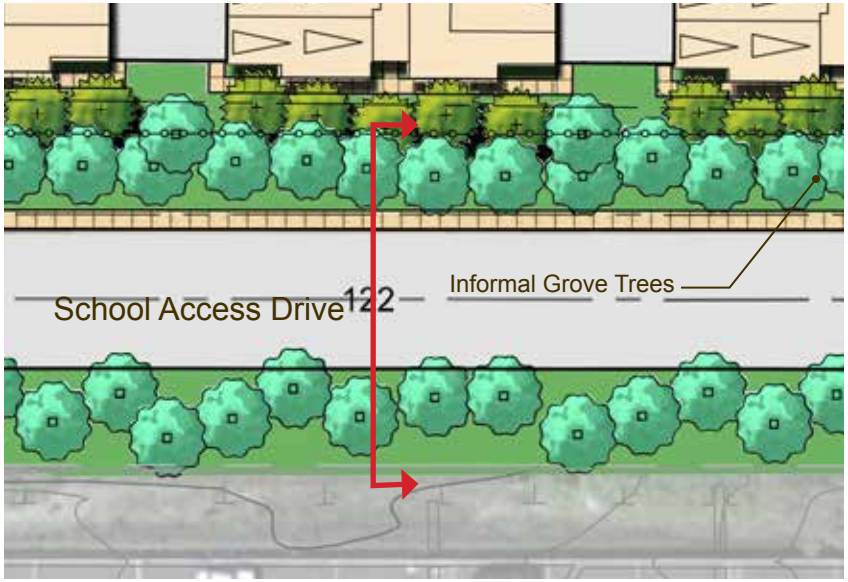
School Access Drive

The Mary Star of the Sea High School private street provides access to the Mary Star of the Sea High School to the east. A parallel walk / trail runs along the drive and serves as a multiuse trail providing students access. Informal groves of eucalyptus trees enhance this southern edge of the community. Olive groves planted at the neighborhood parks evoke a rustic agrarian style that complements the edges of this drive.









School Access Drive Section

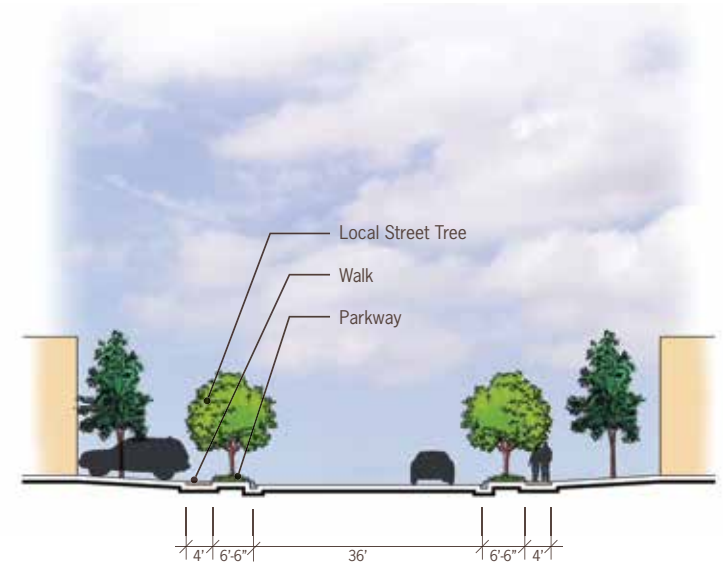
Community Loop Street

The Community Loop Street is a walkable street with parkway separated walks and formally spaced street trees. Parallel parking is provided along the loop for guests and residents. Evergreen street trees are planted within the parkway and formal evergreen vertical backdrop trees soften the architectural edges behind the walkway. Accent trees are encouraged at street corners, stoops, garden walk seating areas and around primary building and courtyard entries.











Community Loop Street Section

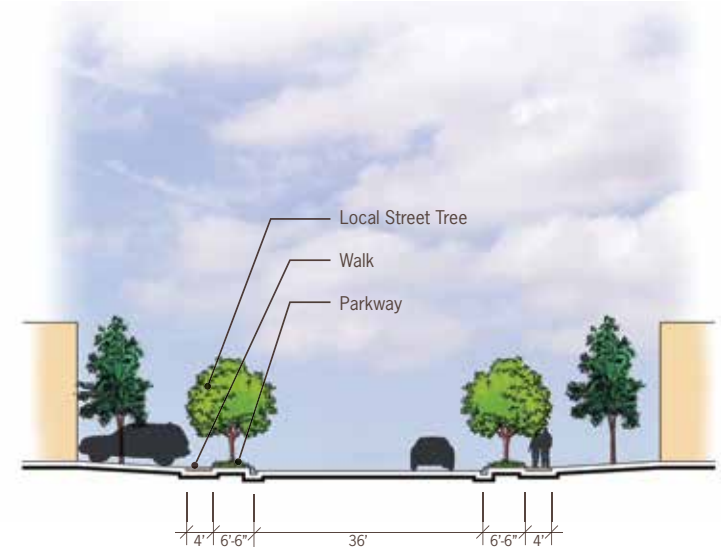
Neighborhood Loop Streets

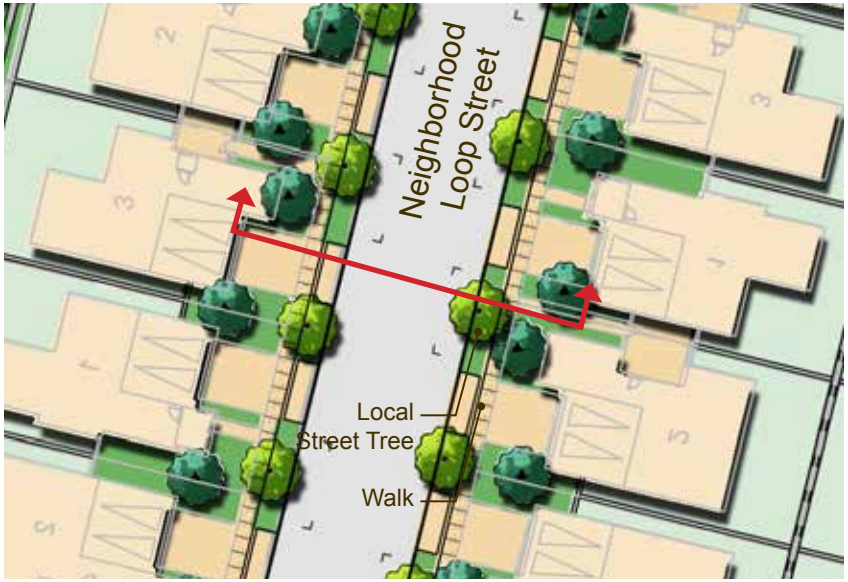
There are four Neighborhood Loop Streets systems within the Community. Each loop street is a walkable street with sometimes curb adjacent but mostly parkway separated sidewalks that are enhanced with turf parkway and formally spaced evergreen street trees. Different varieties of street trees will be used to define a unique street character within each neighborhood. Evergreen vertical backdrop trees will soften and accentuate the residential buildings located behind the sidewalk. Accent trees are encouraged at street corners, stoops, garden walk seating areas and around primary building and courtyard entries. Parallel parking is provided along these streets for guests and residents.











Neighborhood Loop Street Section

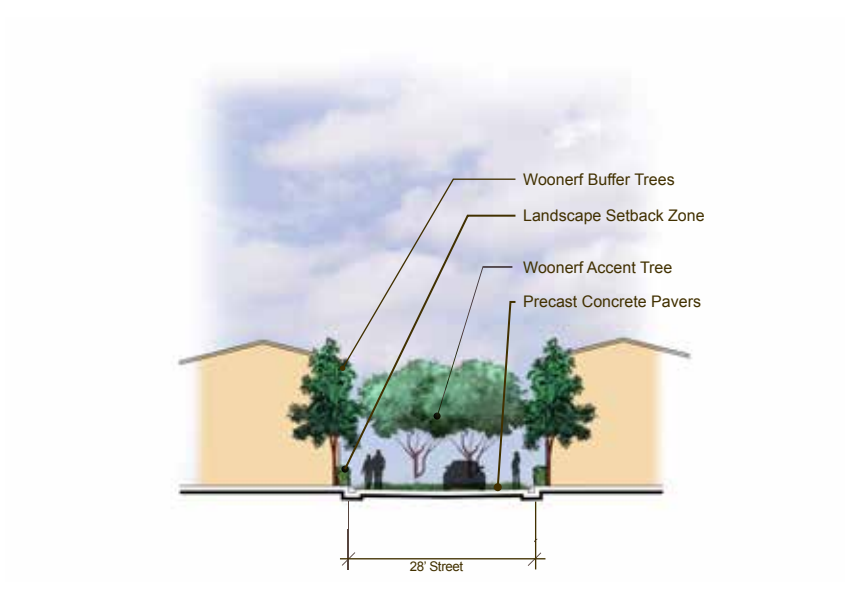
Woonerf Streets

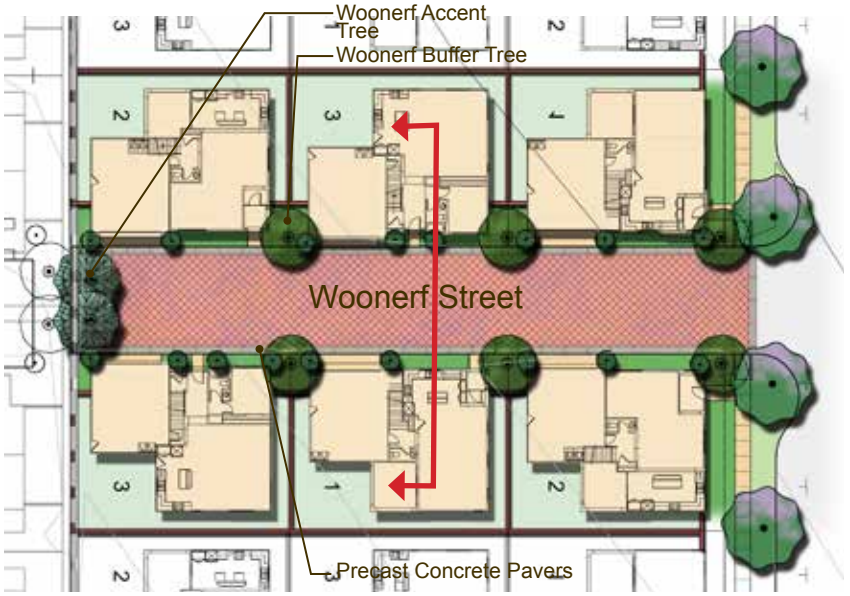
The community has incorporated woonerf streets to provide access to Product 2 for automobiles and pedestrians alike. The woonerf street emphasizes the pedestrian right of way without the use of separated sidewalks. Traffic may be calmed through the use of enhanced accent paving and concrete banding. Woonerf street trees soften the transition to the adjacent architecture while accent trees define the terminus. Stoops and garage entry paving material tie into the pattern of the woonerf enhanced accent paving.











Woonerf Section

2.3 Open Space Area Planning

The Open Space Areas shall be graded and improved in accordance with a preliminary grading plan, the Landscape and Trail Plan, and the Main Community Recreation Areas, as described in Architectural and Landscape sections following. The Open Space Areas shall thereafter be maintained in accordance with a final landscape maintenance plan, approved by the Director of Planning, by the Master Homeowners Association.

2.4 Visitor Parking

Visitor parking within the Specific Plan Area shall be permitted generally on-site or off-site (on streets). A minimum 0.25 visitor parking spaces are required per unit.

2.5 Lot Types, Product Elevation and Plan Examples

Ponte Vista offers a variety of lot types, including lots for single-family detached and attached dwellings, multi-family sites and buildings for common use. Following the description of setback requirements, general requirements for each of the lot types are presented. The streetscene elevations and floor plans represent possible solutions for each product. Other elevations and plans may be proposed that comply with these design guidelines.

2.6 Building Massing, Scale, and Architecture

Buildings should have fenestrations that establish a clear pattern on the facade (with special attention paid to facades that are visible from a public street) and that provide depth and additional articulation. The design of all buildings should be of a quality and character that improves community appearance. Buildings should be composed of a variety of forms, contrasting shapes and should employ attractive and complementary building materials and architectural features.

In general, the overall scale, massing, roof form, materials, and architectural style of new structures shall provide a variety of forms, depth and texture, and encourage a cohesive neighborhood character by building new structures at a scale that is appropriate to the street and surrounding neighborhood context. Building massing should include a variation in wall planes and height as well as roof forms to reduce the perceived scale of the building.

The architecture of the building shall clearly delineate an architectural style, and shall not appear as a simplified version thereof, with appropriate fenestration patterns, architectural features, proportions and materials consistent with the style.

2.7 Entrance and Passageways

1. The Primary Entrance to buildings shall be oriented to the street, woonerf, internal drive or courtyard, rather than to a parking lot or alley.

2. Buildings with long frontages are encouraged to provide frequent building entrances along the street, woonerf, internal drive or courtyard.

3. Side or rear building entrances should always be accompanied by a Primary Entrance.

4. Special paving or landscaping should be included at entrances to enhance the overall building design.

2.8 Windows

1. Windows should overlook public areas to allow for increased safety

2. Highly-reflective, mirrored, heavily-tinted and opaque glazing are not permitted (except that opaque glazing may be used as spandrel glass). Window glazing must be transparent with clear or appropriate UV tint so as to provide views to and from inside of building and the street

3. Outer surface of window frames set within masonry, stucco or simulated masonry or stucco walls shall be recessed from the wall surface by at least 2 inches. This does not apply when windows face alleys

4. Regardless of architectural style, it is recommended that windows be located in such a way so as to help avoid the creation of blank walls

5. If exterior shutters are used, they should be sized and mounted appropriately to fit the window (with appropriate hardware even if actually non-operable)

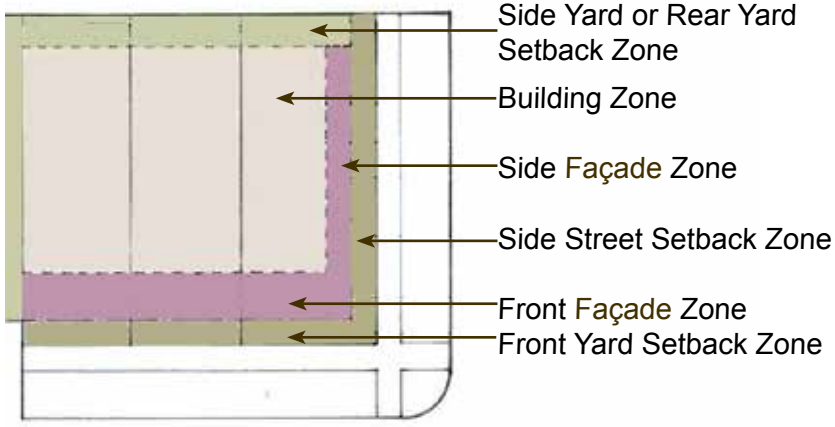
2.9 Balconies

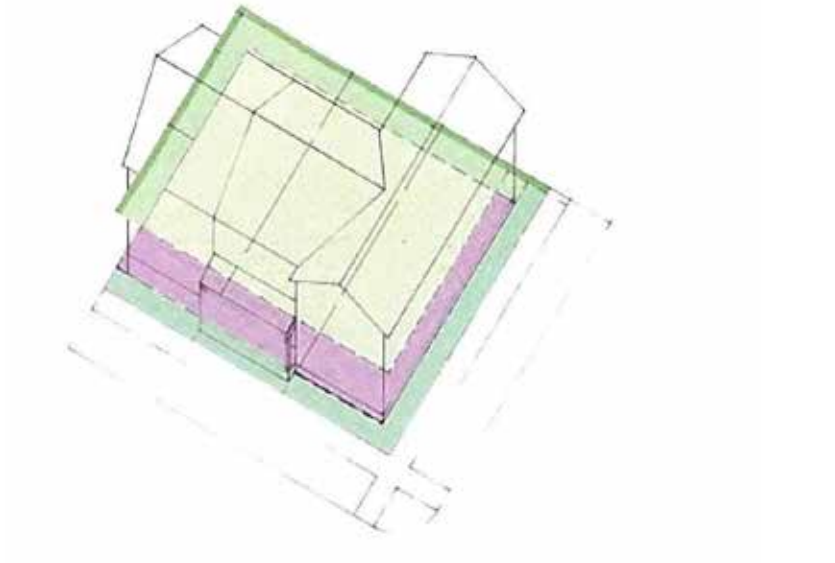
1. Balconies are encouraged on projects facing major public spaces such as parks, playgrounds, and plazas

2. Balconies are permitted on internal courtyard spaces

3. Balconies shall have a minimum usable, occupiable width of 6 feet (out from building) and a minimum usable area of 48 square feet

4. Juliet balconies (width narrower than 6 feet) are allowed if unit has one balcony complying with item #3 above





2.10 Building Setback Requirements

In order to assure adequate separation between buildings, and from buildings to pedestrian walkways and vehicular roads, specific setback requirements shall be implemented for each lot type. The setback requirements shall be defined using the following terminology:

Building Zone –the buildable portion of the lot excluding the required setbacks, and the Façade Zones

Front and Side Façade Zone – the area in which the elevation of the house, including porches or bays, will face the front or side street. The façade of the building shall be placed within the Front and Side Façade Zone.

Front Yard Setback Zone – the area between the Front Yard Setback Line and the front property line. Porches and bay windows generally can project into the Front Yard Setback Zone

Side Street Setback Zone – on corner lots, this area is established adjacent to the cross street. The primary side elevation shall be placed within this zone. Porches and bay windows generally can project into the Side Street Setback Zone.

Side Yard Setback Zone – The minimum distance from the side property line to the Building Zone

Rear Yard Setback Zone – the area between the rear property line to the Rear Yard Setback Line

Garage Setback – The minimum distance between the garage and the adjacent right-of-way line

2.11 Building Requirements - Product 1

Product 1 Lots - Single Family Detached

- Lot Size
  - -Typical lots are approximately 45’ wide x 85’ deep
  - -Corner Lots are approximately 45’ wide x 85’ deep

- Front Façade Zone: 12’
- Front Yard Setback Zone: 8’
- Side Façade Zone: 6’
- Side Street Setback Zone: 5’
- Side Yard Setback Zone: 4’
- Rear Yard Setback Zone: 8’
- Garage Setback: 18’

- Height Limit: 30’
- Encroachments
  - -Porches and bay windows may encroach up to two feet into both the Front Yard and Side Street Setback Zones

- Parking
  - -A minimum of two covered parking spaces per unit
  - -Visitor parking of 0.25 spaces per unit
  - -Parking accessed through driveway with a covered garage measuring approximately 400 square feet set back from the front property line by a minimum of 18’

- Notes
  - -Each building shall not be a repetition of the adjacent building
  - -This Product will have at least three distinct elevations, as seen in the Street Scene Elevations







West Elevation



South Elevation

Product 1 - Street Scene Elevations



Product 1 - First Floor



Product 1 - Second Floor

2.12 Building Requirements - Product 2

Product 2 Lots - Single Family Detached Clusters

- Lot Size
  - -Typical lots are approximately 56’ wide x 60’ deep (Including Shared Driveway)
  - -Corner Lots are approximately 56’ wide x 60’ deep (Including Shared Driveway)

- Front Façade Zone: 8’
- Front Yard Setback Zone: 2’
- Side Façade Zone: 6’
- Side Street Setback Zone: 5’
- Side Yard Setback Zone: 4’
- Rear Yard Setback Zone: 5’
- Garage Setback: 2’

- Height Limit: 30’
- Encroachments
  - -Porches and bay windows may encroach up to two feet into both the Front Yard and Side Street Setback Zones

- Parking
  - -A minimum of two covered parking spaces per unit
  - -Visitor parking of 0.25 spaces per unit
  - -Parking accessed through driveway with a covered garage measuring approximately 400 square feet set back from the driveway by a minimum of 2’

- Notes
  - -Each building shall not be a repetition of the adjacent building
  - -This Product will have at least three distinct elevations, as seen in the Street Scene Elevations







East Elevation



South Elevation

Product 2 - Street Scene Elevations



Product 2 - First Floor



Product 2 - Second Floor

2.13 Building Requirements - Product 3

Product 3 Lots - Single Family Detached Clusters

- Lot Size
  - -Typical lots are approximately 41’ wide x 62’ deep (Including Shared Driveway)
  - -Corner Lots are approximately 41’ wide x 62’ deep (Including Shared Driveway)

- Front Façade Zone: 6’
- Front Yard Setback Zone: 8’
- Side Façade Zone: 4’
- Side Street Setback Zone: 5’
- Side Yard Setback Zone: 4’
- Rear Yard Setback Zone: 2’
- Garage Setback: 2’

- Height Limit: 40’
- Encroachments
  - -Porches and bay windows may encroach up to two feet into both the Front Yard and Side Street Setback Zones

- Parking
  - -A minimum of two covered parking spaces per unit
  - -Visitor parking of 0.25 spaces per unit
  - -Parking accessed through driveway with a covered garage measuring approximately 400 square feet set back from the driveway by a minimum of 2’.

- Notes
  - -Each building shall not be a repetition of the adjacent building
  - -This Product will have at least three distinct elevations, as seen in the Street Scene Elevations







East Elevation



South Elevation

Product 3 - Street Scene Elevations



Product 3 - First Floor



Product 3 - Second Floor



Product 3 - Third Floor

2.14 Building Requirements - Product 4

Product 4 Lots - Townhomes

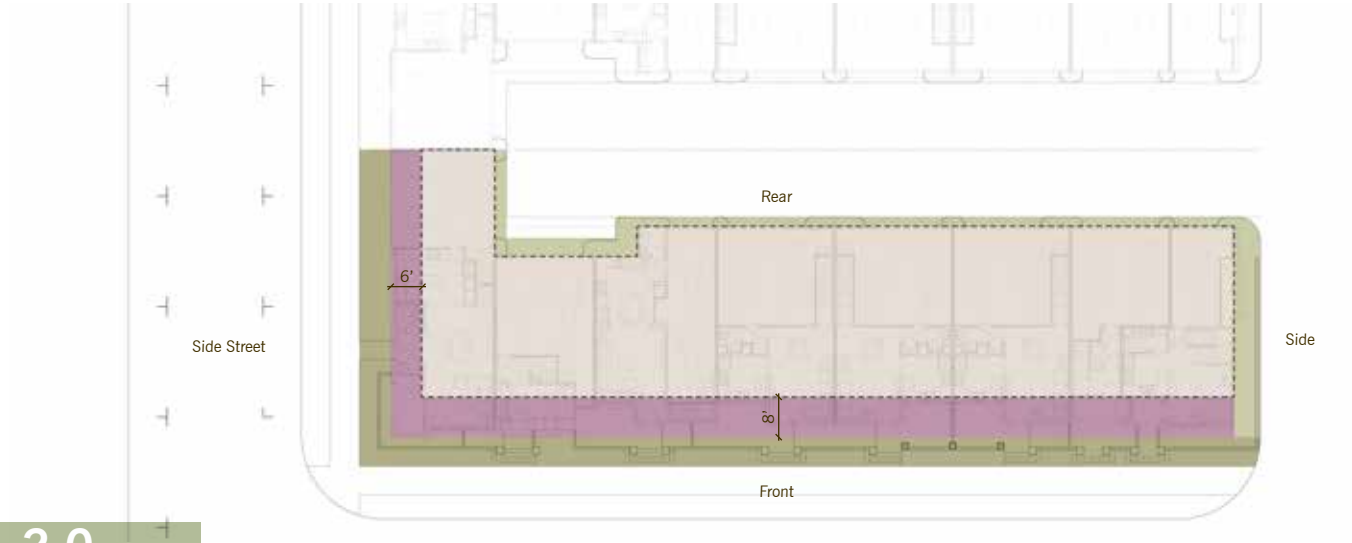
- Front Façade Zone: 8’
- Front Yard Setback Zone: 5’
- Side Façade Zone: 6’
- Side Street Setback Zone: 5’
- Side Yard Setback Zone: 4’
- Rear Yard Setback Zone: 0’
- Garage Setback: 2’

- Height Limit: 35’

- Encroachments
  - -Porches and bay windows may encroach up to two feet into both the Front Yard and Side Street Setback Zones

- Parking
  - -A minimum of two covered parking spaces per 2 bedroom unit
  - -A minimum of one covered space per 1 bedroom unit
  - -Visitor parking of 0.25 spaces/per unit
  - -Parking accessed through driveway with a covered garage measuring approximately 400 square feet (except for single-car garages) set back from the driveway by a minimum of 2’

- Notes
  - -Townhomes are connected through an attached wall.
  - -Each building shall not be a repetition of the adjacent building
  - - A separate massing shall occur after approximately 190 linear feet of horizontal building plan facing the public right-of-way
  - -There shall be at least three variations within each Product type. The differences between variations shall include at least two of the following: building material color and finish, parapet height changes, window frame color and window shapes







South Elevation

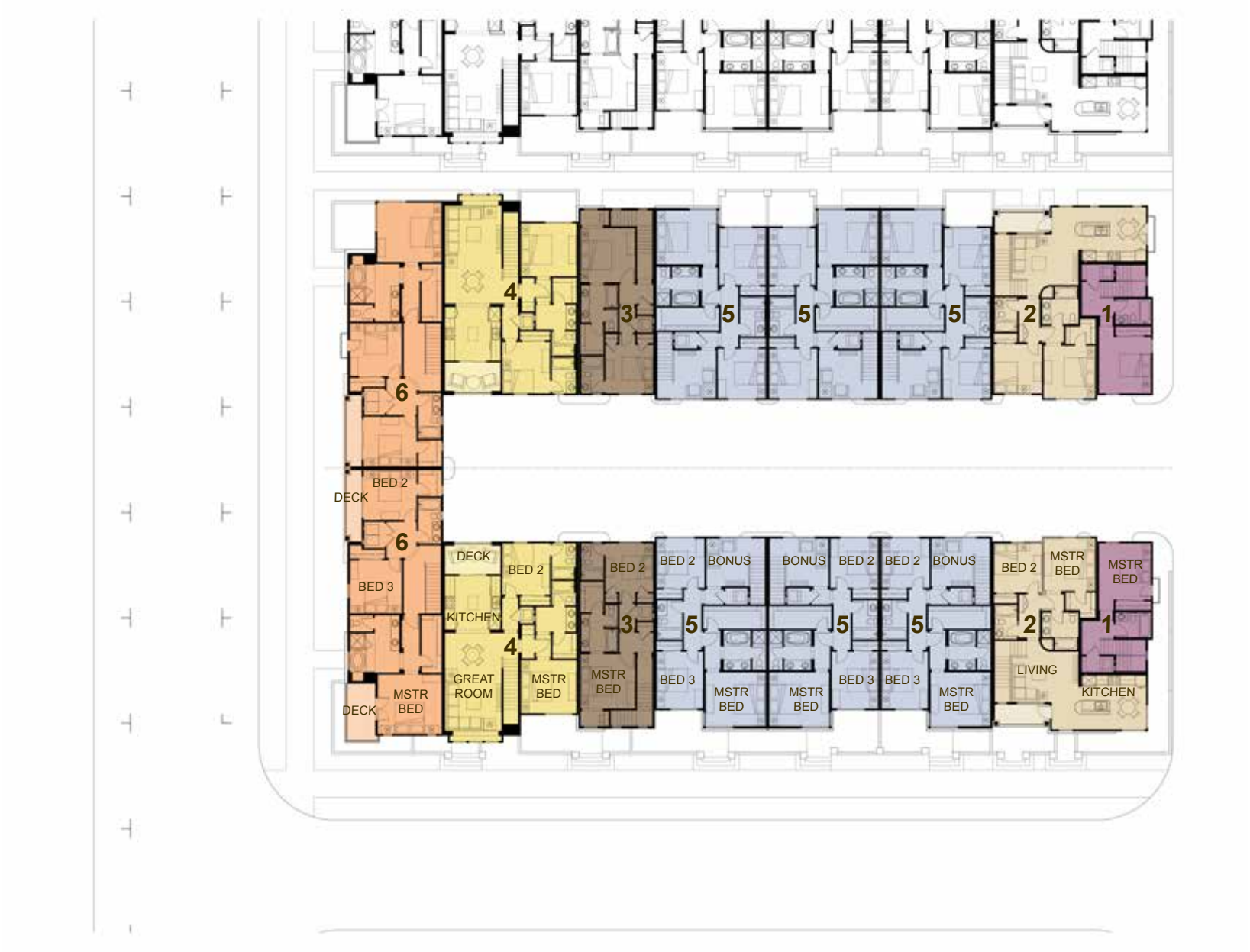


West Elevation

Product 4 - Street Scene Elevations



Product 4 - First Floor



Product 4 - Second Floor

2.15 Building Requirements - Product 5

Product 5 Lots - Townhomes and Flats

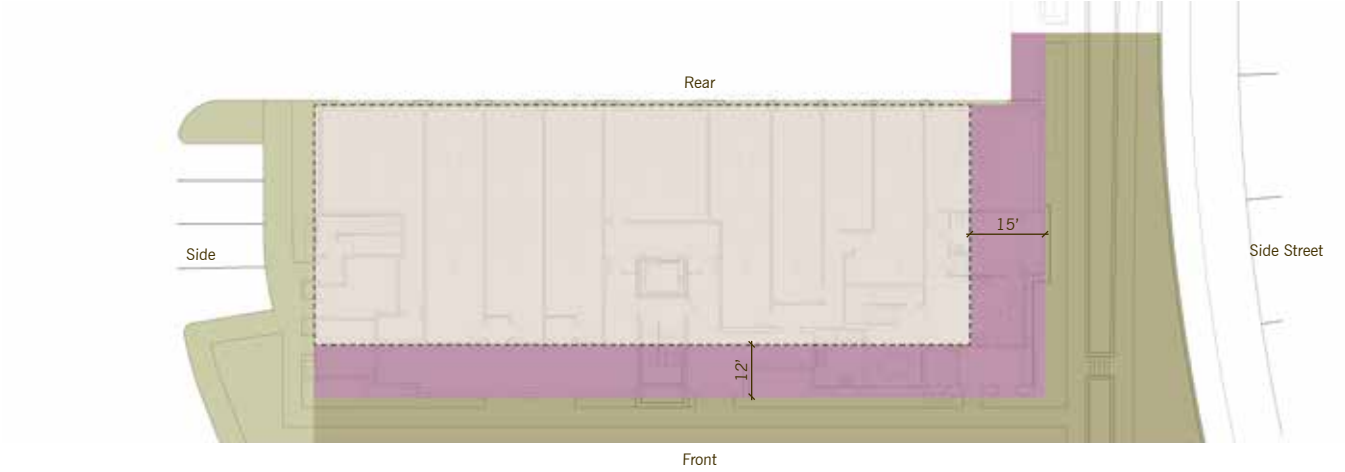
- Front Façade Zone: 12’
- Front Yard Setback Zone: 5’
- Side Façade Zone: 15’
- Side Street Setback Zone: 5’
- Side Yard Setback Zone: 5’
- Rear Yard Setback Zone: 0’
- Garage Setback: 1’

- Height Limit: 48’

- Encroachments
  - -Porches and bay windows may encroach up to two feet into both the Front Yard and Side Street Setback Zones

- Parking
  - -A minimum of two covered parking spaces per 2 bedroom unit
  - -A minimum of one covered space per 1 bedroom unit
  - -Visitor parking of 0.25 spaces/per unit
  - -Parking accessed through driveway with a covered garage measuring approximately 400 square feet (except for single-car garages) set back from the driveway by a minimum of 1’

- Notes
  - -Townhomes and Flats are connected through an attached wall
  - -A separate massing shall occur after approximately 190 linear feet of horizontal building plane facing the public right-of-way
  - -A building modulation (building break) of at least 12’ (depth) by 20’ (width) at approximately every 100’ of horizontal building plane. Building break may occur at any floor of the building
  - -Each building shall not be a repetition of the adjacent building
  - -There shall be at least three variations within each Product type. The differences between variations shall include at least two of the following: building material color and finish, parapet height changes, window frame color and window shapes





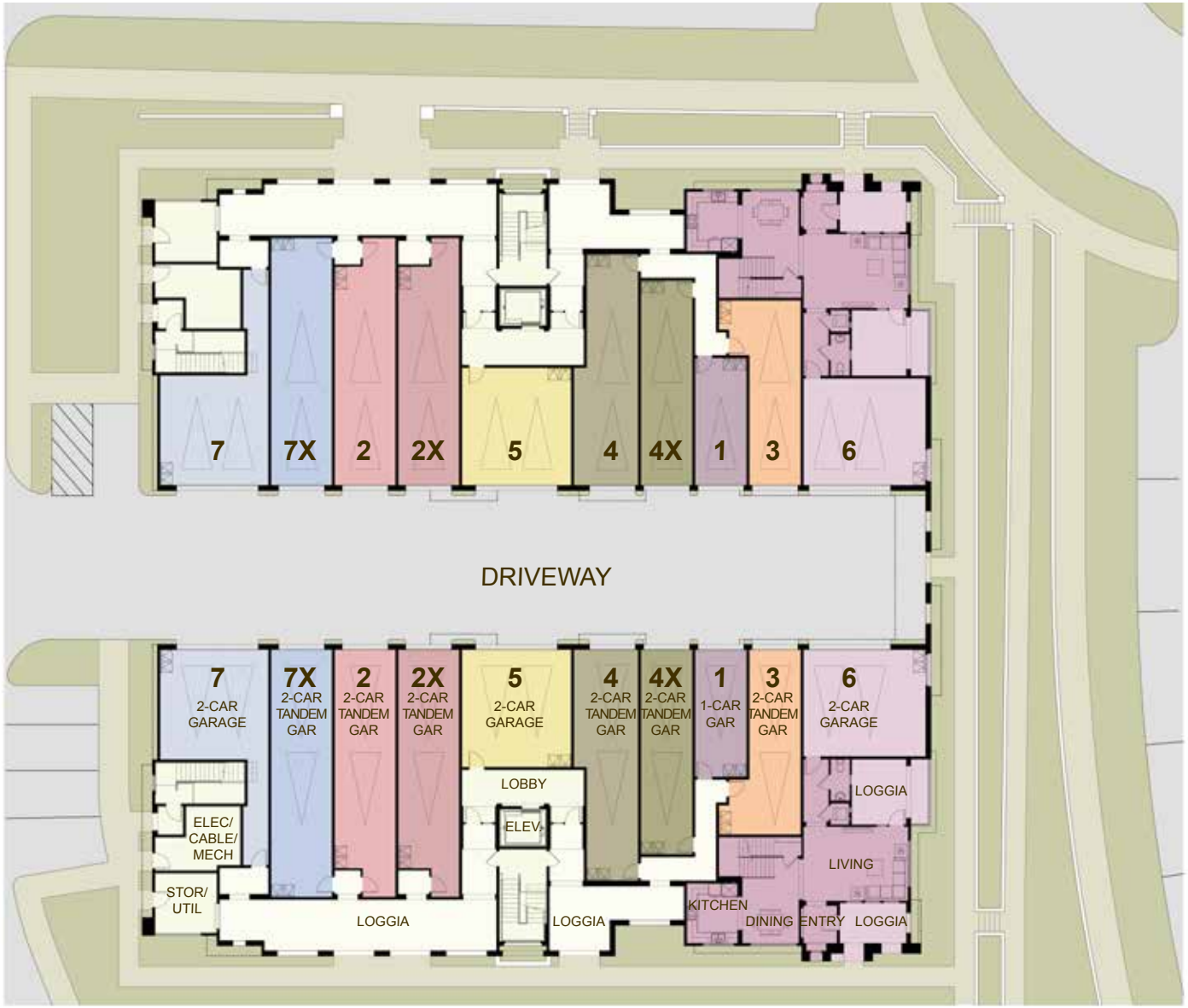


North Elevation



East Elevation

Product 5 - Street Scene Elevations



Product 5 - First Floor



Product 5 - Second Floor



Product 5 - Third Floor

2.16 Building Requirements - Product 6

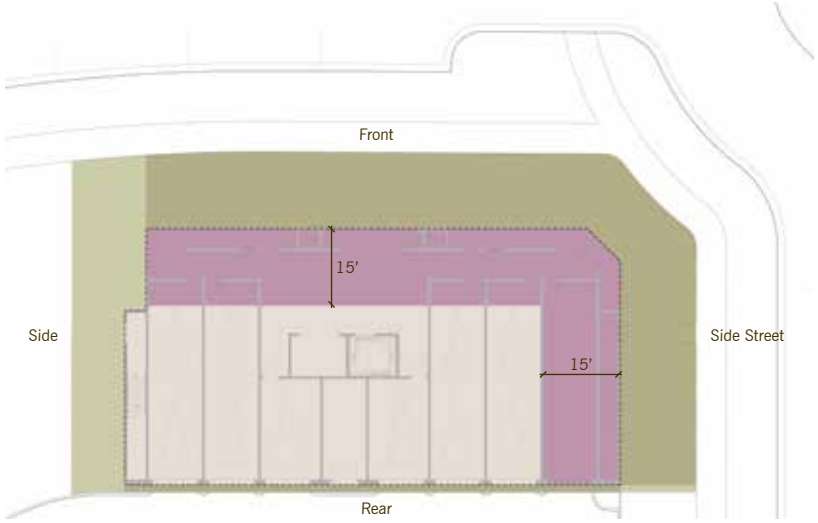
Product 6 Lots - Flats

- Front Façade Zone: 15’
- Front Yard Setback Zone: 5’
- Side Façade Zone: 15’
- Side Street Setback Zone: 5’
- Side Yard Setback Zone: 5’
- Rear Yard Setback Zone: 0’
- Garage Setback: 1’
- Height Limit: 55’

- Encroachments
  - -Porches and bay windows may encroach up to four feet into the Front Yard, Rear Yard and Side Street Setback Zones

- Parking
  - -A minimum of two covered parking spaces per 2 bedroom unit
  - -A minimum of one covered space per 1 bedroom unit
  - -Visitor parking of 0.25 spaces/per unit
  - -Parking accessed through driveway with a covered garage measuring approximately 400 square feet (except for single-car garages) set back from the driveway by a minimum of 1’

- Notes
  - -Flats are connected through an attached wall
  - -A separate massing shall occur after approximately 190 linear feet of horizontal building plane facing the public right-of-way
  - -A building modulation (building break) of at least 12’ (depth) by 20’ (width) at approximately every 100’ of horizontal building plane. Building break may occur at any floor of the building
  - -Each building shall not be a repetition of the adjacent building
  - -There shall be at least three variations within each Product type. The differences between variations shall include at least two of the following: building material color and finish, parapet height changes, window frame color and window shapes





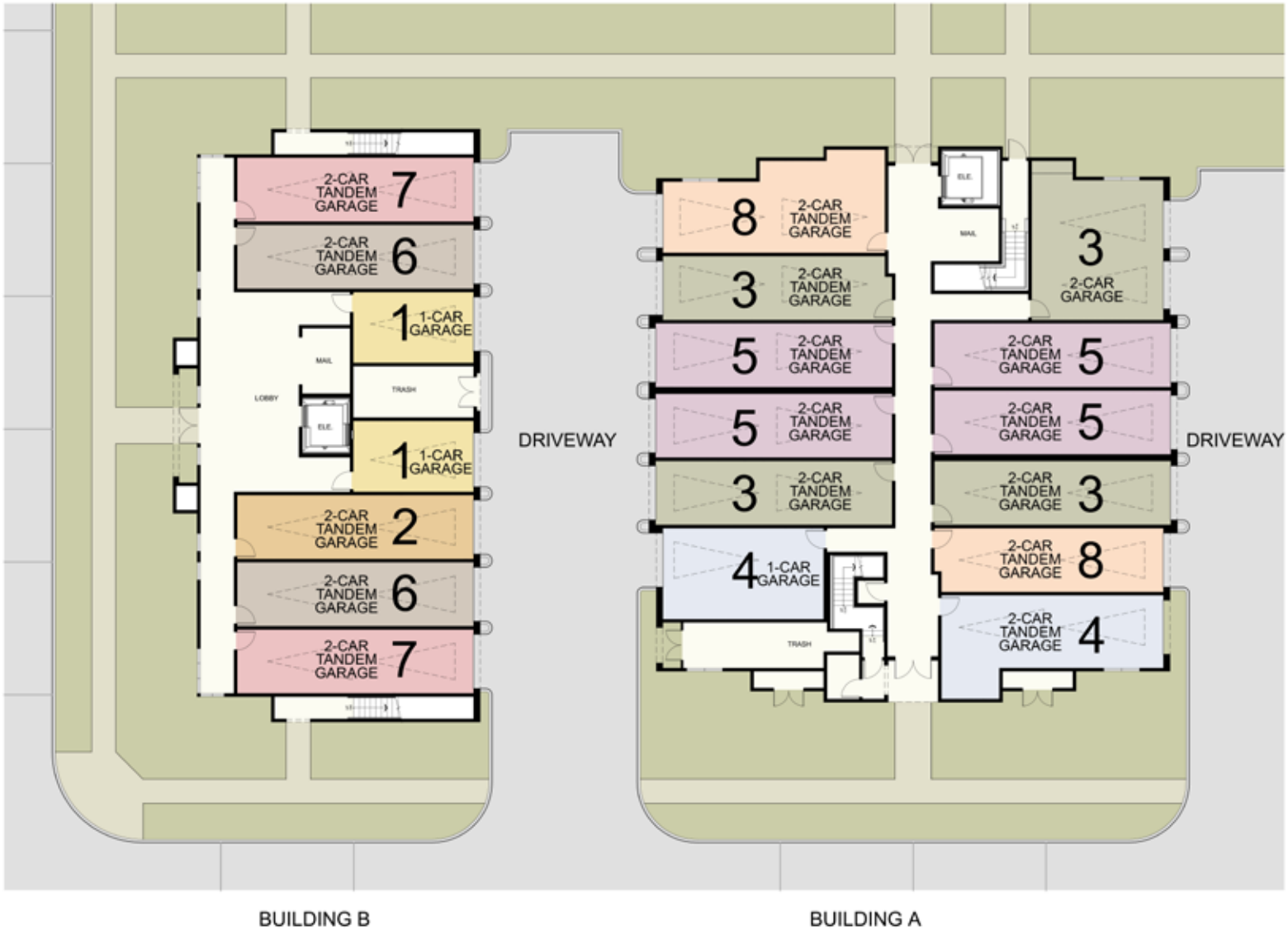


West Elevation



South Elevation

Product 6 - Street Scene Elevations



Product 6 - First Floor



Product 6 - Second Floor



Product 6 - Third Floor



Product 6 - Fourth Floor

2.17 Community Buildings

A. Recreation - Primary
B. Recreation - Secondary
C. Gate House



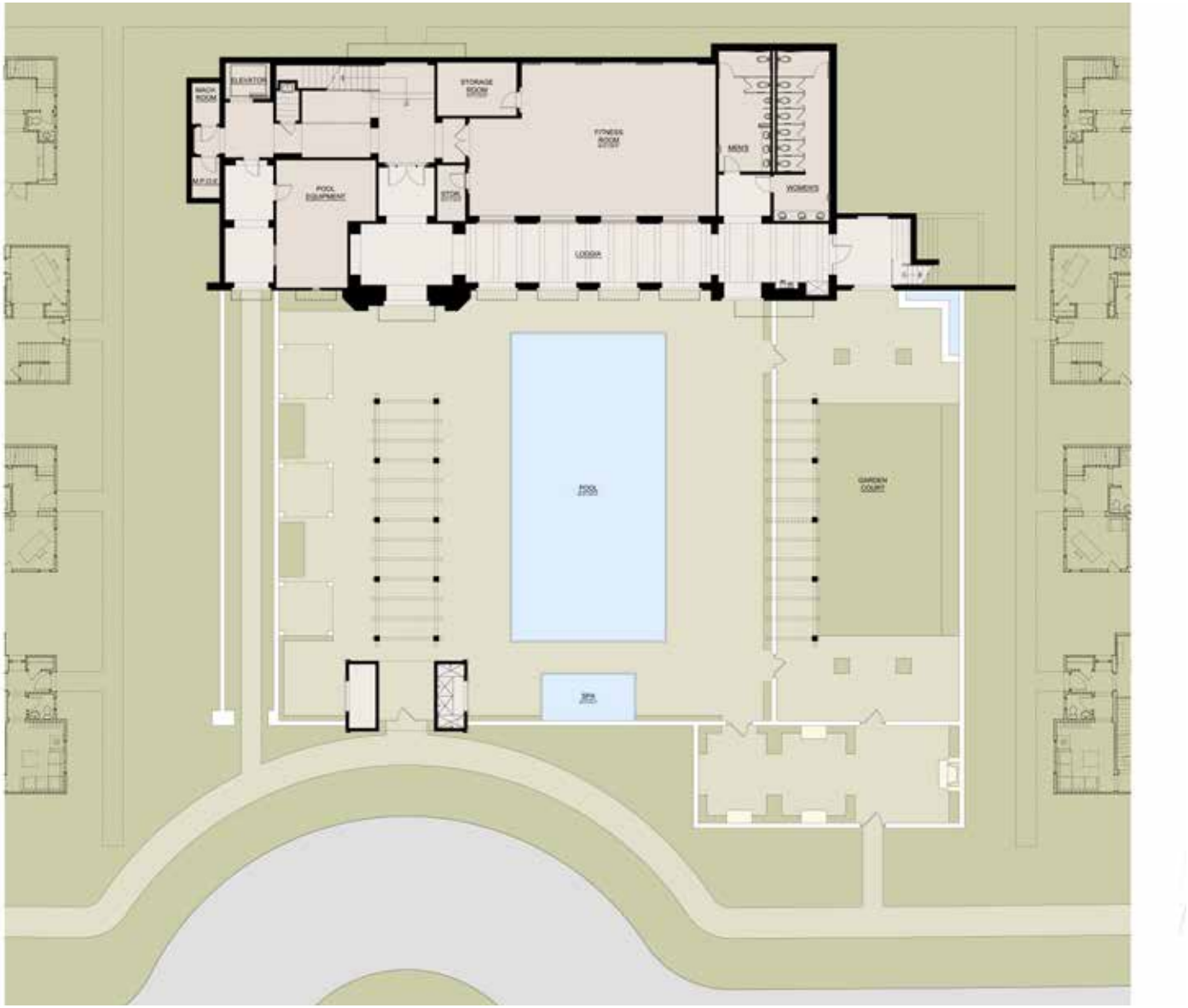


North Elevation



South Elevation

Recreation-Primary - Street Scene Elevations



Recreation-Primary - First Floor and Pool Area



Recreation-Primary - Second Floor

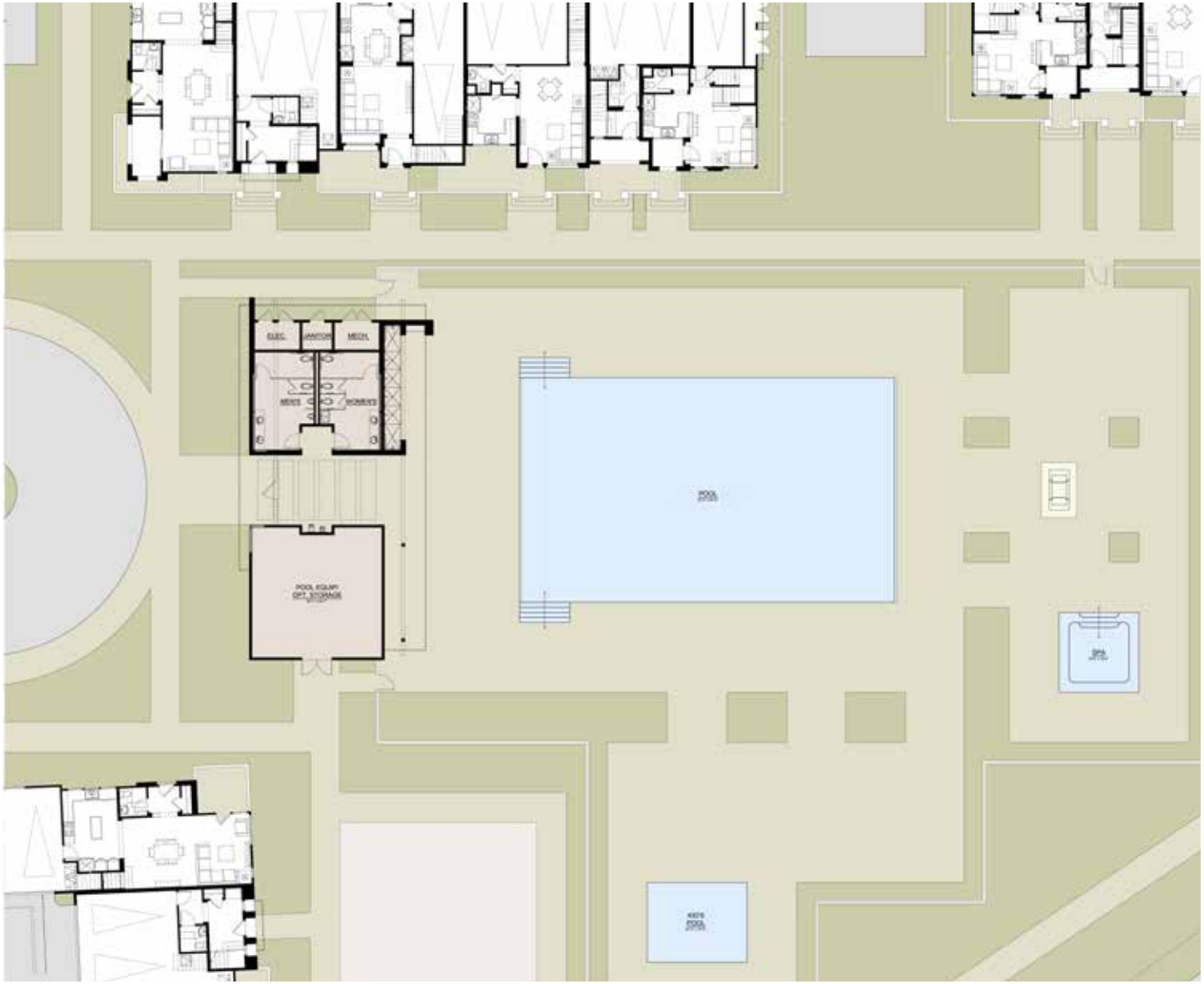


East Elevation



West Elevation

Recreation-Secondary - Street Scene Elevations



Recreation-Secondary - First Floor and Pool Area

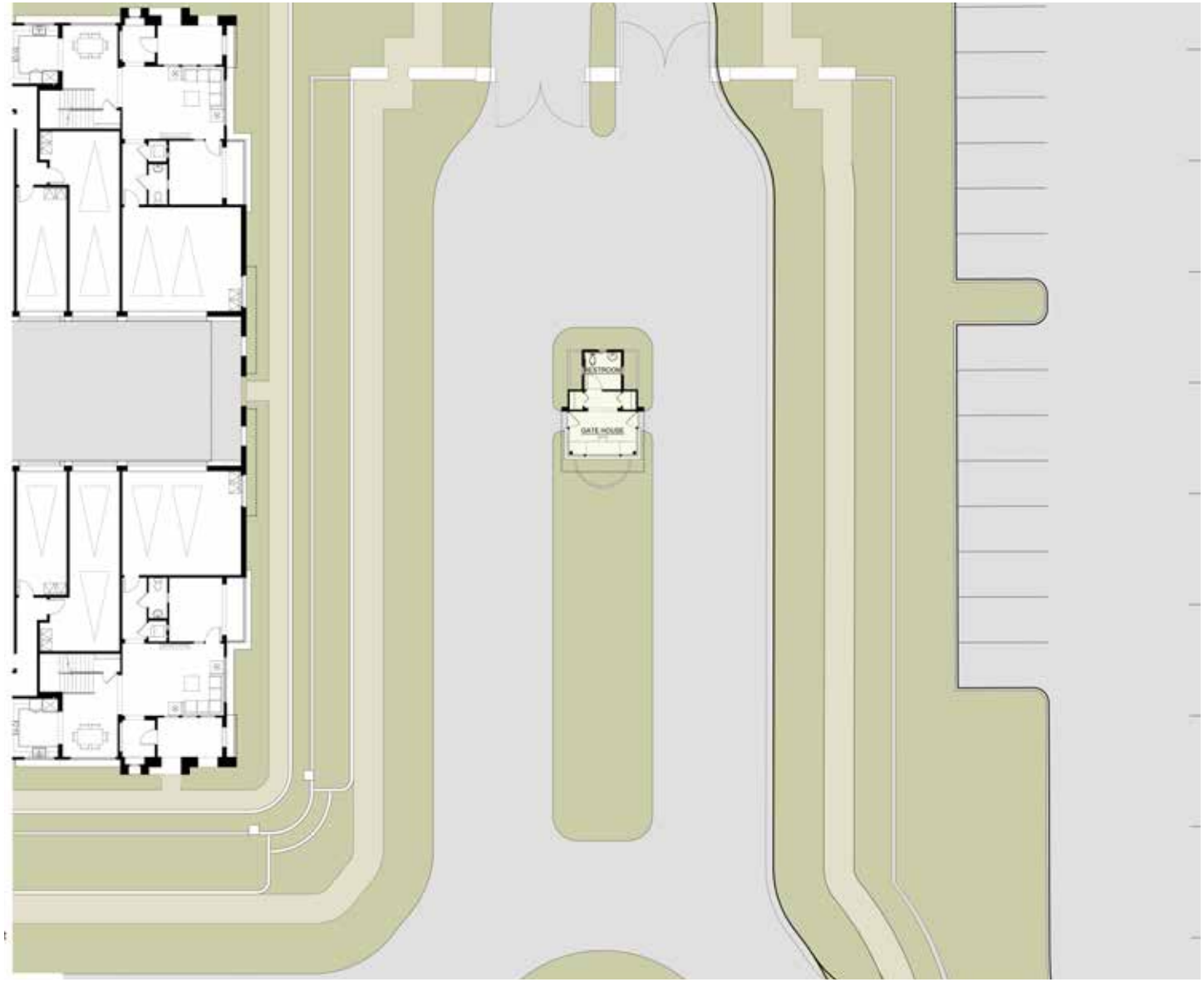


South Elevation



East Elevation

Gate House - Street Scene Elevations



Gate House - First Floor

3.1 Architecture

The following section describes the key elements and design strategies for the permitted architectural styles. This section provides guidelines for designing with the prescribed styles while creating variations among homes and buildings. This is a guide, not a comprehensive catalog of all possibilities.

The selected architectural styles and their related building forms and details are a product of cultural tastes and values that reflect the vision and history of Ponte Vista. The goal is to have a cohesive string of distinct architectural influences that tie the community together yet allow for variety and individual expression.
The following four architectural styles are permitted at Ponte Vista:

- Mediterranean
- Mediterranean Eclectic
- Early California Modern
- California Modern









3.2 MEDITERRANEAN

Inspiration

“Mediterranean” architecture defines a style inspired by California’s Spanish heritage. This style can accommodate a wide range of personalities while maintaining the indoor-outdoor living lifestyle found in a traditional California Home.

This style is typically defined by the use of low-profile tile roofs, stucco walls, decorative wrought iron metalwork, exposed wood rafters, decorative tile accents, and precast concrete door and window surrounds.





DETAILS	DESCRIPTION	ENCOURAGED
Massing	Simple geometric shapes (rectangular, square, octagonal)	
	Well proportioned exterior openings	
	Simple adornment	
Roofs Forms	Simple, uncomplicated roofs	
	Hips or gables	
	Shallow pitches of 3 1/2":12 to 5:12	
	Tight to 18" overhangs at eaves	Rafter tails with shaped profile
	Tight to 12: overhangs at rakes	
	Parapets with barrel tile cap	
Roof Materials	Concrete "S" tile	2-piece barrel tile
Walls	Stucco: 16/20 finish (30/30 finish at feature elements)	
	½" minimum radius bullnose at outside corners	
Architectural Elements	No shutters required	Porches and balconies
Windows	Vertically proportioned windows with divided lights	
Doors & Gates	Entry doors without a porch, to be deeply recessed at front façade	
	Rectangular or arched surrounds (to follow door design)	
Trim & Details	Stucco-wrapped, high density foam trim	
	Closed or exposed eaves	
	Creative gable end details	
	Decorative metal (Juliet balconies, window grills and cages)	
	Well-placed and proportioned entry light fixture	Wall mounted light fixtures at garage door













3.3 MEDITERRANEAN ECLECTIC

Inspiration

"Mediterranean Eclectic" reflects California's modern interpretation of historic Spanish and Mediterranean architectural forms and elements. As a hub of modern culture and innovation, Los Angeles has a long reputation of reinterpreting its history with a contemporary flair. Mediterranean Eclectic represents the innovative and modern spirit strongly present in L.A. culture, with subtle references to its roots.

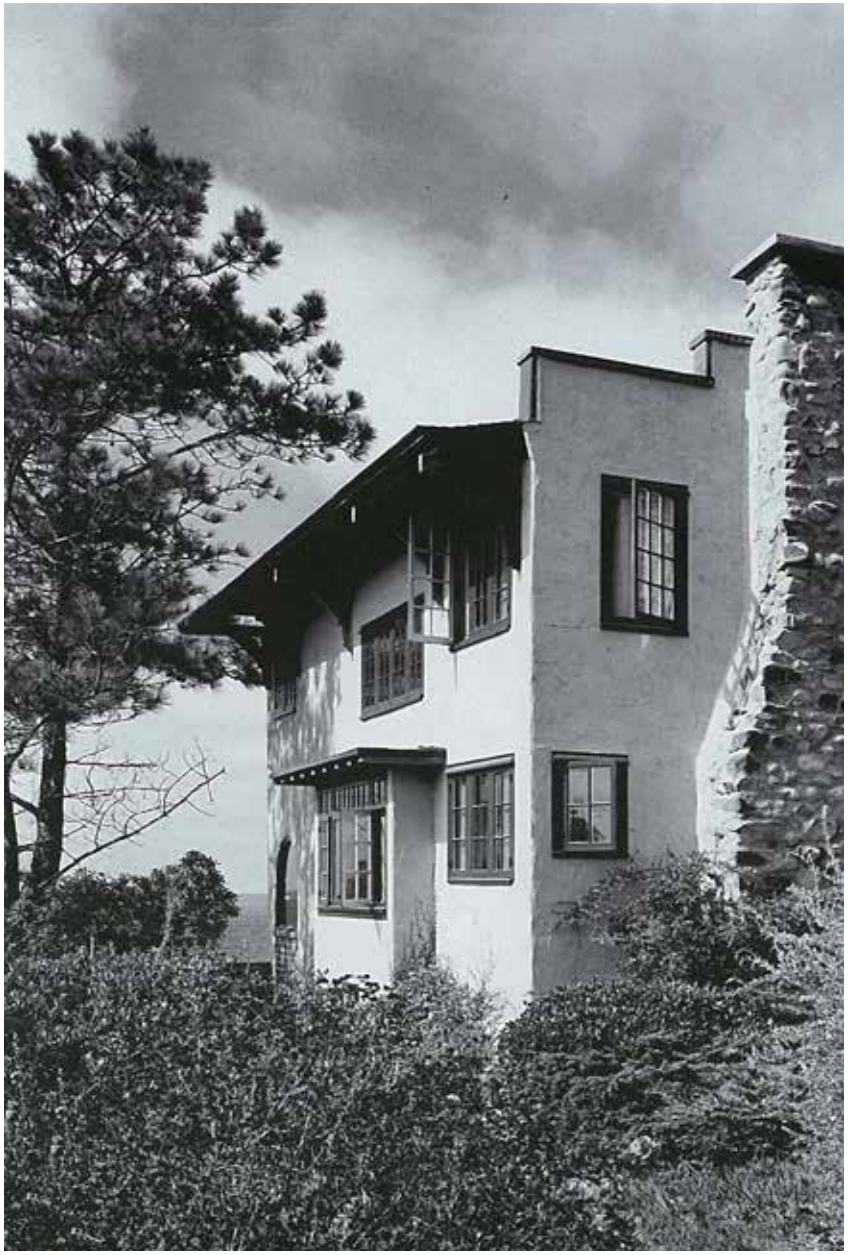




DETAILS	DESCRIPTION	ENCOURAGED
Massing	Simple geometric shapes (rectangular, square, octagonal)	
	Well proportioned exterior openings	
	Simple adornment	
Roofs Forms	Simple, uncomplicated roofs	
	Hips or gables	
	Shallow pitches of 3 1/2":12 to 5:12	Flat roof with parapets
	Tight to 18" overhangs at eaves	Rafter tails with shaped profile
	Tight to 12: overhangs at rakes	
	Parapets with barrel tile cap	
Roof Materials	Concrete "S" tile	2-piece barrel tile
Walls	Stucco: 16/20 finish (30/30 finish at feature elements)	
	½" minimum radius bullnose at outside corners	
Architectural Elements	No shutters required	Porches and balconies
Windows	Vertically proportioned windows with divided lights	
Doors & Gates	Entry doors without a porch, to be deeply recessed at front façade	
	Rectangular or arched surrounds (to follow door design)	
Trim & Details	Stucco-wrapped, high density foam trim	
	Closed or exposed eaves	
	Creative gable end details	
	Decorative metal (Juliet balconies, window grills and cages)	
	Well-placed and proportioned entry light fixture	Wall mounted light fixtures at garage door













3.4 EARLY CALIFORNIA MODERN

Inspiration

"Early California Modern" reflects the progressive style developed in the early part of the twentieth century by native architect Irving Gill. This style represents the popular modernist thought of the day of "a new beginning in life and art". Early California Modern is identified by the use of flat roofs without eaves, simple geometric massing, unity of materials, ribbon windows, light exterior wall colors to reflect the brilliant Southern California sun, frequent use of ground level arches creating transitional breezeways, and lack of ornamentation.





DETAILS	DESCRIPTION	ENCOURAGED
Massing	Large simple rectangular shapes	
	Horizontal massing with vertical elements	
Roofs Forms	Simple, uncomplicated roofs	
	Shallow pitches of 3 1/2":12 to 5:12	Flat roofs with parapets
	18" to 24" overhangs at eaves with gables and hips (no tails)	
	12" minimum rakes at gable or shed roof conditions	
Roof Materials	Concrete flat tile or "S" tile	
Walls	Stucco: 16/20 finish	
Architectural Elements	Multiple lower level arched openings into breezeways and porches	
	No shutters	
Windows	Long bands of windows, including at corners	
	Horizontal or vertical proportions	
	Recessed windows with colored frames	Casement windows with fixed transoms above
Doors & Gates	Deeply recessed entry doors if not located within a porch	
Trim & Details	Minimal trim around windows and doors	













3.5 CALIFORNIA MODERN

Inspiration

The “California Modern” style reflects the contemporary and progressive spirit of Southern California. As a center of culture, entertainment, fashion and art, Southern California is on the forefront of new and interesting architectural expressions and interpretations. California Modern is the manifestation of that energetic and youthful spirit. This style is defined by clean and simple geometric massing,





DETAILS	DESCRIPTION	ENCOURAGED
Massing	Strong, simple forms with varied massing	
	Modulated wall planes with recessed windows and doors	
Roofs Forms	Simple, uncomplicated roofs	
	Varying roof heights	
	Shallow pitches of 3 1/2":12 to 5:12	Flat roofs with parapets
Roof Materials	Concrete flat tile or "S" tile	
Walls	Stucco: 16/20 finish	
Architectural Elements	Building corners are given special open treatment with large expanses of glass	Wrap-around balconies
Windows	Large windows organized in regular patterns	
Doors & Gates	Entry doors accentuated with attached canopies and large glazed entry portals	
Trim & Details	Minimal trim around windows and doors	













4.1 Introduction

The landscape of Ponte Vista is set within a mature established community with open space to the north, a private school to the east, high density residential to the south and across Western Avenue to the west with its adjacent single family residential and cemetery land uses. This Landscape Design Guideline section will define the Common Area landscape framework, establish the planting and hardscape aesthetic of the project, streetscape character, establish the park program and identify perimeter landscape transitions of the site. This section will also classify the landscape for typical product areas and address lighting, signage, walls, and trail recommendations.

4.2 Landscape Guidelines

The site is accessed from an enhanced streetscape on Western Avenue, featuring a Monument Entry and Monument Court. The Community Entry Drive leads to a Community Entry Plaza that greets guests and welcomes residents home. A community Spine Street is at the heart of the community reinforced with a strong linear landscape, neighborhood park linkages and garden landscapes. A School Access Drive connects the adjacent Mary Star of the Sea High School with users on and off site. The Community Loop Street connects to internal residential neighborhoods. The Secondary Loop Streets within each neighborhood attach to the Community Loop. Open space landscape along the north and east edges of the community transition to the adjacent Defence Fuel Supply Point (DFSP) open space land use.

Framework Principals:

a. Create a memorable monument gateway entry system that greets guests and residents upon arrival.

b. Provide a safe living environment with gated entries and secured community edges, including lighted community amenities.

c. Establish a strong streetscape character that visually links and ties the community's character together with the historic nature of the area.

d. Establish a comfortable, walkable garden street system that connects people to the many community amenities.

e. Provide a hierarchy of park areas for outdoor recreation and community gathering that celebrate an active outdoor lifestyle.

f. Use landscape plants that adhere to low water use standards.

g. Integrate the use of Bio-swales for water capture that minimizes runoff.



Landscape Structure Diagram



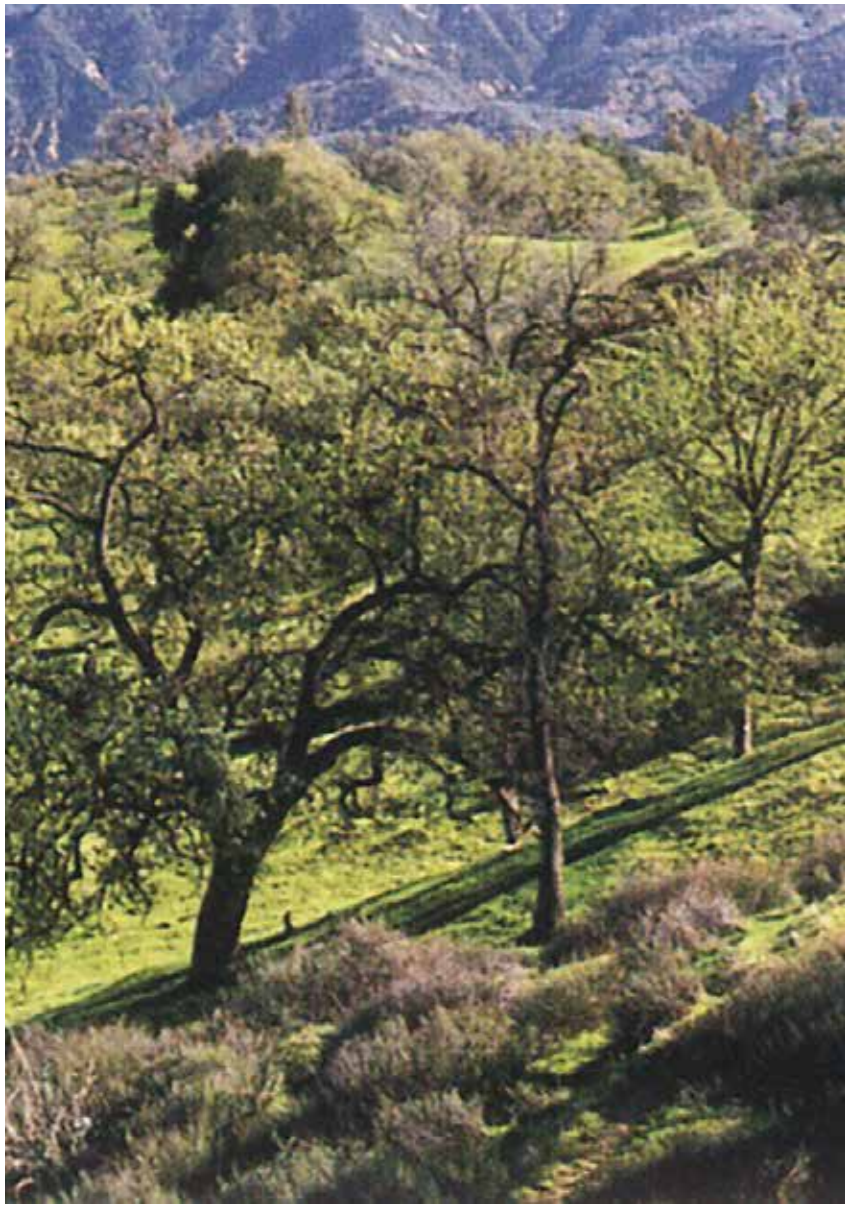
Overall Master Plan

4.3 Open Space

Open Space Landscape

The transitional slope along the north edge of the community features an Open Space Landscape system between the residential neighborhood and adjacent DFSP open space area. This slope landscape area includes canopy trees, shrubs and a perimeter fence system at the property line. A native plant palette will enhance the open space character including Oak and Sycamore trees. Low water use colorful spreading shrubs, grasses and textured plantings will be utilized.







Open Space Landscape

4.4 Neighborhood Private Parks

Primary Recreation Center

The Primary Recreation Center is located in the center of the community along the Community Spine Street. The Primary Recreation Center is a central gathering place within the community. It features an adult oriented resort character that is elegant and sophisticated with classical proportions. The two level clubhouse is accessible from the upper street level and lower pool deck. The building facilities include a lounge, club room, outdoor court and promenade deck with a kitchen and rest rooms on the upper level. The lower level features a fitness room, rest rooms, and pool equipment facilities. The gardens offer a lap swimming pool, adult spa, cabana areas, event lawn, sunning deck, outdoor fireplace, and barbecue areas for dining and lounge seating. Canopy palms create a ceiling over the garden deck spaces and provide filtered shade for guests and residents. Accent trees provide color and interest while textured planting accentuates the buildings and enhance the classic elegant garden character.

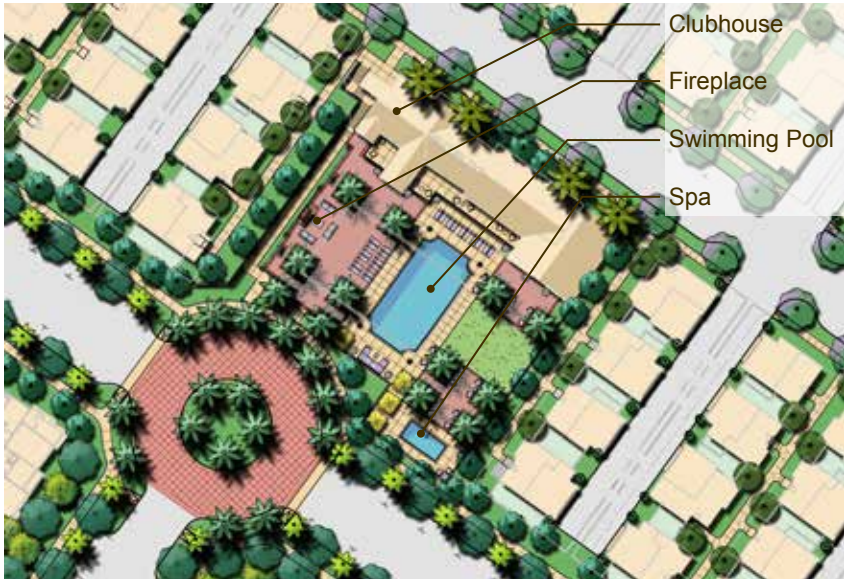












Primary Recreation Center

Secondary Recreation Center

The Secondary Recreation Center is located at the end of the Community Spine Street. An arrival drop off area with convenient angled parking will serve a variety of possible uses within the community. A multi-use central park lawn at the core of the parking area allows for such program uses as a farmers market, art shows and car shows to name a few. This area will serve the community by gathering residents together. The Recreation Center is family oriented and offers many fun activities for a wide range of users. This Recreation Center offers the possibility for competitive swim club programs with its junior Olympic size pool as well as recreational swim opportunities. The entry pavilions house rest rooms and convenient outdoor showers and swimming pool pump room facilities. A children's wading / play pool, and picnic areas for young families are also included. This Recreation Center also features an activity lawn, outdoor fireplace, family spa, lounge seating and sun decks areas. Canopy palms create a ceiling over the Recreation Center deck spaces and provide filtered shade for guests and residents comfort. Accent trees provide color and interest while textured plantings accentuate the buildings and enhance the classic and elegant park character











Secondary Recreation Center

City Park

The City Park is located adjacent to the southern entry of the community along the community entry drive. The City Park can be accessed directly from Western Avenue, from the entry roundabout, and from the School Access Drive. The park features an expansive open turf lawn which allows for both passive and active uses. The lawn is encircled by a wide multi-use trail with bench seating. A parking area is provided off of the School Access Drive, providing an emergency access link to the neighboring community to the south. A formal tree bosque featuring flowering accent trees leads visitors towards the park picnic pavilion, with children's play areas sited on either side. Evergreen buffer trees soften the southern edge of the park adjacent to the neighboring community. Textured and varied plantings enhance the character of the park sites slopes and provide visual interest. The park entrance off of Western Avenue provides framed views of the park below.











City Park Concept A

City Park - Concept ‘B’

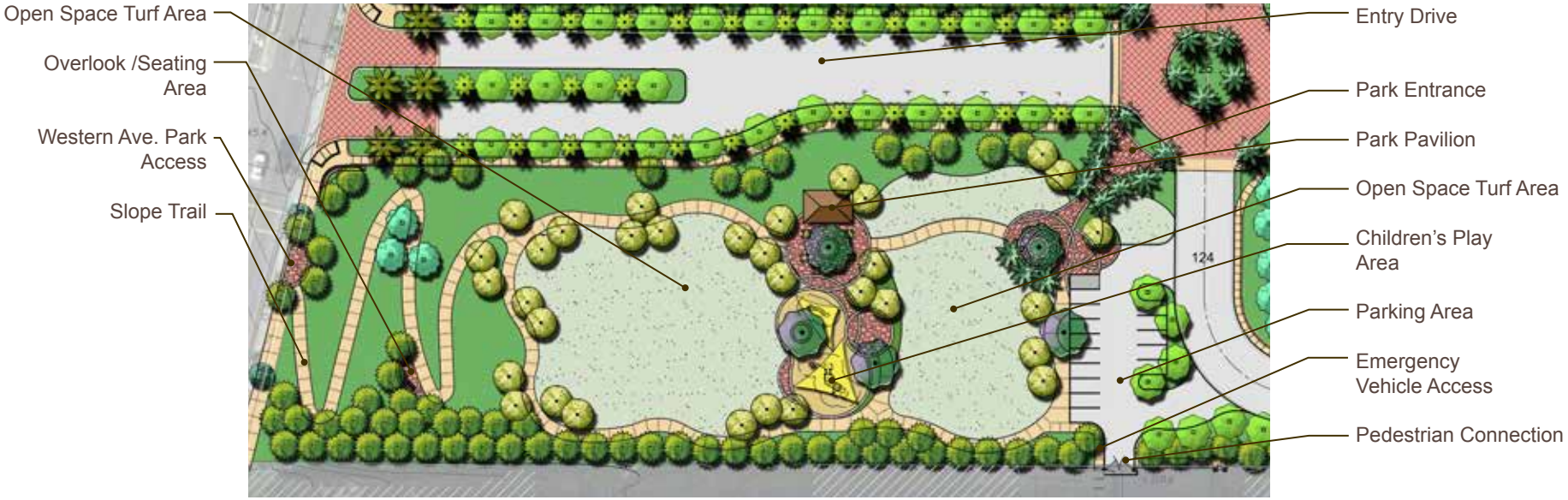
The City Park Concept ‘B’ incorporates expansive open turf areas and a centrally located plaza and play area. Visitors are welcomed to the park via an entry plaza located near the entry road round-about. A park pavilion building is located centrally within the site. This feature could house uses such as restrooms, drinking fountains, picnic shelters, and storage/maintenance. A plaza adjacent to the pavilion allows for picnicking and bench seating near the children’s play area. Evergreen buffer trees soften the southern edge of the park adjacent to the neighboring community. Textured and varied plantings enhance the character of the park sites slopes and provide visual interest. The park entrance off of Western Avenue provides framed views of the park below.











City Park Concept B

Neighborhood Pocket Parks: Area 1

Pocket park spaces are located throughout the community providing important park programming which promotes a healthy lifestyle in the community. Park areas have been set aside to provide a variety of uses which complement those in the Recreation Center programs. Passive and active uses are encouraged including activity lawns, a picnic pavilion, walks, bench seating and children's play structures. Convenient parallel parking along the adjacent streets is shaded with street trees, while deciduous and evergreen park trees bring flowers and shade to the park. Walk systems within the neighborhoods connect residents to the pocket parks.











Neighborhood Pocket Parks: Area 1

Neighborhood Pocket Parks: Area 2

Pocket park space is important to enjoy as you leave and return home each day. It offers a sense of place and accessibility to the outdoor living environment. Viewing gardens and activity lawns are easy on the eyes and visually extend an enjoyment of living green. Park oriented entry walkways and stoops are centered along these green spaces which offer areas for picnicking, sitting on the lawn or just smelling the flowers and enjoying life within the community. Convenient parallel parking along the adjacent streets is shaded with street trees while deciduous and evergreen park trees bring flowers and shade to the park. Walk systems within the neighborhoods connect residents to the pocket parks.











Neighborhood Pocket Parks: Area 2

Neighborhood Pocket Parks: Area 3

Pocket parks promote healthy living for our four legged friends as well. The Community Dog Park facility is located within the neighborhood pocket park on the eastern edge of the community. Having fun and time to chase around their dog friends is important for canine development and sustainability. A fully fenced in area with sanitary amenities and a doggy water fountain are featured in this pocket park. Other uses, down the hill from the dog park, include large multi-use activity lawns, garden paths and bench seating for guests and residents. A large children's adventure play area which includes accessible sand play areas, balance structures, climbing towers with fun slides will get kids of all ages physically fit and in shape while educational themes teach them about nature and the big outdoors. The play areas are shaded from the sun and provide picnicking opportunities along the edges of the park. Convenient parallel parking along the adjacent streets is shaded with street trees while deciduous and evergreen park trees bring flowers and shade to park users. Walk systems within the neighborhoods connect residents to the pocket parks.











Neighborhood Pocket Parks: Area 3

4.5 Typical Residential Product Plans

Residential Product 1

This single family neighborhood featuring product type 1 has a walkable street with turf parkway separated sidewalks and formal evergreen street trees that create a unique street character. Flowering accent trees located at neighborhood corners will give interest and color to the streetscape. Vertical evergreen trees behind the sidewalk soften the residential buildings while vertical accent trees accentuate them. Enhanced paving in the driveways, entry walks and stoops refine the streets character. Colorful and textured planting accentuate the buildings and enhance the classic garden character. Parking is provided along the streets for guests.







Residential Product 1

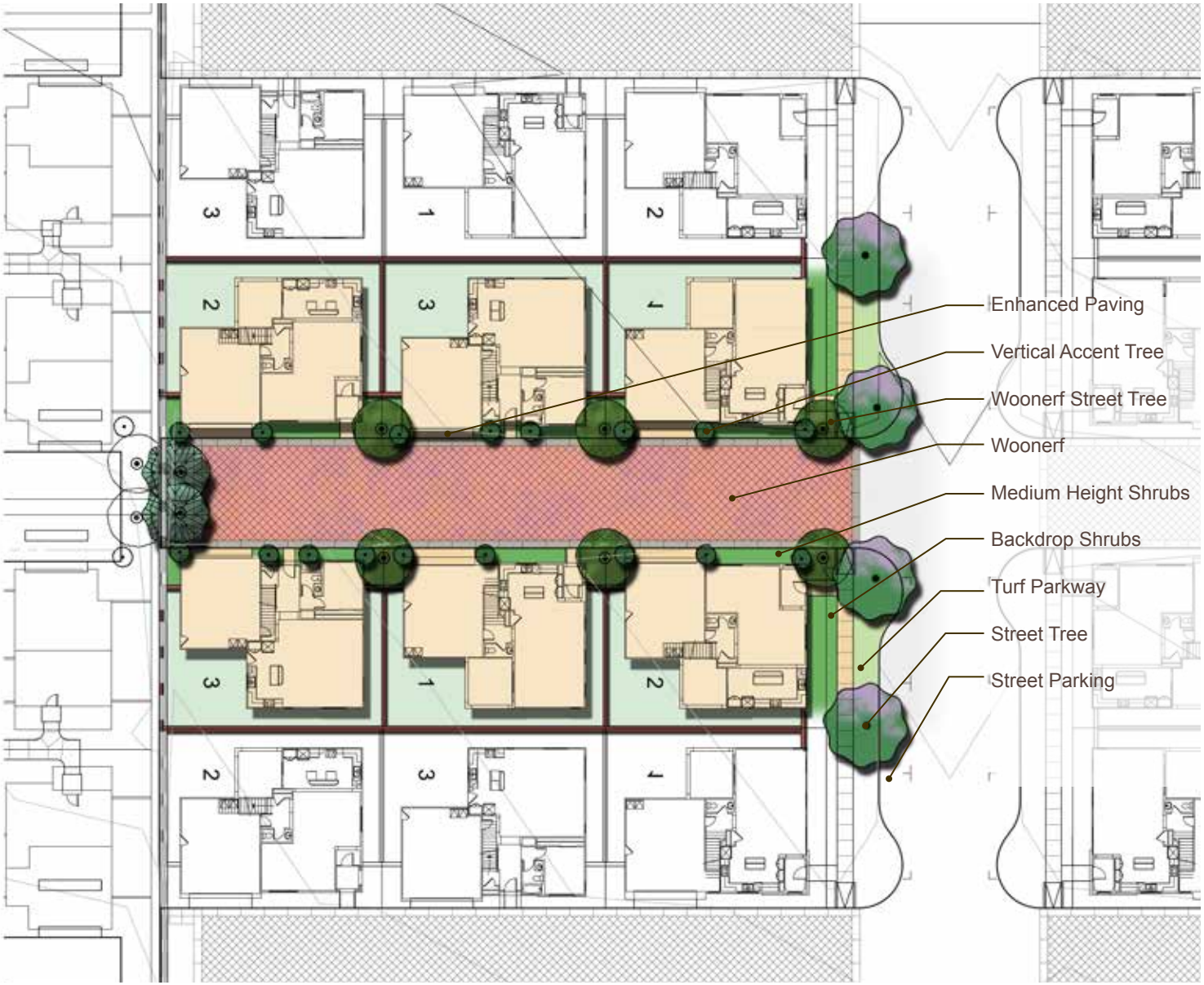
Residential Product 2

This single family neighborhood features Product type 2, which is accessed via a woonerf, a neighborhood lane with pedestrian access. Turf parkway separated sidewalks and formally spaced evergreen street trees create a unique street character. Evergreen hedges will soften the appearance of backyard walls from the adjacent street. On this walkable street, enhanced paving on driveways, entry walks and stoops refine the woonerf's character. Evergreen woonerf canopy trees soften transitions between homes and create a streetscene, while small accent trees highlight entry stoops and architectural corners. Colorful and textured planting accentuate the homes and enhance the classic garden character. Parking is provided along the neighborhood streets for guests.









Residential Product 2

Residential Product 3

This single family neighborhood features Product type 3, with garages accessed from an alley and most front entries located off of green spaces, some located along walkable streets. Turf parkway separated sidewalks and formally spaced evergreen street trees create a unique street character. Evergreen hedges will soften the appearance of backyard walls from the adjacent street. Within the alley, enhanced paving on driveways refine the alleys character. Evergreen alley canopy trees soften the transitions between homes and create a streetscene, while small accent trees highlight the building corners and garage entry features. Front door entries are accessed from green spaces with walkway connections to the street. Skyline palms and accent trees punctuate these garden areas and provide scale and a ceiling to these narrow spaces. Colorful and textured planting accentuate the buildings and enhance the classic garden character. Parking is provided along the neighborhood streets for guests.







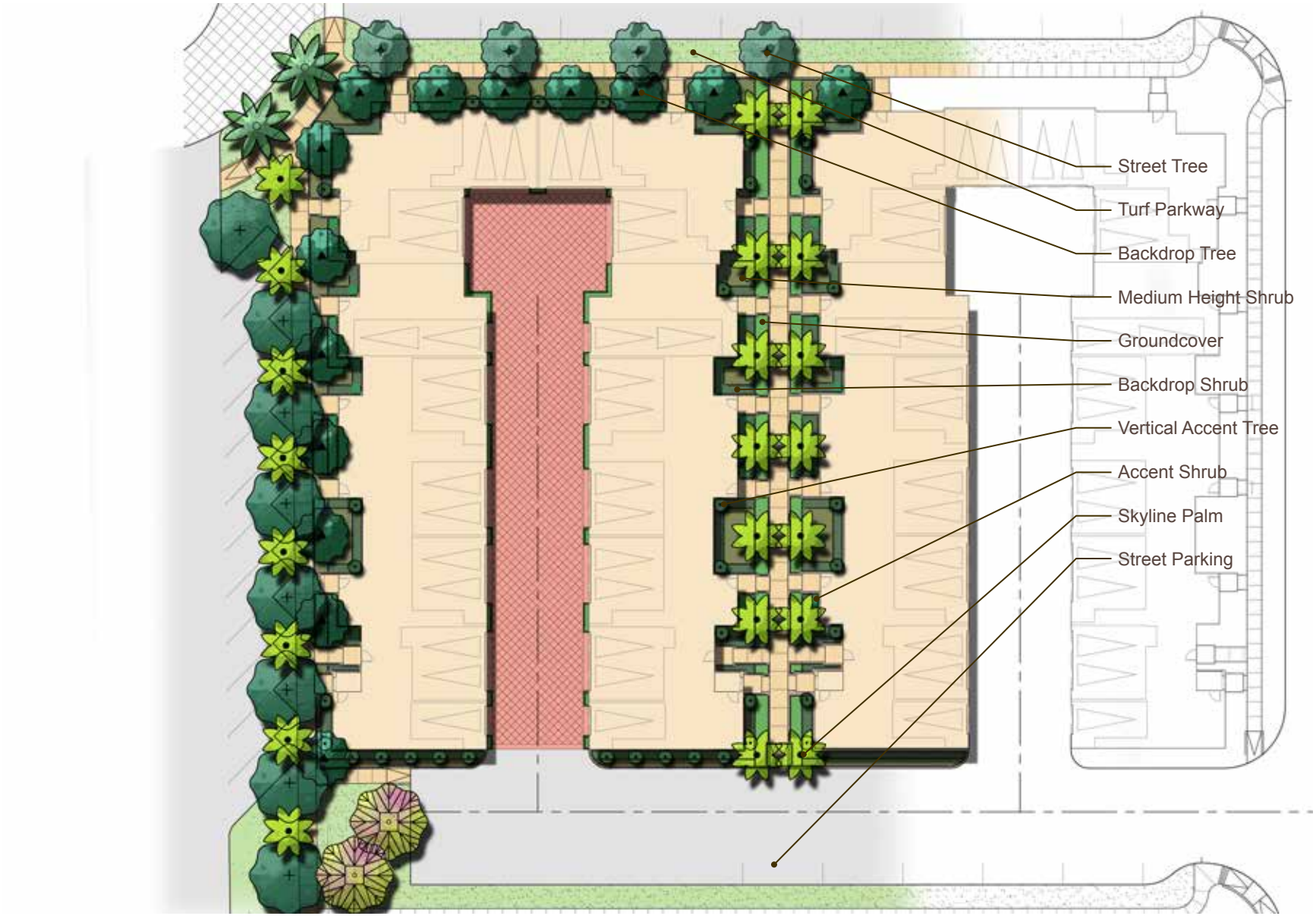
Residential Product 3

Residential Product 4

This multifamily neighborhood features Product type 4, with garages accessed from an auto court and most front entries located off of green spaces and occasionally off of walkable streets. The walkable streets feature turf parkway separated sidewalks and formally spaced evergreen street trees that create a unique street character. Behind the walkway, vertical evergreen backdrop trees will soften the architectural massing while vertical accent trees accentuate the residential building entries. Green space areas are accentuated with skyline palms that provide a ceiling to these narrow spaces. Accent trees punctuate these linear garden areas and provide color and pedestrian scale. Entry stoops are accessed off a walkway system that connects to adjacent walkable streets. Colorful and textured planting along streets and within the green spaces accentuate the buildings and enhance the classic garden character. Enhanced paving brings color and texture to the auto court. Landscaped edges at buildings soften the garage architecture with the use of espalier vines. Parking is provided along the streets for guests.







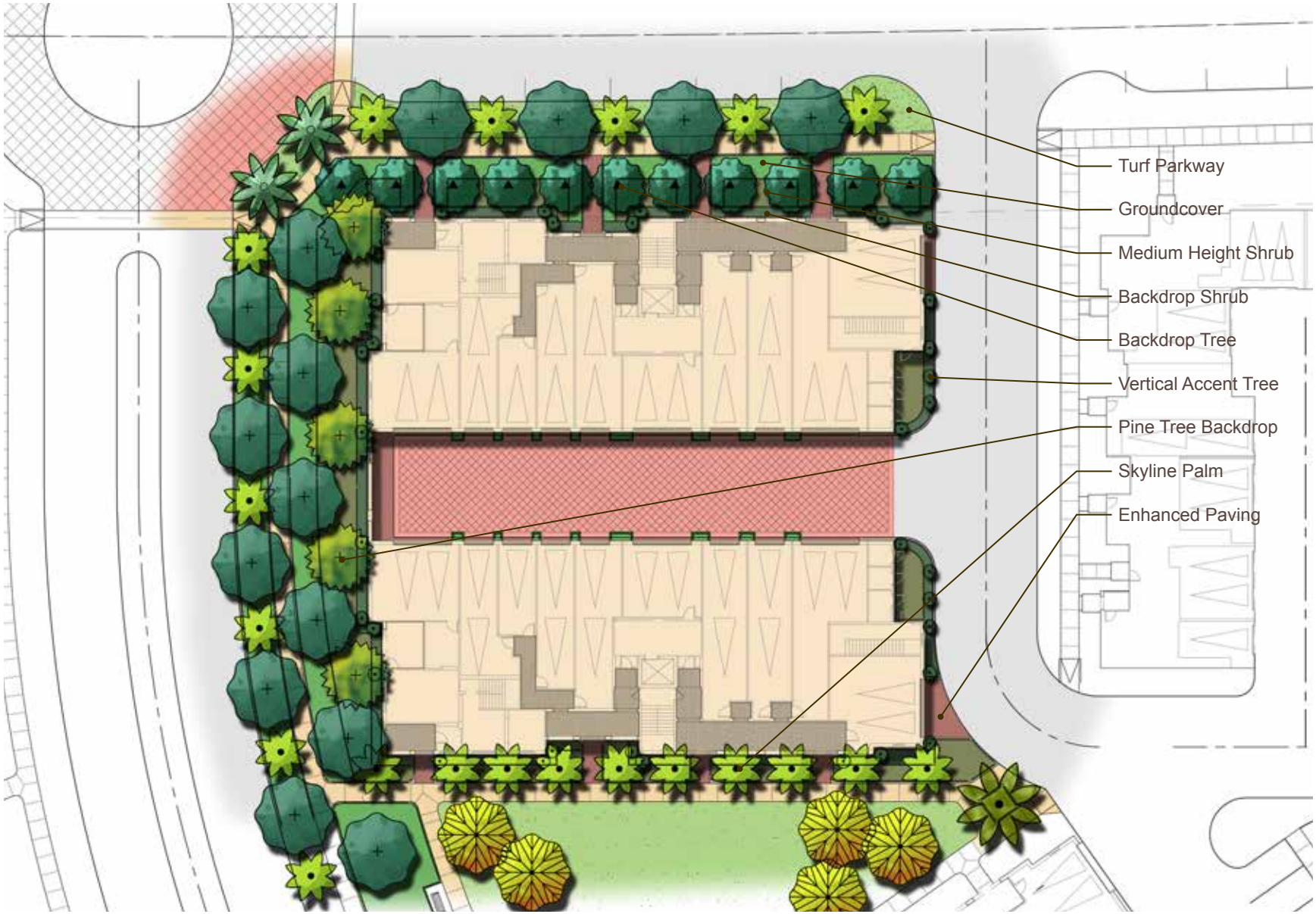
Residential Product 4

Residential Product 5

This multifamily neighborhood features Product type 5, with garages accessed from an auto court and most front entries located off of pocket park green spaces connected to alley drives. The alley drives feature evergreen and deciduous trees that create a unique alley character. These drives display colorful, textured planting that accentuate the building edges. Entry stoops are accessed off of a walkway system along the park edges. The parks feature skyline palms that provide vertical scale along buildings as well as evergreen and deciduous park trees set within central lawn areas provide shade to the park gardens. Colorful and textured planting within the parks accentuate the building edges and enhance the classic garden character. Within the auto court, enhanced paving brings interest and texture into these large driveway areas. Landscaped edges at buildings soften the garage architecture with the use of espalier vines.







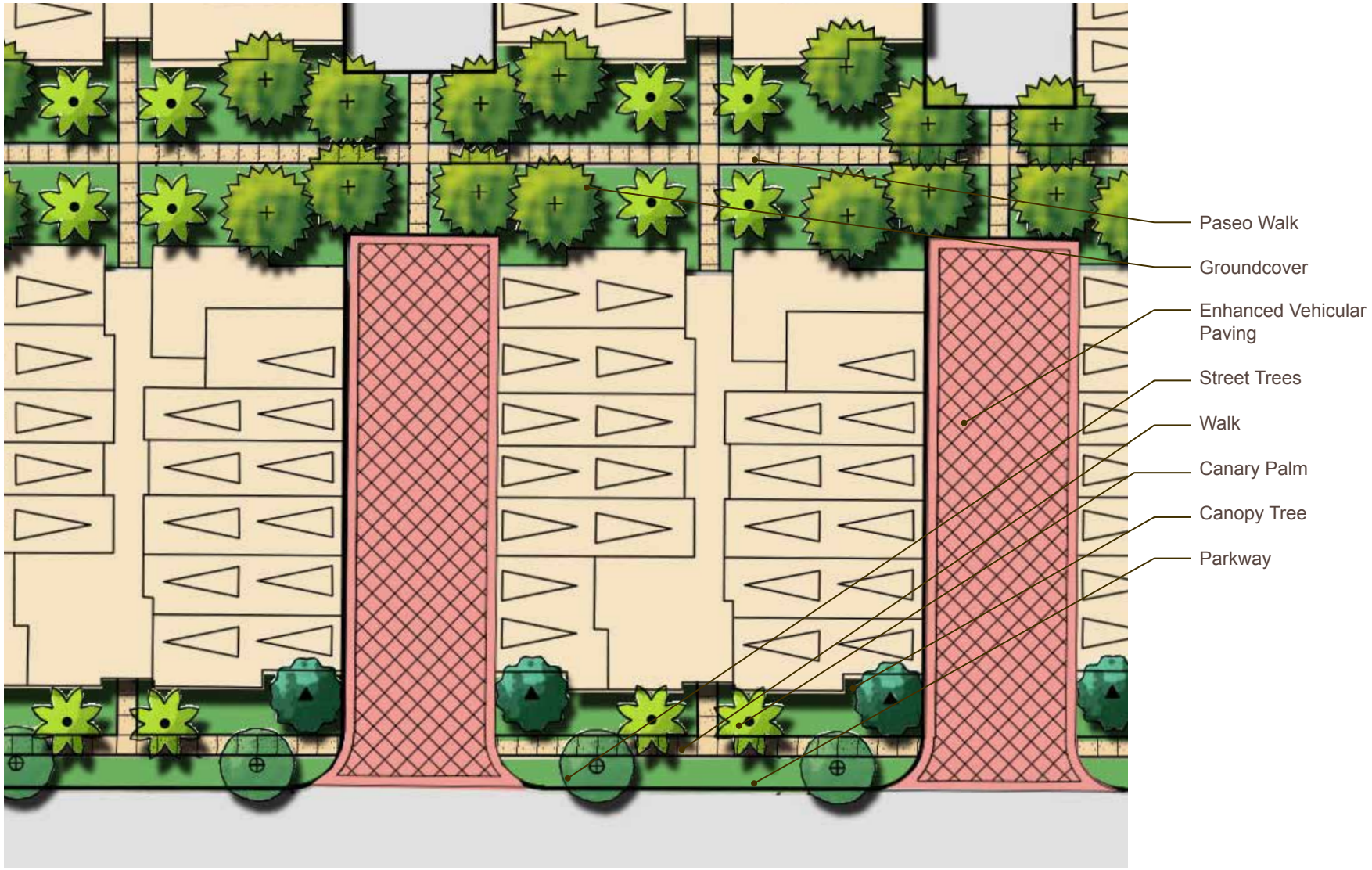
Residential Product 5

Residential Product 6

This multifamily neighborhood features Product type 6, with garages accessed from an auto court and building lobbies located off of paseos and neighborhood drives. The paseos feature evergreen trees that soften the building edge, deciduous park trees within open lawn areas, and palm trees defining building entry locations.
Colorful and textured planting with the open spaces and paseos accentuate the building edges and enhance the classic garden character. Within the auto courts, enhanced paving brings visual interest and texture into these expansive drive areas.







Residential Product 6

4.6 Plant Palette

Large Accent Trees

Jacaranda mimosifolia	Jacaranda
Erythrina caffera	Kaffirboom Coral Tree
Olea europaea	Common Olive
Schinus molle	California Pepper Tree
Chorisia speciosa	Floss Silk Tree

Accent Palms

Arcontophoenix cunninghamiana	King Palm
Phoenix canariensis	Canary Island Date Palm
Phoenix dactylifera	Date Palm
Washingtonia robusta	Mexican Fan Palm
Howea forsteriana	Kentia palm
Chamaerops humilis	Mediterranean Fan Palm

Street Trees

Podocarpus gracilior	Fern Pine
Ficus rubiginosa	Rusty Leaf Fig
Ficus m. nitida	Indian Laurel Fig
Ficus rubiginosa	Rusty Leaf Fig
Ficus r. 'Florida"	NCN
Cinnamomum camphora	Camphor tree
Cupaniopsis anacardiodes	Carrot Wood
Magnolia grandiflora	Southern Magnolia
Melaleuca linarifolia	Flaxleaf Paperbark
Ulmus parvifolia	Chinese Elm
Tristania confirta	Brisbane Box
Liquidambar styraciflua 'Rotuniloba'	American Sweet Gum
Liriodendron tulipifera	Tulip Tree
Koelreuteria elegans	Flamegold

Alley and Paseo Trees

Agonis flexuosa	Peppermint Tree
Arbutus 'Marina'	NCN
Arbutus unedo	Strawberry Tree
Citrus 'Navel'	Orange
Strelitzia nicolai	Giant Bird Of Paradise
Laurus nobilis 'Saratoga'	Sweet Bay
Pyrus kawakamii	Evergreen Pear
Cupressus sempervirens	Italian Cypress
Ligustrum lucidum	Glossy Privet
Ilex cornuta 'Burfordii'	Chinese Holly
Harpephyllum caffrum	Kaffir Plum
Eriobotrya deflexa	Bronze Loquat
Chitalpa tashkentensis 'Pink Dawn'	Chitalpa
Acca sellowiana	Pineapple Guava
Stenocarpus sinuatus	Firewheel Tree
Schefflera actinophylla	Schefflera

Vertical Backdrop & Screen Trees

Pinus halenpensis	Aleppo Pine
Tristania confirta	Brisbane Box
Pinus canariensis	Canary Island Pine
Eucalyptus sideroxylon	Red Iron Bark
Melaleuca quinquenervia	Cajeput Tree

Pinus canariensis	Canary Island Pine
Grevillea robusta	Silk Oak
Eucalyptus ficifolia	Red Gum

Open Space Accent Trees

Alnus rhombifolia	White Alder
Plantanus racemosa	California Sycamore
Schinus molle	California Pepper Tree
Quercus agrifolia	Coast Live Oak
Eucalyptus sideroxylon	Red Iron Bark
Heteromeles arbutifolia	Toyon
Cupressus macrocarpa	Monterey Cypress
Cedrus atlantica 'Glauca'	Atlas Cedar
Pinus torreyana	Torrey Pine

Screen Shrubs

Prunus caroliniana	Carolina Cherry
Rhaphiolepis 'Majestic Beauty'	NCN
Ligustrum haponicum 'Texanum'	Texas Privet
Viburnum tinus	Laurustinus
Pittosporum tobira	Mock Orange
Rhus ovata	NCN

Vertical Accent Shrubs

Ligustrum japonicum 'Texanum'	Texas Privet
Laurus nobilis	Sweet Bay
Prunus caroliniana	Carolina Cherry

Ground Cover

Baccharis pilularis 'Consaguinea'	Chaparral Bloom
Pelargonium peltatum	Ivy Geranium
Trachelospermum jasminoides	Star Jasmine
Myoporum parvifolium	Myoporum
Baccharis pilularis 'Pigeon Point'	NCN
Lantana montevidensis	Trailing Lantana
Rosemaruinus officianalis	Rosemary
Lonicera japonica	Japanese Honeysuckle
Vinca major	Periwinkle

Accent Shrubs

Agapanthus africanus	Lily of the Nile
Aniscanthus thurberi	Chuparosa
Anigozanthos spp.	Kangaroo paw
Agave attenuata	NCN
Aloe spp.	Aloe
Aeonium arboretum 'Zwartkop'	Tree Aeonium
Azalia spp.	Azalia
Bougainvillea 'La Jolla'	NCN
Bambusa spp.	Bamboo
Camillia spp.	Camillia
Calliandra haematocephala	Pink Power Puff
Carissa macrocarpa 'Boxwood Beauty'	Natal Plum
Chamaerops humilis	Mediteranean Fan Palm
Crassula spp.	NCN
Cotyledon spp.	NCN
Carex pansa	California Meadow Sedge
Clivia miniata	Kaffir Lily

Dietes bicolor	Fortnight Lily
Escallonia 'Newport Dwarf'	Escallonia
Echeveria imbricata	Hens And Chicks
Euphorbia ammak	NCN
Fatsia japonica	Japanese Aralia
Hemerocallis cultivar	Day Lily
Hesperaloe parviflora	Red Yucca
Hedychium flaescens	Yellow Ginger
Kalanchoe spp.	NCN
Lavendula angustifolia	English Lavender
Lavatera maritime	Sea Mallow
Liriope 'Gigantia'	Lily Turf
Nandina domestica 'Nana'	Heavenly bamboo
Nephrolepis cordifolia	Sward Fern
Philodendron selloum	Tree Philodendron
Pittosporum crassifolium 'Compactum'	Karo
Philodendron 'Xanadu	Cut Leaf Philodendron
Phormium 'Jack Spratt'	New Zealand Flax
Rhaphiolepis indica 'Clara'	Indian Hawthorn
Rhapis excelsa	Lady Palm
Rosa spp.	Rose
Rosmarinus officinalis 'Collingwood Ingram'	Rosemary
Cycas revoluta	Sago Palm
Senecio talinoides 'Mandraliscae'	Groundsel
Salvia leucophylla	Mexican Bush Sage
Sedum nussbaumerianum	Sponecrop
Shefflera arboricola	Elf Schefflera
Strelitzia reginae	Bird Of Paradise
Echium fastuosum	Pride Of Madeira
Kniphofia praecox	Red Hot Poker
Lantana camara	Lantana
Lantana montevidensis	Trailing Lantana
Leonotis leonurus	Lion's Tail
Wistringia frutcosa 'Wynyabbie Gem'	Coast Rosemary

<u>Boarder Shrubs</u>

Buxus japonica 'Green Beauty'	Japanese Boxwood
Euonymus japonicus 'Microphyllus'	Boxleaf Euonymus
Carissa macrocarpa 'Boxwood Beauty'	Natal Plum
Rhaphiolepis indica 'Clara'	Indian Hawthorn

<u>Spreading Slope Shrubs</u>

Pyracantha coccinea	Fire Thorn
Cottoneaster parnii	Cottoneaster
Plumbago campense	Cape Plumbago
Acacia redolens 'Desert Carpet'	NCN
Tecoma capensis	Cape Honeysuckle
Rosmarinus officinalis 'Prostratus'	Rosemary

<u>Accent Grasses</u>

Festuca mairei	NCN
Muhlenbergia rigens	NCN
Festuca rubra	Red Fescue

Accent Vines

Distictus buccinatoria	Blood Red Trumpet Vine
Calliandra haemocephala	Pink Powder Puff
Clytostoma callistegioides	Violet Trumpet Vine
Lonicera hildebrandiana	Giant Burmese Honeysuckle
Macfadyena unguis-cati	Cat Claw Vine
Wisteria sinensis	Chinese Wisteria
Rosa spp.	Vine

4.7 Hardscape Plan

Walls and Fencing

The community should have a primary fence and wall design theme that is consistent throughout all neighborhood areas. Wall and fence combinations, as well as view fencing is encouraged. Perimeter walls are to be tubular steel with a painted metal finish. Side yard and backyard community wall materials are to be made of precision concrete masonry units. Retaining wall materials are to be poured in place concrete or concrete masonry units with a split face or finish to match the adjacent buildings. All wall and fencing heights are to be in compliance with Los Angeles Municipal Code. Wall and fence locations are shown diagrammatically and for planning purposes only.









Walls and Fencing Diagram

Walks and Trails

The community's walks and trails connect guests and residents to parks, amenities, adjacent off site land uses, as well as to each other. Walks within the community should be located along the entry drives, spine street, loop streets, alley streets, and paseos. Walks should be linear and continuously separated with a planted parkway, if possible. The walk materials should be natural grey concrete with enhancement areas accented with concrete pavers, colored concrete, enhanced finishes or scoring patterns. The perimeter trail should be decomposed granite, or equal and is intended for recreational uses; of which some portions may not be accessible. The trail will also be used for maintenance access. The Western Avenue sidewalk should match the city standard requirements. Walk and trail locations are shown diagrammatically and for planning purposes only.









Walks and Trails Diagram

Site Furnishings

Site furnishings within the common areas of Ponte Vista should be unified in form, color and manufacturer, if possible. Benches, bike racks, metal bollards, tree grates, etc. are to be of a single family that works well together and supports a “one district look” within the community. Site furnishings are also encouraged to tie in to the look of the street lights in color and/or materials as appropriate. Short term bicycle parking has been provided throughout the multifamily products at a rate of 1 space per 10 dwelling units, with long term bicycle parking accommodated within private garages; as prescribed by the LAMC bicycle parking ordinance. Site furnishing locations are shown diagrammatically and for planning purposes only.

Short term bicycle parking needs:

Product 4 = 9 bicycle parking spaces
Product 5 = 18 bicycle parking spaces
Product 6 = 19 bicycle parking spaces












Site Furnishings Diagram

Lighting

This community is encouraged to embrace a unified lighting theme through the use of fixtures within common areas, streets, and parks. There should also be a hierarchy of lighting fixture heights and sizes within the community. The overall unified lighting style could range from traditional to classical. All common area lighting should be consistent with local code requirements. Most alley and paseo areas will utilize lighting mounted on the adjacent architecture supplemented with post top fixtures as necessary to achieve the required foot candle requirements. Pole lights along Western Avenue should match the existing fixtures and layout. Up-lighting should be utilized at projects entries, illuminating community monument structures, accent trees and palms. The lighting between project phases will match in style, height, color and manufacturer. Lighting locations are shown diagrammatically and for planning purposes only.



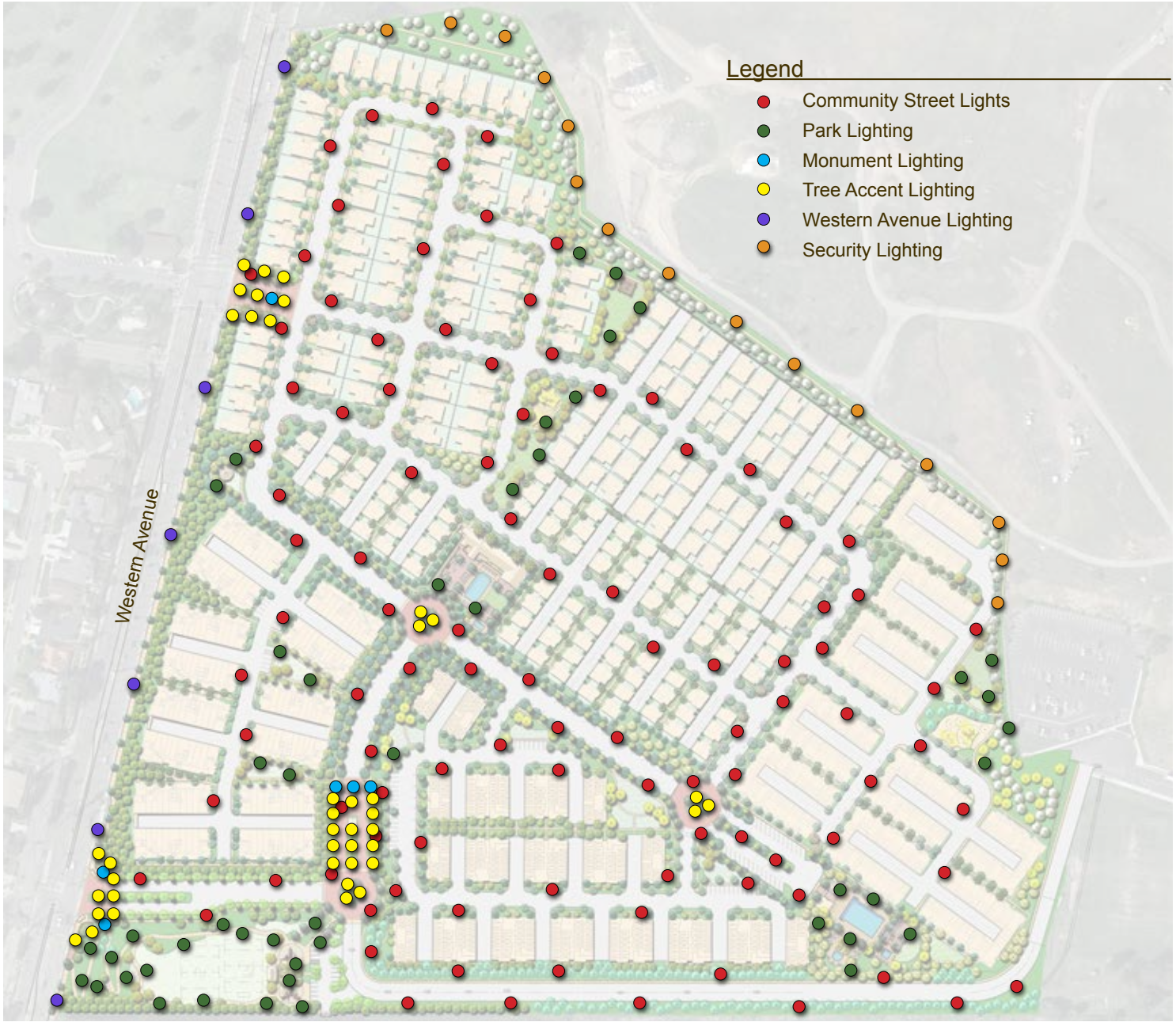












Lighting Diagram

CEQA Findings of Fact and Statement of Overriding Considerations

For the

Ponte Vista Project

November 2013

I. INTRODUCTION

SFI Bridgeview, LLC (the Project Applicant), is proposing to develop a residential development of up to 700 units on a 61.5-acre site located at 26900 South Western Avenue in the Wilmington-Harbor City Community Plan Area of the City of Los Angeles. The Project would involve the demolition and removal of all existing improvements on the Site, which include 245 vacant residential units, a 2,161-square foot community center, and a 3,454-square foot retail convenience facility which were constructed in approximately 1962 by the U.S. Navy for the purpose of housing and accommodating personnel stationed at the Long Beach Naval Shipyard. The Site (formerly known as "San Pedro Housing") was closed in the late 1990s.

The Project's residential units would be comprised of single-family, townhome, and flats ranging in size from 600 to approximately 2,800 square feet, within buildings constructed over and/or adjacent to residential parking garages. The Project would also provide an access road from Western Avenue to the off-site, private Mary Star of the Sea High School. The Project would incorporate internal open space and recreational areas, including a community clubhouse and pool/recreation area, a 2.42-acre publically accessible park, and approximately 24.15 acres of total open space. Additional recreational amenities would be distributed throughout the site. A Specific Plan is proposed to provide zoning, architectural, landscape, and streetscape standards to guide the Project's development.

In compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on October 26, 2010. The NOP for the Draft EIR was circulated until November 29, 2010.

A Notice of Availability (NOA) and the Draft EIR were submitted to the State Clearinghouse, Office of Planning and Research, various public agencies, citizen groups, and interested individuals for a 61-day public review period from November 8, 2012, through January 7, 2013.

During that time, the Draft EIR was also available for review at the City of Los Angeles Department of City Planning, various City libraries, and via Internet at http://cityplanning.lacity.org. The Draft EIR analyzed the effects of a reasonable range of alternatives to the Project. Following the close of the public review period, written responses were prepared to the comments received on the Draft EIR. Comments on the Draft EIR and the responses to those comments are included within the Final EIR (Final EIR).

The Final EIR is comprised of: an Introduction; List of Commenters; Responses to Comments; Corrections and Additions to the Draft EIR; a Mitigation Monitoring and Reporting Program; and Appendices. The Final EIR, together with the Draft EIR and the Supplemental Analysis of Project Revisions, makes up the Final EIR as defined in CEQA Guidelines Section 15132 (the Final EIR).

The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA findings are based are located at the Department of City Planning, 200 Spring Street, Room 750, Los Angeles, CA 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

A. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

B. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines Section 15091, subd. (a)(2))

C. The third possible finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3))

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings will nevertheless fully account for all such effects identified in the Final EIR. For each of the significant impacts associated with the Project, either before or after mitigation, the following sections are provided:

Description of Significant Effects - A specific description of the environmental effects identified in the Final EIR, including a judgment regarding the significance of the impact.

Mitigation Measures - Identified mitigation measures or actions that are required as part of the Project.

Finding - One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091.

Rationale - A summary of the reasons for the finding(s).

Reference - A notation on the specific section in the Draft EIR or Final EIR, which includes the evidence and discussion of the identified impact.

II. DESCRIPTION OF PROJECT

The Project Site is located within the Wilmington-Harbor City Community Planning Area of the City. The Project Site consists of approximately 61.5 acres of land and is located at 26900 South Western Avenue in the City of Los Angeles, approximately two miles north of downtown San Pedro, and 1.5 miles northwest of the Port of Los Angeles. The Project Site is the location of the former U.S. Navy San Pedro Housing complex and is bordered by Western Avenue (State Route 213) to the west, Fitness Drive and multi-family residential developments to the south, the U.S. Navy's Defense Fuel Support Point (DFSP) to the north, and Mary Star of the Sea High School to the east.

The Project proposes the development of a residential community of up to 700 units featuring single-family homes, duplexes, townhomes, and flats. Streets within the Project would be both private and public, with access to the Project Site provided through two entrances from Western Avenue, at Green Hills Drive and at a new east-west road near the southerly boundary line of the Project Site that would intersect Western Avenue at Avenida Aprenda. Vehicle access would also be provided and maintained to the neighboring multi-family development to the south (Seaport Homes), which would allow access to Western Avenue via the Project's new east-west road.

Gross residential densities developed within the Project would range from 8 units per acre to 23 units per acre. The average density for the Project would be 11.4 DU/acre (gross).

The Proposed Project would be comprised of a combination of dwelling units within the following categories:

- Two- and three-story detached single-family homes with street-loaded private garages
- Two-story buildings containing townhomes with driveway-loaded private garages
- Two-story townhomes and flats with driveway-loaded private garages
- Four story buildings containing flats with elevators over a secured common basement garage containing flats

The dwelling units would range in size from approximately 600 to 2,800 square feet and would be housed within Mediterranean, Tuscan, and contemporary-style buildings built over and/or adjacent to residential parking garages. Residential buildings along Western Avenue would be two to three stories in height (between 30 and 48 feet) and would be buffered by trees and landscaping and set back from the street by approximately 18-80 feet, depending on the location and product type. Residential buildings throughout the rest of the Project Site would vary in height, with buildings averaging three stories, but not exceeding four stories (approximately 55 feet) in the interior of the site near its southern boundary. Based on data provided by the Project Applicant, the weighted average sale price for all for-sale units would be $489,474 (2011 dollars).

Vehicular access to the Project would be from Western Avenue at the two existing signalized intersections with Green Hills Drive and Avenida Aprenda on the north and south, respectively. The proposed southerly Project entrance at the Western Avenue/Avenida Aprenda intersection would feed into a new east-west road crossing the southern portion of the Project Site that would provide access to the property currently occupied by the Mary Star of the Sea High School campus adjacent to the site on the east.

With the exception of the east-west road described above providing access across the Project Site to Mary Star of the Sea High School, which would be privately maintained but publicly accessible, all other streets within the Project would be private and vehicular access would be provided through two gated entrances: one from Western Avenue at Green Hills Drive and a second off of the new public east-west road near the southerly boundary line of the Project Site that would intersect Western Avenue at Avenida Aprenda. The new access road for Mary Star of the Sea High School would terminate at the eastern edge of the Project Site, from which a private driveway would extend off-site to the east providing access to the property currently occupied by the Mary Star of the Sea campus.

When completed, the Project would redevelop 100 percent of the Project Site. The Project would incorporate a seismic setback area along a splay of the Palos Verdes Fault crossing the center of the site. The Proposed Project would incorporate over 24 acres of total open space, consisting of outdoor recreational amenity space (including primary and secondary recreation centers with adjacent community clubhouses and pool/event lawn areas for project residents), dedicated park area (including an open space/trail network around the perimeter of the Project Site and a publically-accessible park near Western Avenue), landscaped common areas throughout the Project, and other open space. The open space/trail network and publically-accessible park areas would be accessible to both Project residents and the general public. Additional indoor recreational amenities (e.g., rec rooms, fitness centers, etc.) would be distributed across the site for the private use of residents.

A Specific Plan is proposed for the Project to provide zoning, architectural, landscape, and streetscape standards to guide the Project's development. At residential densities ranging from 8 dwelling units per acre to approximately 23 dwelling units per acre, the Project would fall within the City of Los Angeles' Low, Low-Medium I, and Low-Medium II General Plan Land Use Designations.

Although a maximum of 212 residential units would be permitted under the Specific Plan within Subarea 6, only 188 units are currently being proposed. In order to provide additional housing within Subarea 6 exceeding the currently proposed 188 units but not more than 212 units, a new subdivision map would be required, although no Specific Plan Amendment would be required.

Construction of the Proposed Project is estimated to begin in late 2013 and continue over a five-year period. The existing slope along the northeastern boundary of the Project Site would be modified to support the construction of the residential dwelling units along its toe. However, following completion of construction and landscaping, the re-engineered slope would be fully vegetated with a variety of native plant and tree species. The entire Project Site would be densely landscaped with a variety of ornamental

and native plant and tree species. As individual phases of the development are completed, associated landscaping would be installed on an incremental basis.

As part of Project construction, the existing surface drainage course crossing the southwestern corner of the Project Site would be removed and buried beneath this portion of the Project as a subterranean storm drain. This storm drain would serve the same purpose as the existing surface channel by conveying the off-site stormwater runoff from the culvert at Western Avenue across this portion of the Project Site. After accepting additional drainage from the Project Site, this storm drain would discharge runoff to the City storm drain system in the same general location as at present along the Project Site's southern boundary.

Site preparation for Project construction would involve conventional cut and fill grading techniques. A significant amount of existing fill is present on the Project Site and would be either removed or consolidated and recompacted prior to the grading of building pads. Site grading would be required to prepare the proposed building pads for construction. Grading would also be required in order to construct the proposed roads, parking areas, and drainage improvements, and to install utilities. The combined grading operations would affect the entire site (or approximately 61.5 acres) and would involve a total earthwork quantity of approximately 1,225,000 cubic yards (cy), including approximately 350,000 cy of cut and fill for surface grading and an additional 875,000 cy of remedial grading for over-excavation and other requirements. No fill material would be imported to or exported from the Project Site. However, the removal of debris resulting from the demolition of existing structures on the Project Site would be required. Construction staging, laydown areas, and all construction equipment would be positioned on-site and would be moved from area to area on the Project Site, consistent with the sequence of construction.

The City of Los Angeles Department of City Planning is the Lead Agency for the Project. In order to construct the Project, the Project Applicant is requesting approval of the following discretionary and ministerial actions from the City of Los Angeles and/or other agencies:

- General Plan Amendment to change the land use designation in the Wilmington-Harbor City Community Plan for the Project Site from Low Residential and Open Space to Low Medium II Residential;

- Zone change to change the zoning designation for the Project Site from R1-1XL and OS-1XL to a new Specific Plan Zone;

- Specific Plan adopted for Ponte Vista establishing project-specific development standards and guidelines;

- Vesting Tract Map for the development of 676 residential dwelling units on the 61.5-acre Project Site;

- Haul Route Permit for the removal of demolished structures and associated materials from the Project Site;

- B-Permit for necessary street, sewer, storm drain, and lighting improvements;
- Grading Permits;
- Building Permits;
- Streambed Alteration Agreement pursuant to Section 1603 of the California Fish & Game Code;
- Permits pursuant to Sections 401 and 404 of the Clean Water Act;
- Encroachment Permit from the California Department of Transportation (Caltrans); and
- Any other necessary discretionary approvals or ministerial permits required for the construction or operation of the Project.

Other reviewing departments within the City may include:

- Los Angeles Police Department (Site Plan Review).
- Los Angeles Fire Department (Site Plan Review, Hydrants Unit Sign-Off).
- Los Angeles Department of Transportation (Traffic Study Review, Site Plan Review for Driveway Access and Pedestrian Safety).
- Los Angeles Department of Public Works (B-Permit)
- Building and Safety (Site Plan Review, Building Permits, Certificate of Occupancy).

III. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT/NO IMPACT

The City of Los Angeles Planning Department prepared an Initial Study for the Project, in which it determined that the Project would not have the potential to cause significant impacts in the areas of Agricultural and Forestry Resources and Mineral Resources. Therefore, these issue areas were not examined in detail in the Draft EIR or the Final EIR. The rationale for the conclusion that no significant impact would occur is also summarized below:

A. Agricultural and Forestry Resources

The Project would not result in the conversion of either designated farmland to non-agricultural use or forest land to non-forest use because there is no agricultural land or forest land located on the Project Site or in the vicinity of the Project Site. The Project would not conflict with existing zoning for agricultural use or forest use because the Project Site is not zoned for agricultural use or forest use. Finally, because the City of Los Angeles does not currently participate in the Williamson Act, the Project would not conflict with or result in the cancellation of a Williamson Act contract. For these reasons, the Initial Study determined that the Project would have no impact on agricultural or forestry resources.

B. Mineral Resources

The Project Site is not known to be a likely source for any mineral resources of value to the region, residents, or the State. The Project Site is not located within a locally important mineral resource recovery area delineated on a local general plan, specific plan, or other land use plan. Furthermore, the site is currently developed, precluding the availability of any resources that might have been present. Therefore, the Project would not alter the status of the site with respect to the availability of mineral resources. For these reasons, the Initial Study determined that the Project would have no impact on mineral resources.

IV. IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION (No Mitigation Measures Required to Reduce Impacts)

The following effects associated with the Project were analyzed in the Draft EIR and found to be less than significant prior to mitigation and no mitigation measures are required:

A. Aesthetics (Views/Light and Glare)

Replacement of the existing abandoned development with a new residential community would introduce a land use to the site that is consistent with the single-family and multi-family residential visual character of areas to the east, west, and south of the Project Site. As a result, the Proposed Project would improve the existing visual character of the site. Project impacts on visual character and views would be less than significant, as detailed below.

From Viewshed A (looking west from the east side of the Project Site), Project development would reduce the available field of view and block a portion of the view of the Palos Verdes Hills from the vicinity of the Mary Star of the Sea High School athletic fields and parking lots, as well as block most of the limited view of Green Hills Memorial Park. Such changes in views would be less than significant, as the City of Los Angeles does not consider changes to private views to be significant. From locations farther to the east within this viewshed area, these scenic views would be blocked by the Project to a substantially lesser degree.

From Viewshed B (looking north from the south side of the Project Site), at specific exterior locations where a relatively unobstructed view northward onto the Project Site is available, as well as from the interior of the units facing the Project Site, the Project flats/townhomes buildings would be visually prominent in the foreground and would constitute a change in the visual character of the Site. Most views of the riparian corridor would be blocked, with the exception of specific locations adjacent to gaps between the proposed on-site residential buildings. Similarly, most views across the Project Site to the DFSP property would also be blocked by the proposed on-site residential buildings. Residences adjacent to the southwestern corner of the Project Site would have a view of the publically-accessible park.

From Viewsheds C and D (looking east onto the Project Site from Western Avenue and from Green Hills Memorial Park, respectively), Project landscaping would shield most Project buildings from view and would create a type of visual "greenbelt" along the Western Avenue frontage. These trees and landscaping would replace the existing chain-link fence along the Western Avenue frontage of the Site as the principal on-site visual element visible from this viewshed area. In addition, a wide field of view would remain visible from vantage points in this area, and therefore, the Project would not create a substantial impact to the overall coverage of the available view, nor would it represent a change in overall visual character. Existing views towards the harbor across the central portion of the Project Site from higher elevations along Western Avenue would not be affected by Project buildings due to the difference in elevation between the street and the proposed single-family homes. Project development would potentially add additional height and mass to the existing skyline of views of the Project Site. However, while Project structures would have the potential to alter view lines somewhat, Project development

would not be tall enough or close enough to this area to alter the existing background views of the harbor area.

From Viewshed E (looking east toward the Project Site from Avenida Aprenda), views toward the Site are only partially available. Where views do exist towards the Project Site, they would be at least partially obstructed by neighboring homes and existing trees and vegetation. Views toward the harbor area (where the tops of some harbor cranes are partially visible) from some portions of Avenida Aprenda would continue to be available from elevations above the Project Site. However, the width of these views from lower elevations just west of the intersection of Avenida Aprenda and Western Avenue would be reduced by the presence of Project buildings as well as the existing residential units located to the south of the Project Site. Project trees and landscaping would screen most of the interior views of the Project Site.

With adherence to Los Angeles Municipal Code (LAMC) regulations, light resulting from Project construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, or interfere with the performance of an off-site activity. Implementation of the Proposed Project would introduce new sources of light, including multi-story buildings with interior and exterior building lighting, low-level security/courtesy lighting for parking areas and parks, street lighting, and vehicle headlights. However, views into the Project Site would be limited by topography, surrounding buildings, and the Project's own buildings, landscaping, and fencing. Project lighting impacts would be less than significant.

The proposed Project residences would have stucco, wood, stone and/or brick and block facades. Windows would consist of non-highly reflective glass. Other prominent objects in vicinity viewsheds are illuminated (e.g., nearby refineries, roads, bridges, and harbor cranes). All new light generated by the Project's operation would be similar to that generated by typical single- and multi-family communities already existing in the area and would not significantly affect light-sensitive land uses by introducing new sources of light or glare that could have substantial adverse effects on day or nighttime views in the area. Thus, the Proposed Project would result in a less than significant impact related to operational glare.

No "natural" open space currently exists on the Project Site. The entire site has been modified and graded at one point or another in its history. However, portions of the site are currently undeveloped and are thus characterized by unmaintained, somewhat overgrown open space and riparian vegetation. Development of the Project would convert this un-maintained open area to a combination of maintained open space (both public and private) and residential development. The entirety of the site would be landscaped. Proposed Project buildings would be integrated into the overall aesthetic context of the Site through the connective landscaping and tree placement surrounding the Site's perimeter. Given the current blighted condition of the Site, this impact would not be adverse.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to aesthetics (views/light and glare), prior to mitigation.

B. Aesthetics (Shade and Shadow)

Due to the location of the Project Site and the proposed height of structures, shade and shadow impacts are not considered relevant. Shadow impacts are typically greatest during the winter months due to the sun's low position in the sky, with the resultant longer shadows stretching roughly from the northwest to the northeast during daytime hours. Because shadows in the Northern Hemisphere trend to the north during the winter, shading caused by Project buildings would not affect any adjacent off-site residences during the wintertime. As a result, and due to the areas north of the Project Site being at a higher elevation, no impact resulting from shadows cast onto adjacent off-site properties by Project buildings is expected to occur.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to aesthetics (shade and shadow), prior to mitigation.

C. Cultural Resources (Historic Resources)

The former San Pedro Naval Housing complex located on the Project Site is not currently listed as a landmark at the national, state, or local levels, and has not been identified as potentially significant in any historic resources surveys of the area. The complex was evaluated for its potential as a historic district because the complex consists of a group of residential duplexes that were planned and constructed at the same time, in 1964. None of the buildings were evaluated for individual eligibility, as they are alike and part of a larger tract. Based on the research and field inspection conducted for this report, the complex is ineligible for listing at the national, state, or local levels because the complex lacks historical significance or architectural distinction. The recommended evaluation code is 6Z, ineligible for designation at the national, state, or local levels through survey evaluation. Therefore, because the complex is not a historic resource subject to CEQA, the Project would have no impact on historical resources.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to cultural resources (historic resources), prior to mitigation.

D. Greenhouse Gas Emissions

Project construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. The Project is expected to generate 4,850 trips during a typical weekday and 4,887 trips during a typical Saturday. Motor vehicle trips are the primary source of daily operational GHG emissions associated with the Project. The GHG emissions resulting from operation of the Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, hearth combustion, and generation of solid waste and wastewater, were calculated with the net increase in GHG emissions generated by the Project estimated at 9,687.08 CO_2e MTY (metric tons per year). Although the Proposed Project would emit GHGs, implementation of Compliance Measures and Project Design Features (including consistency with the City's Green Building Code) would reduce GHG emissions to the maximum extent feasible. Further, the Proposed Project would be consistent with all feasible and

applicable strategies to reduce greenhouse gas emissions in California and the City of Los Angeles. As such, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project's impacts associated with GHG emissions would therefore be considered less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to greenhouse gas emissions, prior to mitigation.

E. Hydrology and Water Quality

The Project proposes redevelopment of the entire site with a combination of single- and multi-family residential uses, private and public recreation facilities, and interior circulation and landscaping. Under future conditions, drainage patterns on the Project Site would remain substantially the same as under existing conditions. The Project would not have an adverse impact with respect to storm drain capacity and no mitigation measures are required. Similarly, development of the Project would have a less than significant impact on storm drainage infrastructure and flooding resulting from the alteration of existing drainage patterns and the increase in overall site imperviousness. Development of the Project would neither reduce nor increase the amount of surface water in any water body to a substantial degree.

Because the developed site would generate slightly more runoff than under existing conditions, the amount of runoff contributed by the site to the West Channel of Los Angeles Harbor would be increased by a slight amount, on the order of 18-20 cfs (cubic feet per second) under 50-year storm conditions. This impact would be less than significant.

Development of the Project would not result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The source and destination, as well as the general pattern of surface water flow both within the watershed and across the Project Site would remain the same as under existing conditions with Project development, although the existing open drainage channel crossing the site would be covered and the existing riparian vegetation removed.

The nearest body of water to the Project Site is the Palos Verdes Reservoir, located approximately 0.75 mile west of the Project Site. According to the Safety Element of *the General Plan of the City of Los Angeles* ("General Plan"), the Project Site is not located within any potential inundation area. The Palos Verdes Reservoir is not a flood control facility. As such, there is no hydrologic connection between the reservoir and the drainages that either cross or impact the Project Site. However, the remote, speculative and hypothetical event of a complete and instantaneous failure of the Palos Verdes Reservoir could, due to the intervening topography, potentially result in flooding across portions of the Project Site. However, the failure of the reservoir is considered a remote and speculative event. Additionally, development of the Project would not introduce persons or structures into an area where they might be subject to inundation risks not experienced by both previous residents of the site and current residents in surrounding areas. With respect to storm-caused flooding, the Project Site is not located within a designated floodplain or area subject to flood hazards. The Project Site is located in a dense urban area that is completely

surrounded by existing urban uses. The proposed storm drainage facilities to be constructed on the Project Site as part of the Project would provide sufficient capacity to convey the excess street flow from Western Avenue resulting from the undersized reinforced concrete pipe (RCP) conveying drainage from Watershed A onto the site.

Implementation of the best management practices (BMPs) in the Project's Stormwater Pollution Prevention Plan (SWPPP) and compliance with the City's discharge requirements (listed as Compliance Measures) would ensure that the Project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Thus, Project impacts would be less than significant.

Based on the incorporation of site design, source control and treatment control/low impact design (LID) BMPs as required under the City of Los Angeles' Standard Urban Stormwater Mitigation Plan (SUSMP) and as identified as Compliance Measures and Project Design Features, water quality standard exceedances are not anticipated, and pollutants are not expected in Project runoff in amounts that would adversely affect beneficial uses in downstream receiving waters. Thus, Project impacts would be less than significant. With respect to groundwater, proposed LID BMPs and treatment control BMPs would not cause or contribute to impairments to groundwater quality. Thus, impacts would be less than significant.

Although the overall imperviousness of the Project Site would increase due to higher density development as compared to existing conditions, the increase would be offset by the implementation of LID features for water quality. No groundwater wells are proposed nor would the Proposed Project affect any existing wells. Therefore, redevelopment of the Project Site is not anticipated to reduce groundwater recharge opportunities or lower groundwater tables as compared to existing conditions, and may in fact slightly increase groundwater recharge throughout the area with the implementation of LID features for water quality. Impacts would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to hydrology and water quality, prior to mitigation.

F. Land Use and Planning (Land Use Consistency)

The Project would require a General Plan amendment to change the land use designation in the Wilmington-Harbor City Community Plan for the Project Site from Low Residential and Open Space to Low Medium II Residential. The Project would also require a zone change to change the zoning designation for the Project Site from R1-1XL and OS-1XL to a new Specific Plan Zone. The Project's density would range from 8 units per acre to 23 units per acre, with the average density being 11.4 DU/acre (gross). Also, the Project would locate a range of new housing options proximate to the Ports of Los Angeles and Long Beach, which are major employment centers within southern California.

The Project is consistent with and would assist in the implementation of applicable regional plans and policies; specifically those which encourage the reduction of regional congestion through infill housing

development (e.g., AQMP, Compass Growth Vision, Regional Transportation Plan [RTP], Regional Housing Needs Assessment [RHNA], etc.), as well as policies to address the community's and City's housing crisis. The Project's proposed 700 dwelling units would provide 57 percent of the units forecast to be needed in the Wilmington-Harbor City CPA by 2017. The Project also represents 1.1 percent of the growth in SCAG's household forecast for the City of Los Angeles Subregion between 2010 and 2017. The Project's provision of housing units would occur without the displacement of any existing households and without the demolition of any existing housing stock.

The Project Site is currently served by public transit (buses) and is immediately adjacent to a public transit route along Western Avenue. The Project would incorporate sidewalks on primary streets and would provide a network of pathways throughout the master-planned community that would create opportunities for residents to walk to local destinations and transit stops. In addition, the Project would provide bike parking for residents and visitors, thereby promoting alternate transportation. Further, the Project incorporates urban design standards that would make Western Avenue a more attractive street, which could promote its use by pedestrians, bicyclists with bike parking amenities, and users of public transit. The Project would be consistent with applicable portions of the City's Urban Design Principles and elements of the Walkability Checklist. The Project is consistent with and would assist in the implementation of relevant Air Quality Management Plan and Regional Transportation Plan strategies to attain and maintain compliance with federal and state ambient air quality and greenhouse gas standards.

The Project would be consistent with the goals, policies, and objectives of the Noise Element, Housing Element, Air Quality Element, Transportation Element, and Conservation Element of the General Plan. The Project would comply with applicable hillside area grading regulations. The Project Site contains no trees subject to the City's Protected Tree Ordinance. The Project would be required to comply with the Methane Mitigation Standards in LAMC section 91.7102 and as directed and approved by LADBS and the LAFD as they apply to the portion of the site that is included within a City-identified Methane Buffer Zone.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to land use and planning (land use consistency), prior to mitigation.

G. Land Use and Planning (Divide Established Community/Land Use Compatibility)

The Project would not physically divide an established community, conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including but not limited to the General Plan or a specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or conflict with any applicable habitat conservation plan. While functional compatibility is a subjective matter, the Project, as a residential use, is compatible with the existing uses in the vicinity since similar land uses exist immediately to the east, west, and south of the Project Site, including higher density developments to the south. The Project's proposed residential uses would be compatible with and largely buffered from adjacent residential uses by proposed

landscaping. The Project would not create any significant land use and planning impacts and therefore no mitigation measures are necessary.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to land use and planning (divide established community/land use compatibility), prior to mitigation.

H. Noise (Off-Site Operational)

Upon buildout of the Project, new periodic sources of noise would consist of stationary sources (such as rooftop heating, ventilation, and air conditioning [HVAC] systems for the proposed uses). The design of these on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site equipment would be designed such that it would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby noise-sensitive uses. Implementation of Compliance Measures would ensure that all new mechanical equipment associated with the Project would adhere to Section 112.02 of the LAMC. This impact would be less than significant.

Operational noise would also result from vehicular traffic utilizing local roadways. The Project's maximum local noise increase level at any off-site roadway segment would be 0.7 dBA CNEL (Community Noise Equivalent Level). Because this maximum and all lesser noise increases are below the 3 dBA threshold, this impact would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to noise (off-site operational), prior to mitigation.

I. Population and Housing

Due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, construction workers are not likely, to any significant degree, to relocate their households as a consequence of the job opportunities presented by the Project. Thus, there would not be any adverse housing impacts associated with construction of the Project.

The Project's direct impact would be a maximum of 700 housing units. The total households/housing unit impact of the Project at the Subregion level would be 938 households/housing units (i.e., 700 direct + 238 indirect/induced). The Project's direct plus indirect/induced households would represent about 0.06% to 0.07% of the households estimated for 2010 and forecasted for 2017 and 2027 in the City of Los Angeles Subregion, about 1.1 percent of 2010-2017 household growth, and about 0.5 percent of 2010-2027 household growth. Within the Wilmington-Harbor City Community Plan area, the Project would represent about 2.5 to 3.5 percent of households in 2010, 2017 and 2027; about 57 percent of 2010-2017 household growth; and about 25 percent of 2010-2027 household growth. When cumulative projects are

added, the total cumulative impact of the Project would constitute about 102 percent of 2010-2017 household growth, which can be considered a temporary exceedance as the Project's cumulative impact would only constitute about 46 percent of 2010-2027 household growth within the Wilmington-Harbor City CPA. Therefore, the Project would not induce substantial housing growth, because it would meet a portion of forecasted housing need rather than exceed the housing growth forecast for the City of Los Angeles Subregion by 2017.

The "jobs-housing balance" in the City of Los Angeles Subregion -- i.e., the numerical ratio of 1.34 jobs to households -- was very close to the ratio for the SCAG region as a whole in 2010 (1.37), and is therefore considered close to "balance." By adding 413 indirect/induced jobs related to Project household spending and 700 direct households, the Project would have no impact on the Subregion's 2010 jobs-housing balance in that it would not change its 1.34 ratio estimated for that year.

Overall, the Project would assist the City in meeting its fair share of regional housing need, provide new housing opportunities a broad range of potential residents, and conform with new City policy direction supporting higher density, compact, infill housing development that adds to the City's housing supply and encourages the improvement of air quality and the reduction of regional congestion. Impacts would be less than significant.

The 700 dwelling units would accommodate a population of 2,079 persons. Assuming further that the indirect dwelling units associated with the Project, are occupied at the same persons-per-household factor as for the City of Los Angeles Subregion as a whole in 2010 (i.e., 2.99), this implies Subregion-level indirect/induced population impact of 763 persons, for a total population impact of 2,842 persons. The Project's direct plus indirect/induced population would represent about 0.065% of the population estimated for 2010 and forecasted for 2017 and 2027 in the City of Los Angeles Subregion, about 2.8 percent of 2010-2017 population growth, and about 1.1 percent of 2010-2027 population growth. Within the Wilmington-Harbor City Community Plan area, the Project would represent about 2.6 percent of population in 2010, 2017 and 2027; about 107 percent of 2010-2017 population growth (which can be considered a temporary exceedance); and about 43 percent of 2010-2027 population growth. When cumulative projects are added, the total cumulative impact of the Project would constitute about 190 percent of 2010-2017 population growth, which can be considered a temporary exceedance as the Project's cumulative impact would only constitute about 80 percent of 2010-2027 population growth within the Wilmington-Harbor City CPA.

The Project would not induce substantial population growth in this area, because it would meet a portion of forecasted population rather than exceed the population growth forecast in the Subregion by 2017 and, in the case of the Wilmington-Harbor City CPA, by 2027.

For the reasons described above with respect to housing, no adverse population impacts are predicted as a result of Project construction, since construction workers would not be expected to relocate their households as a consequence of working at the Project.

In addition to being generally consistent with applicable growth forecasts, the Project would also be consistent with housing policies in the City's General Plan Framework, Housing Element, and Wilmington-Harbor City Community Plan. For example, by adding new units to the City's housing supply, the Project would make an important incremental contribution to meeting the City's "fair share" of regional housing need in the new RHNA that would apply to the next update of the City's Housing Element. Impacts would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to population and housing, prior to mitigation.

J. Public Services (Fire Protection)

Construction and operation-related impacts of the Project on fire protection and emergency services would be less than significant. Specifically, with regard to response distance, the Project would not be within the LAFD's required response distance of 1.5 miles for residential land uses, with the closest responder to the Project Site at Station No. 36, approximately two miles driving distance away. Thus, the installation of automatic fire sprinkler systems is required pursuant to LAMC Section 57.09.07, and the proposed structures would be equipped with sprinklers.

Upon completion of the Project and implementation of the proposed traffic mitigation measures, potential impacts to all studied intersections, including the intersections of Western Avenue/Pacific Coast Highway and Western Avenue/Palos Verdes Drive North would be mitigated to a less than significant level, even taking into account cumulative growth.

With regard to access, it is anticipated that the Project's proposed access plan would provide adequate access to and from the Project Site in the event of an emergency. Nonetheless, as a Compliance Measure, the Applicant is required to submit the proposed plot plan for the Project to the LAFD for review for compliance with applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the Proposed Project would not create a fire hazard. Project impacts would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (fire protection), prior to mitigation.

K. Public Services (Police Protection)

The Project is expected to generate a direct population of 2,079 persons plus the indirect/induced population of 763 persons, yielding a total Project generated population of 2,842 persons. As a result, an increase in the number of police service calls from the Project Site would be expected. Although the LAPD does not maintain minimum officer-to-population ratio objectives, the data is a useful metric for gauging the effect a Proposed Project might have on service levels and response times. The increase in population created by the Project, corresponding to an approximately two percent increase in LAPD

Harbor Area residents, would reduce existing officer-to-population ratios in the Harbor Area to 1.76 officers per 1,000 residents, a change of 0.03 officers as compared to existing conditions, which would be a minimal decrease. This analysis is likely conservative, as a substantial percentage of future Project residents may already be living elsewhere in the Harbor Area. The Proposed Project's impact on the officer-to-population ratio at the Harbor Area would not be substantial and the impact would be less than significant.

The Project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD, and impacts associated with Project operation would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (police protection), prior to mitigation.

L. Public Services (Schools)

Taper Elementary, Dodson Middle, and Narbonne High Schools serve the Project Site. The Project would increase the number of school-aged children living within the jurisdictional boundaries of the abovementioned schools. Based on Los Angeles Unified School District (LAUSD) demographic analysis, there would be approximately 91 elementary students, 44 middle school students, and 55 high school students living at the Project at any one time. With the addition of Project-generated students to existing school enrollments, Taper Elementary School would operate under capacity by 133 students, Dodson Middle School would operate under capacity by 346 students, and Narbonne High School would operate under capacity by 172 students.

As a Compliance Measure, the Project would be required to pay school facilities fees pursuant to Senate Bill (SB) 50, which would be used to construct facilities which, according to LAUSD, are necessary to serve overall student enrollment growth district-wide associated with new development. Payment would provide "full and complete mitigation of the impacts of any legislative or adjudicative act . . . on the provision of adequate school facilities." Impacts would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (schools), prior to mitigation.

M. Public Services (Parks and Recreation)

Approximately 39 percent of the Project's post-development acreage (or 24.15 acres) would consist of a combination of open space, landscaped common areas, recreational amenities, and parks. The majority of this acreage would be accessible to the general public. The Project includes a 2.42-acre publically

accessible park, within which various recreational activities could occur. Thus, the Project would exceed its generated neighborhood park demand.

The Project is required to comply with the City's Quimby Ordinance and Dwelling Unit Construction Tax (DUCT) payment requirements. If the park and recreational facilities proposed by the Project do not fully meet the requirements of these ordinances, the fees paid would make up the difference. As a result, the Project would not require the construction or expansion of additional off-site recreational facilities, the construction of which might have an adverse physical environmental effect. In addition, the provision of on-site park and recreational amenities would reduce the likelihood that future Project residents would travel to other existing parks and recreational facilities in the area, thus increasing usage to the point that substantial physical deterioration of those facilities would occur or be accelerated. When all of this is combined with recognition of the existing extent of parks and recreational facilities available within the Project area and region, the Project would have a less than significant impact upon park and recreational facilities.
Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (parks and recreation), prior to mitigation.

N. Public Services (Libraries)

Development of the Project would increase demand for library services by directly increasing the permanent residential population in the Wilmington-Harbor City Community Plan Area by approximately 2,079 persons. Given that the San Pedro Regional Branch Library would continue to meet its service population criteria per the Los Angeles Public Library (LAPL) standards and the lack of any current capacity problems at this facility, it is expected that an increase of approximately three percent in its service population could be accommodated without the need for new or physically altered library facilities. Therefore, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services, and impacts to library service would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (libraries), prior to mitigation.

O. Utilities and Service Systems (Wastewater)

The majority of the Project Site is currently located within the boundaries of LACSD District No. 5. A portion of the site is located within the sewer service area boundaries of the City's Bureau of Sanitation system. Thus, the Project would have two ultimate sewer service connection options: (1) service by the City's Bureau of Sanitation; or (2) service by the LACSD. Under the first option, the Project would connect to the existing City sewer facility located in Taper Avenue, adjacent and to the east of the Project's eastern property boundary. Under the second option, the Project would connect via a new sewer

lateral to the existing LACSD facilities located across and adjacent to the site's southwest corner, within the Western Avenue right-of-way.

The Project Applicant's preferred option is to deliver all Project wastewater to the City Bureau of Sanitation's sewer system for conveyance and treatment. However, in order to connect to the City's sewer system, the Project Applicant must first pursue and perfect a de-annexation from the LACSD service area for the majority of the Project Site and, subsequently, annexation to the City Bureau of Sanitation service area. This process requires approval by the Local Agency Formation Commission (LAFCO) as well as by the two wastewater service agencies. Although the Project Applicant has initiated this process, it is not estimated to be completed until late 2013. Both the LACSD and City Bureau of Sanitation have opined that adequate conveyance and treatment capacity exists with which to serve the Proposed Project.

Assuming that Project wastewater is delivered to the City's system, wastewater would be generated at the Project by long-term operation of the single-family residential units, townhomes, condominiums, and apartments. The Project would generate approximately 137,908 gallons per day (gpd) of wastewater. Sufficient wastewater treatment capacity to serve the anticipated Project sewage generation exists at the Terminal Island Wastewater Treatment Plant. Therefore, impacts with respect to wastewater treatment capacity would be less than significant.

The City Department of Public Works analyzed the existing sewer system and determined that sufficient residual conveyance and treatment capacity exists in the sewer lines to which the Project is proposing to discharge. Consequently, the City issued a SCAR response in essence committing to serve the Project. Therefore, Project impacts with regard to wastewater conveyance would be less than significant.

Construction impacts resulting from wastewater infrastructure installation/improvement would be less than significant as no impacts to existing traffic flow on streets surrounding the site would occur.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to utilities and service systems (wastewater), prior to mitigation.

P. Utilities and Service Systems (Solid Waste)

The Project is predicted to generate a total of approximately 33,982 tons of solid waste over the five-year construction period, including approximately 31,428 tons of demolition waste generated during the first year of construction and 2,555 tons of construction waste generated during the subsequent four years. With Compliance Measures, approximately 16,991 tons of the demolition/construction waste would be disposed of in Sunshine Canyon or Chiquita Canyon Landfills, including 15,714 tons of demolition waste and 1,277 tons of construction waste. Assuming that construction of the Project would occur 22 days each month for five years and that demolition activities would be completed within the first year, the Project would dispose of an average of 8.5 tons of solid waste per day during the first year of the construction phase, and an average of 0.69 tons of solid waste per day during each year thereafter. As

such, the landfills would have adequate capacity to accommodate the average daily construction waste generated by the Project over its multi-year construction period, and construction-related solid waste impacts would be less than significant.

The Project would generate approximately 2.1 tons (4,265 pounds) of solid waste per day during its operation. Assuming that at least 30 percent of the solid waste generated by the Project would be diverted from the landfill waste stream, the Project would result in a net generation of 1.5 tons (2,986 pounds) of solid waste per day. The remaining combined daily intake capacity of the Sunshine Canyon City/County Landfill and the Chiquita Canyon Landfill is 7,329 tons per day. As such, these facilities would have adequate capacity to accommodate the daily operational waste generated by the Project. Compliance Measures and Project Design Features would further reduce the Project's contribution to landfills. The Project's impact on solid waste and disposal would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to utilities and service systems (solid waste), prior to mitigation.

Q. Utilities and Service Systems (Energy)

The LADWP would supply the entire Project Site from the existing 34.5-kV (kilovolt) system. Electrical conduits, wiring and associated infrastructure would be brought from existing LADWP lines in the surrounding streets to the Project Site during construction. The Project would require a line extension from the existing off-site lines to the premises, on-site transformation facilities, and conduit and cable throughout the property. The Project itself would not require new (off-site) energy supply facilities and distribution infrastructure. Rather, the on-site transformation is typical of new construction and changes in site layout.

The conservatively estimated Project-related annual electricity consumption of 3.94 MWh would represent a fraction of one percent of citywide forecasted electricity consumption in 2030. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity consumption. The Project would not require the acquisition of additional electricity resources beyond those that are anticipated by LADWP.

Further, the Project would be in compliance with the City's Green Building Code and would therefore exceed the energy efficiency standards in Title 24 of the California Code of Regulations (CCR). Therefore, because of energy efficient design features, compliance with the Green Building Code, and the obligation and ability of LADWP to serve development within the City, impacts related to electricity would be less than significant.

The Project would also increase natural gas consumption over existing conditions at the site by approximately 3.27 million cubic feet per month, which is a fraction of the existing citywide demand served by SoCalGas. SoCalGas would provide natural gas service. Given the Project's energy efficient

design features, compliance with the Green Building Code, and the obligation and ability of SoCal Gas to serve the site, impacts related to natural gas would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to utilities and service systems (energy), prior to mitigation.

V. POTENTIAL SIGNIFICANT IMPACTS MITIGATED TO LESS THAN SIGNIFICANT LEVELS

A. Air Quality (Construction)

Description of Effects

Construction of the Project would result in daily air emissions, including but not limited to airborne dust from demolition, grading, and site preparation, as well as gaseous emissions from the use of heavy equipment, delivery and hauling trucks, employee vehicles, and paints and coatings. Specifically, the Project's unmitigated regional NO_x (nitrogen oxides) and ROG (reactive organic gases) construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds, resulting in a significant impact before mitigation. In addition, the Project's unmitigated on-site NO_x, PM_{10} and $PM_{2.5}$ (particulate matter) construction emissions would exceed the SCAQMD's localized significance thresholds, resulting in a significant impact before mitigation. Unmitigated construction-related SO_x (sulfur oxides) and CO (carbon monoxide) emissions would not exceed regional or localized significance thresholds and would therefore constitute a less than significant impact.

Mitigation Measures

AQ-1 The following equipment specifications shall be implemented for construction activity, consistent with recent SCAQMD recommendations.[1] If these exact specifications cannot be feasibly attained, the Project Applicant shall include a comparable measure demonstrating an equivalent effectiveness at reducing construction related air quality emissions.

- Three excavators shall meet Tier 3 off-road emissions standards;
- One grader shall meet Tier 3 off-road emissions standards;
- Two scrapers shall meet Tier 3 off-road emissions standards; and
- Six rubber-tired dozers shall meet Tier 3 off-road emissions standards and Diesel Particulate Filters (DPF) Level 2.[2]

AQ-2 The Project Applicant shall ensure that construction contractors use super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than ten grams per liter).[3]

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[1] *Based on a review of SCAQMD Project-level comment letters published in 2011; http://www.aqmd.gov/ceqa/letters.html, accessed April 13, 2011.*

[2] *SCAQMD off-road mitigation measures; http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/TableII.xls; and http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/TableIII.doc; accessed April 13, 2011.*

[3] *SCAQMD, Super-Compliant Architectural Coatings Manufacturers and Industrial Maintenance Coatings List, http://www.aqmd.gov/prdas/Coatings/super-compliantlist.htm.*

Findings

The City adopts CEQA Finding A, which states that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

Rationale for Findings

Implementation of Compliance Measures and Mitigation Measures AQ-1 and AQ-2 would reduce the Project's construction-related regional and localized air quality emissions to a less than significant level.

Reference

For a complete discussion of Air Quality impacts, see Section IV.C of the Draft EIR.

B. Biological Resources

Description of Effects

No known populations of special-status plant species have been reported at the site or were encountered in systematic surveys and no such populations are suspected to occur on the site. Therefore, the Project would not result in adverse impacts to special-status plant species.

Protocol surveys during 2009 did not observe the California Gnatcatcher (CAGN) at the Project Site. The Project would re-engineer the slope along the site's northern boundary, as required by City of Los Angeles grading standards, removing approximately 0.09 acres of existing disturbed coastal sage scrub (CSS) vegetation. However, the disturbed CSS does not represent high value for the CAGN, due to the species composition, and the large component of non-native grassland (NNG) and invasive ornamentals displacing the small patches of CSS. Although site preparation work would involve the temporary removal of existing vegetation on the slope, the Project Applicant proposes to re-vegetate the re-engineered slope in part with CSS appropriate to the site, including species favored by the CAGN, as a Project Design Feature. Upon successful revegetation of this slope, the existing vegetation, which is poorly suited for CAGN, would be replaced with more extensive and higher functioning CSS habitat for both CAGN and the Palos Verdes Blue Butterfly (PVB). Thus, impacts to the CAGN would be less than significant.

The U.S. Fish and Wildlife Service (USFWS) concluded that the Project Site does not support sufficient stands of *Lotus scoparius* or *Astragalus trichopodus* to support any population of the PVB and that the remaining PVB occurrences on the adjacent DFSP are sufficiently remote from the Project Site that PVB is unlikely to occur even casually on the Project Site. This conclusion is further supported by the lack of PVB observations on southern portions of the adjacent U.S. Navy Defense Fuel Support Point (DFSP) generally during base-wide surveys – in spite of some *Lotus* presence in these areas. Although *Lotus*

retains a token presence on the Project Site, an additional (year 2011) survey for the PVB was not deemed warranted. Thus, impacts to the PVB would be less than significant.
Several species of birds occupy the Project Site. All nesting birds are protected under the Federal Migratory Bird Treaty *Act (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10)* and Section 3503 of the California of Fish and Game Code. Thus, Project impacts on nesting birds associated with tree removal would be potentially significant.

Eleven of the existing buildings on-site were given a high potential to support roosting bats, 60 buildings were given a moderate potential to support roosting bats, and 55 buildings are unlikely to support roosting bats. Additionally, it is possible that bats could roost in some of the palm trees located on the site. Thus, it is possible that roosting bats could exist at the Project Site. As a result, demolition activities at the Project Site could potentially result in a significant impact on roosting bats.

U.S. Army Corps of Engineers (Corps) jurisdiction associated with the Project Site totals approximately 0.25 acre of waters of the United States, none of which consists of jurisdictional wetlands. All areas of Corps jurisdiction are associated with the open water channel that traverses the southwest corner of the site. The boundaries of Regional Water Quality Control Board (RWQCB) jurisdiction under Section 401 are the same as depicted for Corps jurisdiction under Section 404. Also, California Department of Fish and Game (CDFG) jurisdiction associated with the Project Site totals 0.86 acre of jurisdictional streambed, of which 0.37 acre consists of native riparian species associated with the bed, banks, and terraces of the open channel.

The Project would require that the existing drainage channel crossing the southern portion of the site be replaced and covered. However, due to the need to reconfigure the site plan to allow for the seismic setback, no opportunity to re-create riparian habitat along the channel would exist. Thus, impacts associated with the Project would be significant before mitigation. In addition, the Project Applicant would be required to enter into a Streambed Alteration Agreement with the CDFG under Section 1602 of the Fish and Game Code. As a Compliance Measure, the Project Applicant must provide evidence of the required authorization from the USFWS, RWQCB, and the Corps, as required by federal and state law, relating to the proposed relocation and modification of these jurisdictional resources prior to the issuance of a grading permit for the Project.

Proposed development would alter existing wildlife habitat values of the Project Site and opportunities for wildlife movement in the vicinity. Smaller resident mammals, reptiles, amphibians, and insects would be eliminated from the approximately 61.5-acre Project Site by grading, and birds and larger mammals would be at least temporarily displaced as development plans are implemented. Species that are highly sensitive to human activity and disturbance, particularly predatory mammals and birds, would avoid the developed portion of the Project Site even after construction. The previously disturbed Project Site contains no on-site waterways capable of supporting migratory fish. The closest native wildlife nursery to the Project Site is located in the DFSP to the north, where CSS habitat has been restored for the PVB and CAGN. The Project would not impede the use of this site. Further, the Project Site does not connect two

otherwise natural areas. Therefore, no substantial impediment to wildlife movement or gene flow could occur as a result of Project implementation and impacts would be less than significant.

No trees protected under the City of Los Angeles' Protected Tree Ordinance are present on the Project Site. The Project would remove all of the 330 trees on the Project Site that meet City of Los Angeles reporting criteria, and would replace the removed trees with approximately 3,500 new trees. Therefore, Project impacts to trees, including protected trees, would be less than significant.

Proposed development on the Project Site would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policies or ordinances. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, and no impact would occur. The previously disturbed Project Site is zoned for residential use and is not located within an area covered by an adopted habitat conservation plan (HCP), natural community conservation plan (NCCP), or other approved HCP. Therefore, no impact would occur to adopted conservation plans.

Mitigation Measures

BIO-1 Potential impacts to nesting birds, migratory birds, and raptors shall be avoided either by scheduling grading, vegetation removal and demolition during the non-nesting period (August 30th through February 14th), or if this is not feasible, by conducting a pre-construction survey for raptor nests and avoiding disturbance of active nests. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:

- If grading or vegetation removal is scheduled during the active nesting period (February 15th through August 31st), a qualified wildlife biologist shall conduct a pre-construction raptor and nesting bird survey no more than 30 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity.

- If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFW and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A nest-setback zone of at least 300 feet for all raptors and 100 feet for loggerhead shrike and other non-raptors shall be established within which all construction-related disturbances shall be prohibited. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel restricted from the area.

- If permanent avoidance of the nest is not feasible, impacts shall be minimized by prohibiting disturbance within the nest-setback zone until a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from the nest are foraging independently and capable of independent survival at an earlier date.

- A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the City prior to initiation of grading in any nest-setback zone.

BIO-2 Prior to issuance of a demolition or grading permit, the Project Applicant shall have a qualified biologist conduct Phase 3 entry surveys within the interior of all buildings at the Project Site identified as having a high to moderate potential to provide bat roost habitat. These surveys shall involve accessing the attic and other areas (if warranted) to look for evidence of bats and utilizing heterodyne-style bat detectors to aid in the acoustic detection and identification of potentially roosting bats.

If bats or bat sign are not encountered during the Phase 3 surveys, the buildings shall be daylighted prior to demolition. Daylighting includes removal of substantial portions of the roof to create a well-lit, well-ventilated attic preventing bats from establishing in these buildings. Daylighting shall occur under the supervision of a qualified biologist at least 48 hours prior to building demolition. If bats are encountered during daylighting, all disturbance activities within the structure and within 200 feet shall be halted until: (a) the roost is vacated, or (b) a qualified biologist has coordinated with CDFW to develop alternative impact avoidance measures, up to and including bat removal.

If bats or bat sign are encountered during Phase 3 Surveys, the qualified biologists shall leave the building immediately to avoid further disturbance to roosting bats and conduct an emergence survey. Emergence surveys shall be conducted at dusk to determine where bats are exiting the building. Emergence surveys shall be conducted to determine the ingress/egress location, estimate the approximate number of bats using the roost, and identify the species occupying the roost using an ultrasonic bat detector. Demolition of occupied roosts shall be postponed until appropriate exclusion and mitigation measures have been determined in consultation with CDFW. Examples of exclusion measures include one-way barriers installed at the ingress/egress site that allow bats to exit the roost but not return.

BIO-3 Palm trees at the Project Site shall have the dead frond skirts removed between October 1 and March 31 before being felled to avoid impacts to roosting Southwestern Yellow Bats. A qualified arborist shall supervise removal of palm frond skirts in a systematic manner beginning with the top fronds and working towards the base of the tree. If bats are encountered during this process, trimming should halt and remain halted until (a) the roost is confirmed to have been vacated by a qualified biologist, or (b) a qualified biologist has coordinated with CDFW to develop alternative measures up to and including bat removal from the trees.

BIO-4 Prior to issuance of a grading permit, the Project Applicant shall enter into a Streambed Alteration Agreement or other documentation (satisfactory to CDFW) with CDFW to provide a 1:1 replacement of 0.86 acre of suitable streambed and associated riparian habitat either on-site as additional habitat creation, off-site either through habitat creation or purchase of credits in an approved mitigation bank in the Los Angeles Basin, or via a combination of these approaches.

Findings

The City adopts CEQA Finding A, which states that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

Rationale for Findings

With implementation of Mitigation Measure BIO-1, requiring either pre-construction nesting bird surveys or construction outside of the nesting season, impacts related to nesting birds would be less than significant. With implementation of Mitigation Measures BIO-2 and BIO-3, requiring pre-demolition bat presence entry surveys in the existing structures on-site and palm frond removal from the on-site palm trees, impacts related to bats would be less than significant. With implementation of Mitigation Measure BIO-4 and the Compliance Measures, requiring the replacement of jurisdictional waters and habitat area pursuant to CDFG and Corps permit conditions, impacts related to jurisdictional waters would be less than significant.

Reference

For a complete discussion of Biological Resources impacts, see Section IV.D of the Draft EIR.

C. Cultural Resources (Archaeological and Paleontological Resources)

Description of Effects

Although no cultural resources were identified during the archaeological field survey of the Project Site, the literature search indicates that the site is situated in a geographic location that was sensitive for prehistoric human occupation. Fifteen prehistoric sites have been previously recorded within one mile of the Project Site in all directions. The preliminary geotechnical report indicates that the original ground level of the site was graded and leveled to accommodate the existing buildings. Fill was placed in the central portion of the site and cuts were made along the north-northeast sides of the property. Although there are no surface indicators of cultural resources, it is possible that intact archaeological deposits are present below the original layer of fill material. However, the depth at which the strata with the potential to contain archaeological material varies greatly across the property and could be found as shallow as two feet below the current grade. For these reasons, the Project Site should be treated as potentially sensitive for cultural resources.

No human remains are known to occur at the Project Site. However, given the cultural resources sensitivity of the Project Site, it is possible that human remains could occur at the site and Project impacts could be potentially significant.

Geologic units at the Project Site are considered paleontologically sensitive. If proper care is not taken during any ground-disturbing activities of the Project, paleontological resources at the site could be damaged or destroyed. Thus, Project impacts are considered to be potentially significant.

Mitigation Measures

CULT-1: A qualified archaeologist shall be present to monitor all ground-disturbing activities associated with the Project.

CULT-2: Prior to initiation of ground-disturbing activities, the archaeological monitor shall conduct a brief awareness training session for the benefit of all construction workers and supervisory personnel. The training, which could be held in conjunction with the Project's initial on-site safety meeting, shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the Project vicinity.

CULT-3: In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas.

CULT-4: Prior to ground disturbance, the vertebrate fossils observed at locality JLD102210-02 (see Draft EIR Appendix IV.E-2) shall be collected. A bulk sample of the matrix (approximately 2,000 pounds) containing the invertebrate specimens shall also be collected and screened. Following matrix sampling, this area shall be closely monitored during construction grading to ensure the recovery of any additional scientifically significant fossil specimens.

CULT-5: Prior to ground disturbance, a qualified paleontologist shall be retained to produce a Paleontological Monitoring and Mitigation Plan for the Project and to supervise monitoring of construction excavations. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data.

CULT-6: All Project-related ground disturbance that could potentially affect the San Pedro Sand and Palos Verdes Sand shall be monitored by a qualified paleontological monitor on a full-time basis. Part-time monitoring shall be conducted in all Project-related ground disturbances affecting younger Quaternary alluvium.

CULT-7: At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

CULT-8: Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and reposited in a designated paleontological curation facility.

CULT-9: The qualified paleontologist shall prepare a final monitoring and mitigation report to be filed with the City, the Project Applicant, and the repository.

Findings

The City adopts CEQA Finding A, which states that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

Rationale for Findings

With implementation of Mitigation Measures CULT-1 through CULT-3, ensuring the monitoring, identification, recovery, and analysis of any archaeological resources encountered during site preparation work and further ensuring that important history regarding California history or prehistory would not be lost, impacts related to archaeological resources would be less than significant.

With implementation of the Compliance Measure, ensuring the identification, recovery, and appropriate treatment of any human remains encountered during site preparation work, impacts related to human remains would be less than significant.

With implementation of Mitigation Measures CULT-4 through CULT-9, ensuring that any paleontological resources encountered at the Project Site during site preparation work are properly identified, recovered, evaluated, and curated, Project impacts related to paleontological resources would be less than significant.

Reference

For a complete discussion of Cultural Resources impacts, see Section IV.E of the Draft EIR.

D. Geology and Soils

Description of Effects

The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act. However, the Preliminary Geotechnical

Report concluded that, due to the lack of definitive evidence of the date of the last movement of the identified Palos Verdes Fault A trace, the EIR analysis treats the fault trace crossing the Project Site as a potentially active fault for the purpose of development planning.
Although the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted building code design parameters in the 2011 Los Angeles Building Code, the presence of the potentially active Palos Verdes Fault trace on the Project Site means that the Project could potentially expose people or structures to adverse effects associated with fault rupture or displacement. Accordingly, impacts related to fault rupture and displacement would be significant.

Based on the active and potentially active faults in the region and on-site, it is likely that future earthquakes produced in southern California will shake the Project Site. However, the Project Site is not exposed to a greater seismic risk than other areas of southern California where active and potentially active faults are located. Furthermore, the Project would be designed and constructed to withstand ground motions by adhering to the most recent version of Los Angeles Building Code Section 1613, which contains provisions relating to earthquake loads, and the Project Applicant would be required to design and construct the Project in conformance to the design parameters contained in the most recent version of the Los Angeles Building Code. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and reinforcement. Thus, impacts would be considered less than significant.

The liquefaction potential at the Project Site is very low and represents no constraint on development. As part of site preparation, the fill and recent alluvium present on the Project Site would be removed and recompacted. Pursuant to existing law and applicable regulations, design and construction of the Project would be required to incorporate measures to protect against liquefaction risks. These measures include compliance with the most recent version of the Los Angeles Building Code, the Rules of General Application of the Grading Division of the Department of Building and Safety, the City's building permit requirements, and site-specific engineering recommendations based upon the recommendations of a licensed geotechnical engineer and a geotechnical report approved by the City of Los Angeles Department of Building and Safety. These general site grading and earthwork recommendations are listed as Compliance Measures.

The Preliminary Geotechnical Report concluded that the liquefaction potential at the site is very low based on the site-specific conditions revealed through on-site boring investigations. Because there are no continuous liquefiable soils underlying the site, lateral spreading is not a hazard at the Project Site and impacts related to lateral spreading would not occur.

While the Project Site is characterized by hillside terrain and is located within a Hillside Area as defined in the Seismic Safety Plan for the City of Los Angeles, the majority of the site is relatively gentle in slope, and no significant landslide hazards have been found to exist on-site. Therefore, the potential for landslides is considered low, and there are no landslide risks that cannot be mitigated by compliance with the above-referenced engineering and construction requirements.

The Project Site is not located where oil-drilling activities presently occur, or have occurred in the past. The proposed improvements associated with the Project would not require the withdrawal of oil or water, and the Project is not located in an area where such activity is occurring. Further, based on the preliminary Project schemes, no significant dewatering is anticipated during construction to the extent where subsidence would pose a substantial risk.

Based on the results of soil testing, the expansive potential of the soil at the site is low. In addition, as part of site preparation, the fill and recent alluvium present on the Project Site would be removed and recompacted. Pursuant to existing law and applicable regulations, design and construction of the Project would be required to incorporate the above-referenced Compliance Measures to protect against risks associated with expansive soils.

The Project Site is not located in an area of Los Angeles that has been identified by the City as being susceptible to inundation due to water storage facility failure. However, the Palos Verdes Reservoir Dam, a regulating reservoir operated by the Metropolitan Water District, is located approximately 0.75 miles northwest of the Project Site. Storing an average of 1,100 acre-feet of water, it is the second smallest reservoir in the Metropolitan Water District. The potential for complete and instantaneous failure of the Palos Verdes Reservoir is considered to be remote. However, if it were to occur, flooding could result across portions of the Project Site. If a seiche were to be generated in the Palos Verdes Reservoir, it could breach the confines of the reservoir. Given the intervening distance between the dam and the Project Site, partial releases of reservoir water associated with seiche would not likely reach the site but instead would infiltrate en route and/or pond in the vicinity of culvert inlets along the west side of Western Avenue. The Project Site is not located in an area of Los Angeles susceptible to inundation by tsunami. Thus, impacts would be less than significant.

In contrast to the majority of the Project Site, the cut slope along the northern boundary of the site is steeply sloping and could potentially produce mudflows; however, the trajectory of such flows would only affect other areas on the Project Site as opposed to off-site locations. In addition, this slope would be completely reconfigured and reengineered as part of the Project. Therefore, the potential for mudflows is considered low, and there are no mudflow risks that cannot be mitigated by compliance with the above-referenced Compliance Measures. Thus, impacts would be less than significant.

A total of approximately 1,225,000 cubic yards of earth would be moved at the site in the course of site preparation work. Cut and fill material would be balanced on-site, with no soil import or export anticipated. The Project could result in increased levels of erosion and sedimentation that could include transport of soil materials off-site. However, required compliance with the BMPs prescribed in the Stormwater Pollution Prevention Plan (SWPPP) prepared prior to the start of site-disturbing activities would serve to reduce this impact to the maximum extent practicable. Compliance with applicable City and State regulations would ensure that this impact is less than significant.

The southern portion of the Project Site contains a 940-foot-long, channelized drainage. This manmade drainage ditch is not a natural landform and is in a degraded state, and as such, does not constitute a

significant water body or streambed for purposes of assessing landform alteration impacts. Even so, this drainage is associated with jurisdictional biological resources that are protected by the Corps, the RWQCB, and the CDFG (see above discussion under "Biological Resources"). There are no wetlands on the Project Site. Therefore, the Project would not destroy, permanently cover, or materially and adversely modify any distinct or prominent land features and impacts would be less than significant.

Mitigation Measures

GEO-1 A 50-foot wide structural setback zone shall be designated on each side of the interpreted centerline of the surface projection of Fault A (100-foot total width), as shown in Figure IV.F-4 of the Draft EIR. No habitable structures shall be located within this setback zone.

Findings

The City adopts CEQA Finding A, which states that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

Rationale for Findings

Implementation of Mitigation Measure GEO-1, which has already been incorporated into the Project site plan, is required to reduce the significant impact of the Proposed Project related to surface rupture to a less than significant level.

Reference

For a complete discussion of Geology and Soils impacts, see Section IV.F of the Draft EIR.

E. Hazards and Hazardous Materials

Description of Effects

The Project would entail demolition of all existing structures and improvements, excavation and grading, and construction of new buildings, improvements, utilities, and landscaping. Asbestos-containing materials (ACMs) and lead-based paint (LBP) have been identified in the structures currently located on-site. Without oversight, approval, and follow-up, implementation of the Project could result in potentially significant impacts from the potential exposure of construction workers involved in the demolition and removal of these structures from the site to ACMs and LBP.

No soil gas or groundwater samples from the site were found to contain any hydrocarbon contaminants above laboratory detection limits. No gasoline-range hydrocarbons were detected in any of the soil samples taken from the site. Low-level heavier-range petroleum impacts in the diesel fuel and oil range were detected in soil in four of the five borings taken at the site in 2011. These petroleum products were

likely present in the fill soil imported to the site prior to the construction of the Navy housing complex in the early 1960s, or were the result of oil production and storage activities historically conducted in the vicinity. Without oversight, approval, and follow-up, implementation of the Project could result in potentially significant impacts from potential chemical exposures to construction workers and nearby residents and workers during soil grading and excavation activities.

The mandatory utilization of Ultra Low Sulfur Diesel fuel in all Project construction equipment would reduce diesel particulate matter (DPM) emissions to a level that is consistent with that permissible for construction equipment operation under the current regulatory framework. In addition, the short-term and sporadic, episodic nature of DPM emissions at the site during Project construction would not result in the exposure of nearby residents to the type of concentrated, long-term elevated levels of DPM that characterize operations at the nearby Ports and industrial facilities within the Project vicinity. Thus, Project impacts would be less than significant.

A small portion of the Project Site is located within a City of Los Angeles Methane Buffer Zone. Without oversight, approval, and follow-up, implementation of the Project could result in potentially significant impacts from the potential accumulation of methane above explosive concentrations in structures to be constructed as part of the Project. Compliance with the City's Methane Ordinance (2004), which requires compliance with the Methane Mitigation Standards in Los Angeles Municipal Code (LAMC) Section 91.7102, and as directed and approved by the Los Angeles Department of Building and Safety (LADBS) and Los Angeles Fire Department (LAFD), would ensure that potential risks from methane accumulation are reduced to a less than significant level within the portion of the site designated as a Methane Buffer Zone.

The types of hazardous materials associated with routine, day-to-day operation of the Proposed Project would include landscaping chemicals that would be used in quantities typical for landscaped residential developments and typical cleaning solvents used for janitorial purposes. The transport, use, and disposal of these materials would not pose a significant hazard to the public or the environment.

Estimated levels of cancer risk that would be experienced at the Project Site by future Project residents as a result of toxic air contaminant (TAC) emissions from the ConocoPhillips refinery, DFSP, and Rancho LPG (formerly Amerigas) facilities were evaluated and were determined to present a less than significant risk, well below any applicable regulatory threshold.

The Project Site is not identified in any existing emergency response plan as a physical evacuee location or other location of public congregation or equipment/personnel mobilization. The Project's emergency response plan, required as a Project Design Feature, would address the occupancy, number, location, and design of the structures approved for the Project and would require mapping of emergency exits, evacuation routes for vehicles and pedestrians within and from the Project Site, and location of nearest hospitals and fire departments. The Project Applicant must also consult with neighboring land uses, including but not limited to the DFSP and the ConocoPhillips Refinery. The plan must be completed and approved based on final building plans before building permits for the Project's structures are issued.

Once completed and approved by the Fire Department, this required plan would be integrated with the regional emergency response plans by the Los Angeles Police Department (LAPD) and LAFD and the other agencies responsible for emergency response measures. All of these requirements, policies, and mitigation measures provide a mechanism for developing an integrated emergency response plan for the Project and the surrounding community. Project impacts would be less than significant.

Mitigation Measures

HAZ-1 Hydrocarbon-impacted soils encountered during grading and excavation work at the Project Site shall be characterized. Any soils containing hydrocarbons at levels of concern shall be either remediated on-site prior to reuse or removed and disposed of in accordance with all applicable laws and regulations, including those promulgated by the California Department of Toxic Substances Control (DTSC). All necessary approvals shall be obtained from the lead enforcement agency including, but not limited to, the Los Angeles County Fire Department Health and Hazardous Materials Division.

HAZ-2 Prior to demolition activities, an investigation for asbestos containing materials (ACMs) shall be conducted and identified asbestos shall be abated in accordance with the South Coast Air Quality Management District (SCAQMD)'s Rule 1403, as well as all other applicable City, state, and federal regulations.

HAZ-3 Prior to demolition activities, an investigation for lead-based paint (LBP) shall be conducted and identified LBP shall be abated in accordance with applicable City, State, and federal regulations. Construction workers shall be properly trained in lead-related construction in order to avoid exposure of such workers to lead-containing material.

Findings

The City adopts CEQA Finding A, which states that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

Rationale for Findings

Implementation of Mitigation Measures HAZ-2 and HAZ-3 will assure that ACMs and LBP in the existing on-site structures are properly abated and that potential risks from ACMs and LBP are reduced to a less than significant level. Implementation of Mitigation Measure HAZ-1 is required to ensure that petroleum-impacted soils are characterized during Project excavation and grading activities and are either remediated on-site or, if necessary, transported to an appropriate facility for disposal, thus reducing the Project impact to a less than significant level.

Implementation of Mitigation Measures HAZ-1 through HAZ-3, in conjunction with the Compliance Measures and Project Design Features presented in the Draft EIR, would reduce all Project-specific

impacts related to human health hazards, the release of hazardous materials, and risk of upset to a less than significant level.

With respect to cumulative impacts, cumulative projects may also present dangers associated with hazards and hazardous materials. However, each cumulative project would also be required to evaluate for potential threats and impose mitigation necessary to reduce impacts to the extent feasible. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials and other hazards. Therefore, with implementation of the proposed mitigation measures both Project-specific and cumulative impacts for hazards and hazardous materials would be less than significant.

Reference

For a complete discussion of Hazards and Hazardous Materials impacts, see Section IV.H of the Draft EIR.

F. Transportation/Traffic (City of Los Angeles)

Description of Effects

The Project's construction-related traffic would cause a less than significant impact at all of the 56 study intersections during the weekday morning peak hour, weekday afternoon peak hour, and the Saturday mid-day peak hour. Application of the threshold criteria to the Near-Term-Cumulative-With-Project-Construction and Future-Cumulative-With-Project-Construction scenarios yields the same conclusion. Based on the results of the impact analyses, traffic impacts associated with construction of the Project would be less than significant, and mitigation is not required.

The Project is expected to generate 76 inbound trips and 296 outbound trips during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 304 inbound trips and 162 outbound trips. Over a 24-hour period, the Project is forecast to generate 2,425 inbound trips and 2,425 outbound trips during a typical weekday. The Project is expected to generate 227 inbound trips and 197 outbound trips during the Saturday mid-day peak hour. Over a 24-hour period, the Project is forecast to generate approximately 2,444 inbound trips and 2,443 outbound trips during a typical Saturday.

Traffic impact analyses were prepared for the 56 study intersections using the LADOT CMA methodology and application of the City of Los Angeles significant traffic impact criteria. The traffic impact analyses were prepared for the Existing With Project, Near-Term Cumulative With Project, and Future Cumulative With Project conditions. Summaries of the traffic impact analyses for the Project are provided below:

- *Existing With Project Condition*: Application of the City's threshold criteria to the "Existing With Project" condition indicates that the Project is expected to create a significant impact at 12 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour:

- Western Avenue/Lomita Boulevard
- Western Avenue/Pacific Coast Highway
- Western Avenue/Palos Verdes Drive North
- Western Avenue/Peninsula Verde Drive
- Western Avenue/Westmont Drive
- Vermont Avenue/Palos Verdes Drive North/Gaffey Street/Anaheim Street
- Gaffey Street/Westmont Drive
- Gaffey Street/Summerland Avenue
- Figueroa Place/Anaheim Street
- Figueroa Street/Pacific Coast Highway
- Figueroa Street/I-110 Freeway NB On-Ramp (north of Anaheim Street)
- Figueroa Street/Anaheim Street

Incremental but not significant impacts are noted at the remaining study intersections.

- *Near-Term Cumulative With Project Condition*: Application of the City's threshold criteria to the "Near-Term Cumulative With Project" scenario indicates that the Project is expected to create a significant impact at 11 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour:

  - Western Avenue/Lomita Boulevard
  - Western Avenue/Pacific Coast Highway
  - Western Avenue/Palos Verdes Drive North
  - Western Avenue/Peninsula Verde Drive
  - Western Avenue/Westmont Drive
  - Vermont Avenue/Palos Verdes Drive North/Gaffey Street/Anaheim Street
  - Figueroa Place/Anaheim Street
  - Figueroa Street/I-110 Freeway NB On-Ramp (north of Pacific Coast Highway)
  - Figueroa Street/Pacific Coast Highway
  - Figueroa Street/I-110 Freeway NB On-Ramp (north of Anaheim Street)
  - Figueroa Street/Anaheim Street

  Incremental but not significant impacts are noted at the remaining study intersections.

- *Future Cumulative With Project Condition*: Application of the City's threshold criteria indicates that the Project is expected to create a significant impact at 16 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour:

  - Crenshaw Boulevard/Palos Verdes Drive North
  - Western Avenue/Lomita Boulevard
  - Western Avenue/Pacific Coast Highway

- Western Avenue/Palos Verdes Drive North
- Western Avenue/Peninsula Verde Drive
- Western Avenue/Westmont Drive
- Western Avenue/Capitol Drive
- Vermont Avenue/Palos Verdes Drive North/Gaffey Street/Anaheim Street
- Gaffey Street/Westmont Drive
- Gaffey Street/Summerland Avenue
- Vermont Avenue/Pacific Coast Highway
- Figueroa Place/Anaheim Street
- Figueroa Street/I-110 Freeway NB On-Ramp (north of Pacific Coast Highway)
- Figueroa Street/Pacific Coast Highway
- Figueroa Street/I-110 Freeway NB On-Ramp (north of Anaheim Street)
- Figueroa Street/Anaheim Street

Incremental but not significant impacts are noted at the remaining study intersections.

As discussed above, the Project is expected to create a significant impact at 16 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour in the year 2017 Future With Project condition. All 12 study intersections forecast to be significantly impacted by the Project under the "Existing With Project" scenario are included in the intersections forecast to be significantly impacted in the year 2017 Future With Project conditions based on City of Los Angeles threshold criteria. Thus, the Existing With Project analysis did not result in the identification of any impacts that were not previously disclosed. All 11 study intersections forecast to be significantly impacted by the Proposed Project under the "Near-Term Cumulative With Project" scenario also are included in the intersections forecast to be significantly impacted in the year 2017 Future With Project conditions based on City of Los Angeles threshold criteria. In summary, the Near-Term With Project analysis did not result in the identification of any impacts that were not previously disclosed.

Based on the results of travel time studies, Project-generated motorists would likely travel along major arterials rather than cut through local neighborhood roadways. Thus, impacts related to neighborhood intrusion would be less than significant. The intersections that would provide primary access to the Project Site are Western Avenue and Northerly Project Access-Green Hills Drive and Western Avenue and Southerly Project Access-Avenida Aprenda. Both of these intersections would operate at least at LOS C during the AM peak hour and LOS B during the PM peak hour under the Cumulative-Plus-Project (2017) condition. The proposed enhanced vehicular access connecting Fitness Drive through Seaport Homes to the Project Southerly Access Road is expected to create incremental but not significant impacts at the Western Avenue/Avenida Aprenda-Southerly Access Road intersection during the weekday AM, weekday PM, and the Saturday midday peak hours. Therefore, impacts related to access would be less than significant. Through coordination with City departments and compliance with requirements City department requirements/standards, the Project would not result in any significant impacts related to bicycle, pedestrian, and vehicular safety. Given the relatively few number of transit trips generated during the peak hours using the CMP methodology, no significant impacts on existing or future transit

services in the Project area would occur. Impacts associated with the construction of off-site traffic mitigation and roadway improvements would be less than significant.

Mitigation Measures

TRANS-8 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall widen the south side of Anaheim Street west of Vermont Avenue by approximately 12 feet to accommodate a 180-foot long turn pocket and install a right-turn only lane at the eastbound approach to the intersection.

TRANS-9 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Widen Gaffey Street north of Westmont Drive to accommodate installation of a right-turn only lane at the southbound approach to the intersection;

b. Relocate the existing southbound near-side Metro bus stop on Gaffey Street to the far side of the intersection (i.e., south of the intersection) where a full bus pad is to installed in the street;

c. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Westmont Drive at the Gaffey Street intersection; and

d. Enhanced signage shall be provided as needed to guide the right-turn motorists from the eastbound Anaheim Street approach to Gaffey Street and Palos Verdes Drive North.

It is noted that the southbound approach on Gaffey Street can be modified to include continuation of the existing bicycle lane and the southbound right-turn only lane.

TRANS-10 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Restripe the southbound approach on Gaffey Street at Summerland Avenue to accommodate the installation of a right-turn only lane, and

b. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Summerland Avenue at the Gaffey Street intersection.

TRANS-16 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall widen the westbound approach on Anaheim Street at Figueroa Street by approximately 10 feet to accommodate a 120-foot long turn pocket and install a right-turn-only lane.

TRANS-20 Prior to the issuance of Building Permits for each residential building within the Project, the Project Applicant shall perform, to the satisfaction of LADOT, a trip generation analysis for the units to be constructed. The results of these studies shall indicate which of the intersection improvements shown above in Mitigation Measures TRANS-1 through TRANS-16 must be operational prior to the occupancy of the subject residential units.

TRANS-21 The Project Applicant shall coordinate with local and regional transit operators, including Metro and LADOT, to develop and implement strategies to increase transit utilization by Project residents. These transportation demand management (TDM) strategies could include, but would not be limited to, providing bus schedules and transit route information to residents, providing bicycle racks and information regarding optimal bike routes to local destinations to residents, and a carpooling information exchange.

TRANS-22 In conjunction with the street widening of Western Avenue adjacent to the Project Site, the Applicant shall provide a bus turnout lane and bus stop facilities (shelter, bench and schedule information) at bus stops adjacent to the Site.

TRANS-23 The Project Applicant shall coordinate with LADOT to potentially extend the existing San Pedro DASH route northerly on Western Avenue to serve the Project Site. If deemed necessary, the Project Applicant shall provide appropriate turnaround facilities to allow the DASH vehicles to utilize the Project Site as an end point on the route.

Findings

The City adopts CEQA Finding A, which states that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

Rationale for Findings

The recommended transportation mitigation measures for the Proposed Project would mitigate the forecast Project impacts based on the CMA intersection analysis methodology and significance thresholds of the Lead Agency (City of Los Angeles), as well as using the ICU intersection analysis methodology and the significance thresholds of the nearby adjacent jurisdictions, as applicable. Further, the recommended mitigation measures would mitigate the forecast Project-related traffic impacts for each of the three analysis conditions: Existing With Project, Near-Term With Project, and Future With Project. As a result of implementing the above-listed mitigation measures, Project impacts would be reduced to a less than significant level.

Reference

For a complete discussion of Transportation – Traffic impacts, see Section IV.N of the Draft EIR.

G. Transportation/Traffic (Other Jurisdictions)

Description of Effects

Several study intersections that are forecast to be significantly impacted by Project-generated traffic are within other jurisdictions, as detailed below. All of these intersections are included in the list presented above under Transportation/Traffic (City of Los Angeles).

Mitigation Measures

TRANS-1 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the existing traffic signal at the intersection of Crenshaw Boulevard and Palos Verdes Drive North to provide a northbound right-turn signal phase on Crenshaw Boulevard that would overlap with the westbound left-turn signal phase on Palos Verdes Drive North. To accommodate this signal phasing, U-turn movements on the westbound approach of Palos Verdes Drive North shall become prohibited.

TRANS-2 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Restripe the southbound approach on Western Avenue at Lomita Boulevard to accommodate installation of a right-turn only lane; and

b. Modify the existing traffic signal at Western Avenue and Lomita Boulevard to provide a southbound right-turn signal phase on Western Avenue that would overlap with the eastbound left-turn signal phase on Lomita Boulevard.

TRANS-3 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the southbound approach on Western Avenue at Pacific Coast Highway to install a second left-turn lane and a third through lane; and

b. Modify the existing traffic signal at the intersection of Western Avenue and Pacific Coast Highway to accommodate the modification to the southbound approach.

TRANS-4 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the westbound approach on Palos Verdes Drive North at Western Avenue to install a second left-turn lane;

b. Modify the existing median on Palos Verdes Drive North and the existing traffic signal at the intersection of Palos Verdes Drive North and Western Avenue to accommodate the modification to the westbound approach;

c. Modify the existing median and restripe the northbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn only lane;

d. Restripe the southbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn lane.

TRANS-5 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the intersection of Western Avenue and Peninsula Verde Drive.

TRANS-6 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Modify the northbound approach on Western Avenue at Westmont Drive to install a right-turn only lane; and

b. Restripe the eastbound approach on Westmont Drive at Western Avenue to provide one left-turn lane.

TRANS-7 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall restripe the northbound approach on Western Avenue at Capitol Drive and modify the raised median to install a right-turn only lane.

TRANS-11 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Widen the north and south sides of Pacific Coast Highway east and west of Vermont Avenue to provide up to a 42-foot half roadway on the 50-foot half right-of-way;

b. Install a second left-turn lane at the westbound approach; and

c. Modify the existing traffic signal and roadway striping at the intersection as needed.

TRANS-12 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the existing traffic signal at Figueroa Place/Anaheim Street to provide a southbound right-turn signal phase on Figueroa Place that would overlap with the eastbound left-turn and through phase sufficiently long enough to accommodate the southbound right-turn volumes; and

b. Install a new traffic signal at Figueroa Place/I-110 Southbound Off-ramp (north of Anaheim Street).

TRANS-13 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Modify the southbound approach on Figueroa Street at the Harbor Freeway Northbound On-ramp (north of Pacific Coast Highway) to accommodate the installation of a right-turn-only lane;

b. Adjust the median to accommodate the right-turn-only lane; and

c. Modify the traffic control equipment as needed.

TRANS-14 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the westbound approach on Pacific Coast Highway at Figueroa Street to accommodate a fourth through lane.

TRANS-15 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the Figueroa Street/Harbor Freeway Northbound On-ramp intersection (north of Anaheim Street). In addition, the existing roadway striping at the northbound approach to the intersection would be adjusted based on direction from LADOT.

TRANS-17 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the installation of the County's traffic signal synchronization system for the Normandie Avenue/Sepulveda Boulevard intersection.

TRANS-18 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following:

a. Modify the northbound approach on Normandie Avenue to accommodate the installation of a second left-turn lane at the Lomita Boulevard intersection; and

b. Remove the raised median island on Normandie Avenue, south of Lomita Boulevard, to accommodate the installation of the second northbound left-turn lane.

It is noted that the northbound approach on Normandie Avenue can be modified to include continuation of the existing bicycle lane and the second northbound left-turn lane.

TRANS-19 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following improvements:

a. Modify the eastbound approach on Lomita Boulevard, west of Vermont Avenue, to accommodate the installation of a second left-turn lane;

b. Remove the existing raised median island on Lomita Boulevard, west of Vermont Avenue, and modify the striping on the east leg of the intersection as needed; and

a. Modify the traffic signal to accommodate the installation of the second southbound left-turn lane.

Findings

The City adopts CEQA Finding B, which states that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines Section 15091, subd. (a)(2))

Rationale for Findings

Mitigation Measure TRANS-1 would reduce the significant impact identified at the Crenshaw Boulevard/Palos Verdes Drive North intersection to less than significant. However, this intersection is located in the City of Rolling Hills Estates and therefore, is outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-2 would reduce the significant impact identified at the Western Avenue/Lomita Boulevard intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force. However, it is noted that Western Avenue

is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-3 would reduce the significant impact identified at the Western Avenue/Pacific Coast Highway intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force. However, it is noted that Western Avenue and Pacific Coast Highway are within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-4 would reduce the significant impact identified at the Western Avenue/Palos Verdes Drive North intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the Project Applicant as a condition of Project approval. However, it is noted that a portion of this intersection is located in the City of Lomita and is, therefore, outside the jurisdiction of the Lead Agency. Also, it is noted that Western Avenue is within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-5 would reduce the significant impact identified at the Western Avenue/Peninsula Verde Drive intersection to less than significant. However, it is noted that the Western Avenue/Peninsula Verde Drive intersection is located within Caltrans' and City of Rancho Palos Verdes jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-6 would reduce the significant impact identified at the Western Avenue/Westmont Drive intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the Project Applicant as a condition of Project approval. However, it is noted that a portion of this intersection is located in the City of Rancho Palos Verdes and therefore, is outside the jurisdiction of the Lead Agency. Also, Western Avenue is situated within Caltrans' jurisdiction and therefore, is outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-7 would reduce the significant impact identified at the Western Avenue/Capitol Drive intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the Project Applicant as a condition of Project approval. However, it is noted this intersection is located in the City of Rancho Palos Verdes and therefore, is outside the jurisdiction of the Lead Agency. Also, Western

Avenue is situated within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-11 would reduce the significant impact identified at the Vermont Avenue/Pacific Coast Highway intersection to less than significant. However, it is noted that Pacific Coast Highway is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-12 would reduce the significant impact identified at the Figueroa Place/Anaheim Street intersection to less than significant. However, it is noted that the Harbor Freeway Southbound Off-Ramp intersection at Figueroa Place is within Caltrans' jurisdiction and therefore, implementation of the voluntary installation of a traffic signal at the Figueroa Place/Harbor Freeway Southbound Off-Ramp intersection could be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-13 would reduce the significant impact identified at the Figueroa Street/Harbor Freeway Northbound On-Ramp intersection to less than significant. However, it is noted that the Harbor Freeway Northbound On-Ramp at Figueroa Street (north of Pacific Coast Highway) is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-14 would reduce the significant impact identified at the Figueroa Street/Pacific Coast Highway intersection to less than significant. However, it is noted that Pacific Coast Highway is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-15 would reduce the significant impact identified at the Figueroa Street/I-110 Northbound On-Ramp intersection to less than significant. However, it is noted that the Harbor Freeway Northbound On-Ramp at Figueroa Street (north of Anaheim Street) is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measures TRANS-17 through TRANS-19 (respectively) would reduce the significant impacts at the following intersections to less than significant:

Intersection No. 32: Normandie Avenue/Sepulveda Boulevard
Intersection No. 33: Normandie Avenue/Lomita Boulevard
Intersection No. 45: Vermont Avenue/Lomita Boulevard

These intersections are within the jurisdiction of Los Angeles County and thus implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

With implementation of Mitigation Measure TRANS-3, Project impacts related to CMP freeway monitoring stations would be less than significant. As discussed previously, Mitigation Measure TRANS-3 is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force. However, it is noted that Western Avenue and Pacific Coast Highway are within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Reference

For a complete discussion of Transportation /Traffic impacts, see Section IV.N of the Draft EIR.

H. Utilities and Service Systems (Water)

Description of Effects

The Project would generate a net demand for approximately 143 acre-feet per year (AFY) of water (approximately 127,160 gpd). The Water Supply Assessment (WSA) prepared for the Project and adopted by the Los Angeles Department of Water and Power (LADWP) on September 20, 2011 concluded that the water demand generated by the Project falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through 2025, and within the water demand growth projected in LADWP's Year 2010 Urban Water Management Plan. As a result, the LADWP found that it would be able to meet the water demand of the Project, in addition to existing and planned future uses of LADWP's system. As such, no new or expanded water entitlements or resources would be necessary for the operation of the Project and a less than significant impact would occur.

The Los Angeles Aqueduct Filtration Plant (LAAFP) has the ability to treat an additional 125 million gallons per day (mgd) of water. As such, it has adequate capacity to treat the water needed for the Project and no new or expanded water treatment plant facilities would be required. Impacts to water treatment capacity would therefore be less than significant.

The Project Applicant would fund the replacement of the existing on-site water system with new water lines that would be built to LADWP, Los Angeles City Plumbing Code, and LAFD fire flow standards. Construction of this infrastructure could adversely impact the flow of traffic on Western Avenue during the required water main upgrade activities.

Mitigation Measures

UTIL-1 In the event of full or partial public street closures, the Project Applicant shall employ flagmen during the construction of new water lines, to facilitate the flow of traffic.

Findings

The City adopts CEQA Finding A, which states that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

Rationale for Findings

Mitigation Measure UTIL-1 is required in order to reduce the potential construction-related impact associated with the extension of the LADWP water infrastructure in Western Avenue to a less than significant level.

Reference

For a complete discussion of Utilities and Service Systems – Water impacts, see Section IV.O.1 of the Draft EIR.

VI. SIGNIFICANT IMPACTS WHICH REMAIN SIGNIFICANT AFTER MITIGATION MEASURES

A. Air Quality (Operations)

Description of Significant Effects

Implementation of the Compliance Measures, Project Design Features, and Mitigation Measures would reduce the Proposed Project's operational air quality emissions. Specifically, these measures would reduce the emissions associated with energy use as a result of the Proposed Project. Nonetheless, the regional operational emissions associated with Project-generated traffic under the 2010 Traffic Study Scenario would exceed the established SCAQMD threshold levels for ROG, NO_x and CO during the summertime (smog season) and wintertime (non-smog season). Additionally, the regional operational emissions associated with Project-generated traffic under the 2017 Traffic Study Scenario would exceed the established SCAQMD threshold levels for ROG and NO_x during both the summertime (smog season) and wintertime (non-smog season). The regional operational emissions associated with the Project would not exceed the established SCAQMD threshold levels for SO_x, PM_{10}, or $PM_{2.5}$ during either the summer (smog season) or winter (non-smog season).

Although the Project would exceed certain SCAQMD thresholds, it is consistent with and would further the policies of the AQMP, which assume emissions from housing and employment operations within the Basin, while guiding the Basin into compliance with State and federal air quality standards. These emissions are primarily associated with the operation of mobile vehicles, are typical for a residential project of this size, and there is no feasible mitigation to reduce these emissions to a less than significant level. It is neither within the Project Applicant's nor the City's authority to impose vehicle performance restrictions on vehicles producing on-road NO_x and ROG emissions; such restrictions on vehicle emissions are governed by the state. As such, even with the implementation of the Compliance Measures, Project Design Features, and Mitigation Measures, regional operational emissions due to mobile sources would be considered significant and unavoidable.

Mitigation Measures

AQ-3 The Project shall provide electric outlets on residential balconies and common areas for electric barbeques to the extent that such uses are permitted on balconies and common areas per the Covenants, Conditions and Restrictions recorded for the property.

AQ-4 The Project shall use electric lawn mowers and leaf blowers, and electric or alternatively fueled sweepers with HEPA filters, for maintenance of the Project.

Findings

The City adopts CEQA Finding C which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make

infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3))

Rationale for Findings

Although Mitigation Measures AQ-3 and AQ-4 will be required and would reduce the Project's operational air emissions, they would not have any effect on the mobile air emissions that would be created by Project-generated traffic. Mitigation Measures TRANS-25 through TRANS-28 (see discussion under Transportation/Traffic [City of Los Angeles]) would require the Project Applicant to coordinate with local and regional transit operators to develop and implement strategies to increase transit utilization by future Project residents. A bus turnout lane and bus stop facilities (shelter, schedule information) would also be installed to serve the Project. Reducing the number of vehicle trips generated by the Project as well as mitigating the Project's significant impacts on roadway congestion would reduce the amount of CO emissions generated by Project traffic. However, although these mitigation measures will be required, there is no guarantee that such reductions would be sufficient to bring Project-associated regional mobile air emissions below applicable SCAQMD significance thresholds. No other mitigation measures to reduce regional mobile air emissions from Project-generated traffic are feasible.

Reference

For a complete discussion of Air Quality impacts, see Section IV.C of the Draft EIR.

B. Noise (Construction)

Description of Significant Effects

During Project construction, three basic types of activities would be expected to occur and generate noise at the Project Site: demolition and removal of the existing vacant residential uses; preparation, excavation, and grading to accommodate building foundations and infrastructure; and construction of the proposed structures. Construction activities associated with the Proposed Project would comply with the noise regulations established in Sections 41.40 and 112.05 of the LAMC. Nevertheless, because construction noise levels associated with the Proposed Project are likely to exceed the existing ambient noise levels at all of the identified off-site sensitive locations by more than 10 dBA for more than one day, Project construction activities would generate a substantial temporary or periodic increase in ambient noise levels in the Project vicinity and these construction noise impacts would be potentially significant. Similarly, the vibration levels forecasted to occur at the off-site sensitive receptors would exceed the Federal Transportation Administration's (FTA) threshold for residences during construction of the Proposed Project. As such, vibration impacts associated with human annoyance would be potentially significant. Vibration impacts associated with building damage at sensitive receptors would be less than significant.

Mitigation Measures

NO-1 Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

NO-2 When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

NO-3 Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

NO-4 The Project contractor shall use power construction equipment fitted with the best available technology in noise shielding and muffling devices.

NO-5 Barriers such as plywood structures or flexible sound control curtains extending eight-feet high shall be erected around the Project Site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.

NO-6 All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible. Prior to the commencement of construction at the Project Site, a meeting shall be held with appropriate representatives of the Cities of Rancho Palos Verdes, Torrance, and Lomita. The purpose of the meeting will be to designate truck routes for off-site load hauling vehicles and other construction-related vehicles.

NO-7 Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding cities and off-site residential, school, and memorial park properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

NO-8 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 45 feet from abutting sensitive receptors.

Findings

The City adopts CEQA Finding C which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3)).

Rationale for Findings

With implementation of the Compliance Measures and Mitigation Measures NO-1 through NO-8 listed

above, which would require the implementation of noise reduction devices and techniques during construction at the Project Site, construction-related noise impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction noise levels are likely to exceed existing ambient noise levels by more than 10 dB(A) for more than one day at the identified noise-sensitive receptors, construction noise impacts would be significant and unavoidable. Further reductions in construction related noise levels are considered technically infeasible.

With implementation of the Compliance Measures and Mitigation Measures NO-1 through NO-8 listed above, groundborne vibration impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction vibration levels at the identified residences located south of the Project Site would exceed the FTA's 72 VdB threshold for residences during construction of the proposed Project, construction groundborne vibration impacts would be significant and unavoidable. Further reductions in construction related vibration levels are considered technically infeasible.

With implementation of the Compliance Measures and Mitigation Measures NO-1 through NO-8 listed above, off-site sources of noise and groundborne vibration impacts associated with the Proposed Project would be reduced to the maximum extent feasible. With respect to Mitigation Measure NO-2, implementation may not always be possible, depending upon the specific activity occurring at the site. Nevertheless, because off-site construction noise and vibration sources could exceed the identified thresholds at or near noise-sensitive uses, off-site construction noise and groundborne vibration impacts would be significant and unavoidable. With respect to Mitigation Measure NO-6, while the Project Applicant proposes the least impactful haul route possible, the final haul route is subject to the approval of the Department of Building and Safety. Thus, the final haul route may result in significant and unavoidable short-term impacts on sensitive uses located along and adjacent to the route.

Although Mitigation Measures NO-1 through NO-8 will be required of the Project, no additional mitigation measures are available that could feasibly avoid or further reduce these significant Project impacts.

Reference

For a complete discussion of Noise impacts, see Section IV.K of the Draft EIR.

C. Noise (On-Site Operational)

Description of Significant Effects

With respect to future Project residences fronting Western Avenue, future roadway noise levels at distances of 50 feet from the Western Avenue centerline could reach up to 73.1 dBA CNEL. While most residential uses would be at least 75 feet from the Western Avenue centerline, proposed residential uses may be exposed to noise levels that exceed 70.0 dBA CNEL, which falls within the City of Los Angeles Noise Element's normally unacceptable category for residential and open spaces uses. Thus, the Project

would result in generally unacceptable exterior noise levels for the proposed residential units fronting Western Avenue. It should be noted that while the Proposed Project is not generating excessive roadway noise levels, the Project would result in the placement of noise sensitive land uses in an area with generally unacceptable existing ambient noise levels. Implementation of Compliance Measures would require that interior residential noise levels would be below a CNEL of 45 dBA in any habitable room. As such, impacts associated with interior noise levels at these proposed residential units on-site would be reduced to a less than significant level. However, exterior noise levels (e.g., at balconies and patios) would remain unacceptable at Project residential units adjacent to the Western Avenue frontage and these impacts would be significant and unavoidable.

Mitigation Measures

None.

Findings

The City adopts CEQA Finding C which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3)).

Rationale for Findings

Implementation of the Compliance Measures would require that interior residential noise levels be below a CNEL of 45 dB(A) in any habitable room. As such, impacts associated with interior noise levels at the proposed residential uses on-site would be reduced to a less than significant level. Construction of a sound wall along the Project's Western Avenue frontage would not appreciably reduce noise levels at exterior living spaces in these future residential units and would degrade the Project's visual appearance along Western Avenue. No feasible mitigation measures are available to reduce exterior noise levels on-site to acceptable levels along the Western Avenue frontage.

Reference

For a complete discussion of Noise impacts, see Section IV.K of the Draft EIR.

VII. ALTERNATIVES TO THE PROJECT

State CEQA Guideline Section 15126.6(a) requires an EIR to: (1) describe a range of reasonable alternatives to the Project, or to the location of the project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project: and (2) evaluate the comparative merits of the alternatives. Sections II.E and VI of the Draft EIR describe the objectives that have been identified for the Project, which are also listed in detail below:

1. To remove the abandoned improvements currently present on the site, in accordance with the contractual conditions of sale required by the U.S. Navy.

2. To provide new housing on unutilized land that will meaningfully contribute to meeting the projected 2017 and 2027 housing need in the Wilmington-Harbor City Community Plan area, as projected by the City's General Plan Framework and Southern California Association of Governments, without requiring the demolition of existing market-rate or rent-controlled housing stock.

3. To provide new housing that meets the housing needs of a broad spectrum of persons who desire to live in the San Pedro community.

4. To provide a residential project with substantial common amenities, landscaping, and open space for the use of its residents.

5. To provide a project that will invigorate the local economy, employment, and business opportunities through project construction, and through the expenditures of its future residents.

6. To mitigate potential significant environmental impacts, to the extent feasible.

7. To develop a project that fiscally benefits the City of Los Angeles.

8. To provide a project that ensures high-quality development and maintenance through the creation and adoption of a specific plan that will set land use, architectural, landscaping, streetscaping, and lighting standards.

Consistent with State CEQA Guidelines Section 15126.6, the EIR evaluated a reasonable range of six alternatives to the Project: four in the Draft EIR and two additional alternatives in the Final EIR. The six alternatives analyzed in the EIR include a variety of uses and would reduce some, but not all, significant impacts of the Project. Since publication of the Draft EIR, Alternative C has replaced the original Proposed Project as the Project Applicant's preferred alternative.

The Alternatives discussed in detail in the Draft EIR include:

- Alternative A: No Project Alternative/No Development

- Alternative B: Single-Family Homes

- Alternative C: Staff Recommendation/Reduced Density
- Alternative D: Revised Site Plan

The Alternatives discussed in the Final EIR are:

- Existing Zoning Alternative Site Plan
- Mixed Use Alternative Site Plan

In accordance with CEQA requirements, the alternatives to the Project include a No Project alternative and alternatives capable of eliminating most of the significant adverse impacts of the Project. These alternatives and their impacts, which are summarized below, are more fully described in Section VI of the Draft EIR and in Section III.A of the Final EIR.

A. Alternative A: No Project Alternative/No Development

Description of the Alternative

Under Alternative A, the Project would not be developed on the Project Site. However, the Project Site would not remain in its current condition. Under the conditions of the ownership transfer from the U.S. Department of Defense to the previous owner of the Project Site, all existing improvements on the Project Site must be removed. Accordingly, the existing vacant former Navy housing complex and associated roadways and other infrastructure would be demolished and all debris removed from the Project Site under this alternative. Under the current land use designation in the *Wilmington-Harbor City Community Plan*, the Project Site is designated for Low Density Residential (4 to 9 dwelling units per acre) and Open Space land uses. The Planning and Zoning Code (Los Angeles Municipal Code [LAMC], Chapter 1), zones the Project Site R1-1XL (One-Family Zone, Extra Limited Height District No. 1) and OS (Open Space). Single-family dwellings, among other specified land uses, are permitted within the R1 zone. The Extra Limited Height District No. 1 limits the height of buildings to two stories or 30 feet. Duplex dwelling units, such as those that presently exist on the Project Site, are not consistent with the current R1 zoning of the site.

Alternative A assumes that the Project Site would remain undeveloped following the demolition and removal of existing structures. In addition, the access road across the southern portion of the Project Site connecting Western Avenue to the Mary Star of the Sea High School campus would not be provided under this alternative. Alternative A assumes that Mary Star of the Sea High School would take vehicular access from Taper Avenue, which fronts the Mary Star of the Sea High School site. As Mary Star of the Sea High School is a separate property owned by the Archdiocese of Los Angeles, responsibility for modifying the development permits of the High School in order to obtain vehicular access from Taper Avenue would belong to the Archdiocese.

Impact Summary of the Alternative

Because no development of the site would occur, Alternative A has the potential to reduce or avoid the following significant impacts of the Proposed Project:

- Regional and local construction-associated air emissions
- Regional operational air emissions
- Potential impacts on nesting birds during construction
- Impacts to jurisdictional waters
- Potential impacts to archaeological resources/human remains
- Potential impacts to paleontological resources
- Impacts associated with fault rupture and displacement and other seismic related ground failure at the Project Site
- Potential impacts relating to hydrocarbon-impacted soils which may be present on-site
- Exterior noise at Project units fronting Western Avenue associated with street traffic
- Project-related traffic impacts at intersections within the Project area
- Traffic impacts associated with installation of water service infrastructure

Alternative A does not have the potential to reduce or avoid potential impacts to roosting bats which may be present within the existing abandoned structures on the site. Similarly, Alternative A does not have the potential to avoid the disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures. Noise and vibration impacts association with the Proposed Project would be reduced but not avoided due to the demolition of existing abandoned structures that would occur under Alternative A. Due to the elimination of access to Mary Star of the Sea High School through the Project Site, Alternative A would produce residual traffic impacts within the Taper Avenue neighborhood to the southeast of the site resulting from traffic utilizing Taper Avenue as the sole means of access to the school.

Findings

Some, though not all, of the significant impacts that would occur with the Project would not occur with Alternative A. However, it is found pursuant to Section 21081(a)(3) of the California Public Resources Code that specific economic, legal, social, technological, or other considerations, including considerations identified in Section X (Statement of Overriding Considerations), below, make infeasible Alternative A.

Rationale for Findings

With Alternative A, many, although not all, of the environmental impacts projected to occur in connection with the Project would be avoided. However, Alternative A would fully attain only one of the Project objectives – removal of the existing buildings on the Project Site. Alternative A would not fully or partially attain any of the other seven Project objectives because it would involve no economic use of the Project Site.

Reference

For a complete discussion of Alternative A, see Section VI of the Draft EIR.

B. Alternative B: Single-Family Homes

Description of the Alternative

Under Alternative B, the Project would not be developed on the Project Site. However, the Project Site would not remain in its current condition. Under the conditions of the ownership transfer from the U.S. Department of Defense to the previous owner, all existing improvements on the Project Site must be removed. Accordingly, the existing vacant former Navy housing complex and associated roadways and other infrastructure would be demolished and all debris removed from the Project Site under this alternative. Under the current land use designation in the *Wilmington-Harbor City Community Plan*, a majority of the Project Site is designated for Low Density Residential (4 to 9 dwelling units per acre) land uses. The Planning and Zoning Code (Los Angeles Municipal Code [LAMC], Chapter 1), zones all but 9.3 acres of the Project Site R1-1XL (One-Family Zone, Extra Limited Height District No. 1). Single-family dwellings, among other specified land uses, are permitted within the R1 zone. The Extra Limited Height District No. 1 limits the height of buildings to two stories or 30 feet. The remaining 9.3 acres of the site is zoned and designated Open Space.

If a Zone Change and General Plan Amendment were approved to remove the 9.3 acres of Open Space zoning from the Project Site, the land use and zoning designations of the Project Site would permit up to 429 single-family homes. In addition, if a single-family project were to include below-market (moderate, low, and very-low income units), a potential density bonus of 35 percent under the City's existing rules and regulations, or 579 single-family units, might be developed on the Project Site. Because of the significant site acquisition and site preparation costs related to the Project, the Applicant indicates that it is unlikely that a single-family project with below-market units would be developed.

Under City of Los Angeles zoning criteria, R1 zoning requires that each lot have a minimum area of 5,000 square feet, a minimum width of 50 feet, front yards of not less than 20 percent of the depth of the lot, and rear yards of not less than 15 feet, with resulting dwelling unit densities of approximately six units per acre (taking streets into account). Due to high land prices in infill locations within the City of Los Angeles, fewer and fewer new subdivisions are being developed in accordance with R1 zoning. Instead, homebuilders seeking to develop single-family homes in infill locations routinely propose homes on smaller lots at significantly higher densities.

In addition, the requirement to incorporate a seismic setback zone across the site would eliminate approximately 44 potential lots from a single-family residential site plan, reducing the total number of potential home lots from 429 to 385.

While infill housing in areas like the Project Site is not typically being developed in accordance with traditional R1 zoning criteria, this alternatives analysis assumes that, under Alternative B, the Project Site would be developed as a single-family home project in accordance with R1 zoning with approximately 385 single-family homes and that a Zone Change and General Plan Amendment would be approved to remove the current Open Space zoning/land use designation from the northerly 9.3 acres of the site. The number of homes in Alternative B is below the maximum density that could be developed under the R1 zoning in order to provide a street and lot plan consistent with a move-up/high-end home plan as well as to, as described above, incorporate the required seismic setback zone.

All of the homes under Alternative B would be developed for sale at market rates. Due to the same significant site acquisition and site preparation costs discussed previously, the Project Applicant indicates that it would be necessary to develop the Project Site with the maximum reasonable number of move-up/high-end single-family homes at the highest supportable prices in the market area (Los Angeles/Wilmington-Harbor City/San Pedro) that could be achieved. The Project Applicant estimates that such homes would range between 2,000 and 3,000 square feet and would need to sell for an average price approaching $1 million. Given the current housing market and state of the local and regional economy, there is uncertainty that such prices could be realized. However, retaining the existing 9.3 acres of zoned Open Space on the site under Alternative B would eliminate approximately 81 additional single-family home lots from the site plan, which would likely make the alternative development economically infeasible to develop. For this reason, Alternative B proposes to eliminate the 9.3 acres of Open Space zoning from the Project Site.

The access road across the southern portion of the Project Site connecting Western Avenue to the Mary Star of the Sea High School campus would not be provided under this alternative due to the additional number of home lots that would be lost through the provision of this access. Instead, the area comprising the park and road would be used to accommodate the reduced number of single-family homes to be developed under Alternative B. Alternative B would satisfy public recreation requirements through the payment of Quimby Fees in accordance with the City's existing policies and regulations, but would not include the dedication of public park area. Alternative B assumes that Mary Star of the Sea High School would take vehicular access from Taper Avenue, which fronts the school site. As Mary Star of the Sea High School is a separate property owned by the Archdiocese of Los Angeles, responsibility for modifying the development permits of the High School in order to obtain vehicular access from Taper Avenue would belong to the Archdiocese.

Under Alternative B, all access to the Project Site would be taken from Western Avenue, as with the Project. Site access would be provided by two intersections at Western Avenue located at Green Hills Drive and John Montgomery Drive.

Impact Summary of the Alternative

Alternative B has the potential to reduce or avoid the following significant impacts of the Proposed Project:

- Regional operational air emissions
- Impacts associated with fault rupture and displacement at the Project Site
- Project-related traffic impacts at intersections within the Project area

Alternative B does not have the potential to reduce or avoid the Proposed Project's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at homes fronting Western Avenue, and potential traffic impacts associated with the installation of water service infrastructure. Due to the elimination of access to Mary Star of the Sea High School through the Project Site, Alternative B would produce residual traffic impacts within the Taper Avenue neighborhood to the southeast of the site resulting from traffic utilizing Taper Avenue as the sole means of access to the school.

Findings

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that specific economic, legal, social, technological, or other considerations, including considerations identified in Section X (Statement of Overriding Considerations), below, make infeasible Alternative B.

Rationale for Findings

This alternative would not decrease all of the significant and unavoidable impacts associated with the Project to a less than significant level. While most of the significant and unavoidable regional air quality impacts would be avoided, significant and unavoidable NO_x emissions will remain. Moreover, significant and unavoidable noise (construction and on-site operational) impacts would remain.

Alternative B would achieve six of the Project objectives, although some would be achieved to a lesser extent than with the Proposed Project. Alternative B would remove the existing buildings on the Project Site; provide new housing on unutilized land that would contribute to meeting the projected 2017 housing need in the area; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; and provide a high-quality development. Alternative B would not provide new housing to meet the housing needs of a broad spectrum of persons desiring to live in the San Pedro community due to the economic imperative to develop high-end, large-lot single-family homes having a price well above the median for the region. Although each home would have a larger amount of private

open space (such as yards), Alternative B would not provide substantial common landscaped open space or recreational amenities due to the need to develop the maximum number of allowable homes on the site. While Alternative B would fiscally benefit the City, it would likely do so to a somewhat lesser degree than the Proposed Project due to the reduced number of homes, even though the tax assessments would most likely be greater on a per unit average basis. Similarly, Alternative B would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the Proposed Project due to the reduced number of homes that would be developed and the prices they would likely command.

The City finds that this alternative would not reduce all of the significant and unavoidable impacts of the Project and would not meet the Project objectives to the same extent as the Project. On that basis, the City rejects Alternative B.

Reference

For a complete discussion of Alternative B, see Section VI of the Draft EIR.

C. Alternative C: Reduced Density

Description of the Alternative

At the time the City Planning Department reviewed a previous development project proposal for the Project Site in 2008, Department staff recommended establishment of a Specific Plan to develop the site at a Low Medium I Residential density, which allows for densities of 9-18 dwelling units per acre. Under such a Specific Plan, approximately 775 to 886 units could be built at the site if it were to be developed to the maximum allowable density of 18 units per net acre. For purposes of evaluating this alternative, a site plan containing 830 units (in a combination of single- and multi-family product types) has been prepared to serve as Alternative C. When the City Planning Commission considered the previous project proposal for the Project Site, it endorsed the preparation of a Specific Plan and advised the previous Applicant to evaluate this Staff Recommendation as a project alternative in a new or recirculated EIR.

Alternative C would involve development of a project similar to the original Proposed Project on the site, however the total number of residential units would be reduced from 1,135 to 830. A total of six different housing product types would be included under Alternative C. Gross residential densities developed within the Alternative C project would range from 5.5 units per acre to 55.9 units per acre. The average density for the Alternative C project would be 13.5 DU/acre (gross).

As with the original Proposed Project, Alternative C would comprise a combination of for-sale and rental dwelling units within the following categories:

- Two- and three-story detached single-family homes with street- and alley-loaded private garages
- Three-story buildings containing townhomes and flats with and without elevators and motor-court and alley-loaded private garages
- Three-story townhomes in row house buildings with alley-loaded private garages

- Four- and five-story buildings with elevators over a secured common basement garage containing rental apartments

The dwelling units would range in size from approximately 600 to 2,800 square feet and would be housed within Mediterranean, Tuscan, and contemporary-style buildings built over and/or adjacent to residential parking garages. Residential buildings along Western Avenue would be two to three stories in height (between 30 and 48 feet) and would be buffered by trees and landscaping and set back from the street by approximately 18-80 feet, depending on the location and product type. Residential buildings throughout the rest of the Project Site would vary in height, with buildings averaging three stories, but not exceeding five stories (approximately 65 feet) in the interior of the site along its southern boundary (apartment buildings). Based on data provided by the Project Applicant, the weighted average sale price for all for-sale units under Alternative C would be $489,474 (2011 dollars). Within the multi-family structures to be developed under Alternative C, the number of dwelling units per building would range from 5.9 to 43.5.

Vehicular access to the Alternative C project would be from Western Avenue at the two existing signalized intersections with Green Hills Drive and Avenida Aprenda on the north and south, respectively. The proposed southerly Project entrance at the Western Avenue/Avenida Aprenda intersection would feed into a new east-west road crossing the southern portion of the Project Site that would provide access to the Mary Star of the Sea High School campus adjacent to the Project Site on the east.

With the exception of the east-west road described above providing access across the Project Site to Mary Star of the Sea High School, all other streets would be private and vehicular access would be provided through two gated entrances: one from Western Avenue at Green Hills Drive and a second off of the new public east-west road near the southerly boundary line of the Project Site that would intersect Western Avenue at Avenida Aprenda. The new access road for Mary Star of the Sea High School would terminate at the eastern edge of the Project Site in a cul-de-sac, from which a private driveway would extend off-site to the east providing access to the Mary Star of the Sea campus.

When completed, Alternative C would redevelop 100 percent of the Project Site. Alternative C would incorporate a seismic setback area along the fault splay crossing the center of the site. Alternative C would not include the 2.8-acre public community park that is included in the original Proposed Project. However, Alternative C would incorporate approximately 20 acres of total open space, consisting of approximately one acre of outdoor recreational amenity space (including a recreation center with adjacent community clubhouse and pool/event lawn area in the central portion of the site), approximately 7.1 acres of dedicated park area (including the open space/trail network around the perimeter of the Project Site), 10.2 acres of landscaped common area throughout the Project, and an additional 2.1 acres of general open space, resulting in a total amount of open space similar to that provided by the Proposed Project (20.5 acres versus 20.6 acres). Additional indoor recreational amenities (e.g., rec rooms, fitness centers, etc.) would be distributed across the site and are not included in the acreages above. The walking/jogging path surrounding the perimeter of the Project and extending through the landscaped open space surrounding the Site would be open to the general public, and the other open space areas of the Project would be accessible to pedestrians.

As with the Proposed Project, a Specific Plan is proposed for Alternative C to provide zoning, architectural, landscape, and streetscape standards to guide the Project's development. At residential densities ranging from 5.5 dwelling units per acre to approximately 55.9 dwelling units per acre, Alternative C would fall within the City of Los Angeles' Low, Low-Medium I, Low-Medium II, and Medium General Plan Land Use Designations.

Construction of Alternative C would proceed similarly to the Proposed Project and would be estimated to begin in late 2013 and continue over a five-year period. The existing slope along the northeastern boundary of the Project Site would be modified to support the construction of the residential dwelling units along its toe. However, following completion of construction and landscaping, the re-engineered slope would be fully vegetated with a variety of native plant and tree species. As noted above, the entire Project Site would be densely landscaped with a variety of ornamental and native plant and tree species. As individual phases of the development are completed, associated landscaping would be installed on an incremental basis.

As part of Alternative C construction, the existing surface drainage course crossing the southwestern corner of the Project Site would be removed and buried beneath this portion of the Project as a subterranean storm drain. This storm drain would serve the same purpose as the existing surface channel by conveying the off-site stormwater runoff from the culvert at Western Avenue across this portion of the Project Site. After accepting additional drainage from the Project Site, this storm drain would discharge runoff to the City storm drain system in the same general location as at present along the Project Site's southern boundary.

Site preparation for Alternative C would involve conventional cut and fill grading techniques and would be substantially similar to that needed for the original Proposed Project. A significant amount of existing fill is present on the Project Site and would be either removed or consolidated and recompacted prior to the grading of building pads. Site grading would be required to prepare the proposed building pads for construction. Grading would also be required in order to construct the proposed roads, parking areas, and drainage improvements, and to install utilities. The combined grading operations would affect the entire site (or approximately 61.5 acres) and would involve a total earthwork quantity of approximately 1,225,000 cubic yards (cy), including approximately 350,000 cy of cut and fill for surface grading and an additional 875,000 cy of remedial grading for over-excavation and other requirements. No fill material would be imported to or exported from the Project Site. However, the removal of debris resulting from the demolition of existing structures on the Project Site would be required.

As with the original Proposed Project, construction staging, laydown areas, and all construction equipment would be positioned on-site and would be moved from area to area on the Project Site, consistent with the sequence of construction.

Impact Summary of the Alternative

Alternative C has the potential to reduce or avoid the following significant impacts of the original Proposed Project:

- Regional operational air emissions
- Impacts associated with fault rupture and displacement at the Project Site
- Project-related traffic impacts at intersections within the Project area

Alternative C does not have the potential to reduce or avoid the Proposed Project's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at Project homes fronting Western Avenue, and potential traffic impacts associated with the installation of water service infrastructure.

Findings

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that changes or alterations have been required in, or incorporated into, the alternative project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Rationale for Findings

Of the alternatives analyzed in the Draft and Final EIR, Alternative C was considered the environmentally superior alternative, with the exception of the No Project Alternative (Alternative A, above), although it has now been superseded by the New Preferred Alternative (see below). Alternative C would not reduce all of the significant and unavoidable impacts of the original Proposed Project.

Alternative C would achieve all of the Project objectives, although some would be achieved to a lesser extent than with the original Proposed Project. Alternative C would remove the existing buildings on the Project Site; provide new housing on unutilized land that would meaningfully contribute to meeting the projected 2017 housing need in the area; provide housing to meet the needs of a broad spectrum of persons desiring to live in the San Pedro area; provide substantial common amenities including landscaping and open space for future residents; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; fiscally benefit the City; and provide a high-quality development through the creation of a specific plan that establishes development standards for the site. While Alternative C would fiscally benefit the City, it would do so to a lesser degree than the original Proposed Project due to the reduced number of homes. Similarly, Alternative C would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the

original Proposed Project due to the reduced number of homes that would be developed, but would still provide a range of housing opportunities.

Reference

For a complete discussion of Alternative C, see Section VI of the Draft EIR.

D. Alternative D: Revised Site Plan

Description of the Alternative

Alternative D would involve development of the site with the same 1,135 units as the Proposed Project; however, the site plan would be revised to accommodate the geotechnical constraints that were identified in the process of preparing the Draft EIR. In order to accommodate the required setbacks associated with these constraints, the mix of product types and their respective locations within the overall site design would be altered somewhat as compared to the original Proposed Project Site plan. In addition, the 2.8-acre public park would not be developed under this alternative, although a similar amount of total open space would be included in the overall development plan. The access road from Western Avenue to Mary Star of the Sea High School would be included in this alternative.

Alternative D would be similar to the Proposed Project. A total of six different housing product types would be included under Alternative D. Residential densities developed within the Alternative D project would range from 5.8 units per acre to 55.9 units per acre. The average density for the Alternative D project would be 18.5 DU/acre (gross) and 23.6 DU/acre (net), the same as for the original Proposed Project.

As with the original Proposed Project, Alternative D would be comprised of a combination of for-sale and rental dwelling units within the following categories:

- Two- and three-story detached single-family homes with street- and alley-loaded private garages
- Three-story buildings containing flats with elevators and motor-court and alley-loaded private garages
- Three-story townhomes (two-stories without elevators) in row house buildings with alley-loaded private garages
- Three- and four-story buildings with elevators containing flats over a secured common basement garage
- Four- and five-story buildings with elevators over a secured common basement garage containing rental apartments

The dwelling units would range in size from approximately 600 to 2,800 square feet and would be housed within Mediterranean, Tuscan, and contemporary-style buildings built over and/or adjacent to residential parking garages. Residential buildings along Western Avenue would be two to four stories in height (approximately 30 to 55 feet) and would be buffered by trees and landscaping and set back from the street by approximately 18-80 feet, depending on the location and product type. Residential buildings throughout the rest of the Project Site would vary in height, with buildings averaging three stories, but not exceeding five stories (approximately 65 feet) in the interior of the site along its southern boundary (apartment buildings). Based on data provided by the Project Applicant, the weighted average sale price for all for-sale units under Alternative D would be $489,474 (2011 dollars). Within the multi-family structures to be developed under Alternative D, the number of dwelling units per building would range from 5.9 to 43.5.

Vehicular access to the Alternative D project would be from Western Avenue at the two existing signalized intersections with Green Hills Drive and Avenida Aprenda on the north and south, respectively. The proposed southerly Project entrance at the Western Avenue/Avenida Aprenda intersection would feed into a new east-west road crossing the southern portion of the Project Site that would provide access to the Mary Star of the Sea High School campus adjacent to the Project Site on the east.

With the exception of the east-west road described above providing access across the Project Site to Mary Star of the Sea High School, all other streets would be private and access would be provided through two gated entrances: one from Western Avenue at Green Hills Drive and a second off of the new public east-west road near the southerly boundary line of the Project Site. The new access road for Mary Star of the Sea High School would terminate at the eastern edge of the Project Site in a cul-de-sac, from which a private driveway would extend off-site to the east providing access to the Mary Star of the Sea campus.

When completed, Alternative D would involve redevelopment of 100 percent of the Project Site. Alternative D would incorporate the seismic setback area along the Palos Verdes Fault splay crossing the center of the site. Due to this, Alternative D would not include the 2.8-acre public community park that is included in the original Proposed Project. However, Alternative D would incorporate approximately 20 acres of total open space, consisting of approximately one acre of outdoor recreational amenity space (including a recreation center with adjacent community clubhouse and pool/event lawn area in the central portion of the site), approximately 7.1 acres of dedicated park area (including the open space/trail network around the perimeter of the Project Site), and 10.2 acres of landscaped common area throughout the Project, and an additional 2.1 acres of general open space. Additional indoor recreational amenities (e.g., rec rooms, fitness centers, etc.) would be distributed across the site and are not included in the acreages above. The walking/jogging path surrounding the perimeter of the Project and extending through the landscaped open space surrounding the Site would be open to the general public, and pedestrian access would be provided to the other Project open space areas.

As with the Proposed Project, a Specific Plan is proposed for Alternative D to provide zoning, architectural, landscape, and streetscape standards to guide development. At gross residential densities ranging from 5.8 dwelling units per acre to approximately 55.9 dwelling units per acre, Alternative D

would fall within the City of Los Angeles' Low, Low-Medium I, Low-Medium II, and Medium General Plan Land Use Designations.

Construction of Alternative D would proceed similarly to the Proposed Project and would be estimated to begin in late 2013 and continue over a five-year period. The existing slope along the northeastern boundary of the Project Site would be modified to support the construction of the residential dwelling units along its toe. However, following completion of construction and landscaping, the re-engineered slope would be fully vegetated with a variety of native plant and tree species. As noted above, the entire Project Site would be abundantly landscaped with a variety of ornamental and native plant and tree species. As individual phases of the development are completed, associated landscaping would be installed on an incremental basis.

As part of Alternative D construction, the existing surface drainage course crossing the southwestern corner of the Project Site would be removed and buried beneath this portion of the Project as a subterranean storm drain. This storm drain would serve the same purpose as the existing surface channel by conveying the off-site stormwater runoff from the culvert at Western Avenue across this portion of the Project Site. After accepting additional drainage from the Project Site, this storm drain would discharge runoff to the City storm drain system in the same general location as at present along the Project Site's southern boundary.

Site preparation for Alternative D would involve conventional cut and fill grading techniques and would be substantially similar to that needed for the Proposed Project. A significant amount of existing fill is present on the Project Site and would be either removed or consolidated and recompacted prior to the grading of building pads. Site grading would be required to prepare the proposed building pads for construction. Grading would also be required in order to construct the proposed roads, parking areas, and drainage improvements, and to install utilities. The combined grading operations would affect the entire site (or approximately 61.5 acres) and would involve a total earthwork quantity of approximately 1,225,000 cubic yards (cy), including approximately 350,000 cy of cut and fill for surface grading and an additional 875,000 cy of remedial grading for over-excavation and other requirements. No fill material would be imported to or exported from the Project Site. However, the removal of debris resulting from the demolition of existing structures on the Project Site would be required.

As with the Proposed Project, construction staging, laydown areas, and all construction equipment would be positioned on-site and would be moved from area to area on the Project Site, consistent with the sequence of construction.

Impact Summary of the Alternative

Alternative D has the potential to reduce or avoid the following significant impacts of the original Proposed Project:

- Impacts associated with fault rupture and displacement at the Project Site

Alternative D does not have the potential to reduce or avoid the original Proposed Project's other potential impacts, which involve regional and local construction-associated air emissions, regional operational air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at Project homes fronting Western Avenue, Project-related traffic impacts at intersections in the surrounding area, and potential traffic impacts associated with the installation of water service infrastructure.

Findings

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that changes or alterations have been required in, or incorporated into, the alternative project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Rationale for Findings

This alternative would not avoid any of the significant and unavoidable impacts of the original Proposed Project, with the exception of avoiding impacts associated with fault rupture and displacement through incorporation of a seismic setback zone.

Alternative D would achieve all of the Project objectives, although one would be achieved to a lesser extent than with the Proposed Project. Alternative D would remove the existing buildings on the Project Site, provide new housing on unutilized land that would meaningfully contribute to meeting the projected 2017 housing need in the area, provide housing to meet the needs of a broad spectrum of persons desiring to live in the San Pedro area, provide common amenities including landscaping and open space for future residents, provide a project that would invigorate the local economy, would mitigate its environmental impacts to the extent feasible, would fiscally benefit the City, and would provide a high-quality development through the creation of a specific plan that establishes development standards for the site. While Alternative D would provide common amenities, including open space and landscaping, the amount of open space to be included would be less than that contained within the original Proposed Project.

The City finds that this alternative does not reduce the significant and unavoidable impacts of the Project, and, on that basis, rejects Alternative D.

Reference

For a complete discussion of Alternative D, see Section VI of the Draft EIR.

E. Existing Zoning Alternative Site Plan

Description of the Alternative

Multiple commenters on the Draft EIR requested that an alternative site plan that is fully consistent with the Project Site's existing zoning and General Plan land use designations be evaluated. Commenters have also requested that such an alternative site plan include the same public access roadway to Mary Star of the Sea High School that is proposed under the original Project and under Alternatives C and D in the Draft EIR. Commenters have also requested that this alternative site plan contain full-sized single-family home lots consistent with R1 zoning (5,000 square feet or 50 feet by 100 feet). Under these design constraints, a conceptual site plan was developed that would result in development of 169 single-family homes at the Project Site. This plan would also incorporate the required seismic setback zone across the center of the site and would include two recreation centers as well as landscaped common area. The northernmost 9.3 acres of the Project Site would remain as open space, consistent with the current zoning and land use designation of this portion of the property. This area could be developed to some extent with park and recreation facilities for the use of the general public, although its configuration and topography would likely limit its suitability for dedication to the City as a neighborhood park.

Impact Summary of the Alternative

To summarize the impacts of the "Existing Zoning" alternative site plan in comparison to those of the currently preferred alternative project (Alternative C in the Draft EIR), this alternative has the potential to reduce or avoid the following significant impacts:

- Regional operational air emissions
- Project-related traffic impacts at intersections within the Project area

The "Existing Zoning" alternative would not have the potential to reduce or avoid the Proposed Project's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at homes fronting Western Avenue, and potential traffic impacts associated with the installation of water service infrastructure. Other impacts associated with the Project, although less than significant, would be substantially reduced under this alternative due to the fewer number of residences that would be developed on-site.

Findings

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that specific economic, legal, social, technological, or other considerations, including considerations identified in

Section X (Statement of Overriding Considerations), below, make infeasible the Existing Zoning Alternative Site Plan.

Rationale for Findings

With respect to being able to achieve most of the Project's objectives, the 169 single-family home "Existing Zoning" alternative site plan would achieve seven of the Project objectives, although some would be achieved to a substantially lesser extent than with the Proposed Project. The "Existing Zoning" alternative site plan would remove the existing buildings on the Project Site; provide new housing on unutilized land that would contribute to meeting the projected 2017 housing need in the area; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; provide substantial common open space along the site's northern boundary as well as two recreation centers for the use of residents, and provide a high-quality development. The "Existing Zoning" site plan would not provide new housing to meet the housing needs of a broad spectrum of persons desiring to live in the San Pedro community due to the economic imperative to develop high-end, large-lot single-family homes having a price well above the median for the region. While development of this "Existing Zoning" site plan would fiscally benefit the City, it would likely do so to a significantly lesser degree than the Proposed Project due to the reduced number of homes, even though the tax assessments would most likely be greater on a per unit average basis. Similarly, the "Existing Zoning" alternative site plan would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the Proposed Project due to the reduced number of homes that would be developed and the prices they would likely command.

With respect to the "Existing Zoning" alternative site plan that was requested by numerous commenters on the Draft EIR, nothing would physically prevent the alternative from being developed at the Project Site. Therefore, the determination of its feasibility is limited to its ability to produce a positive return on investment to the Applicant. In order to evaluate the economic feasibility of the "Existing Zoning" alternative, a study was prepared by The Concord Group in June 2013. The study concludes that the "Existing Zoning" alternative would be economically infeasible to develop due to the substantial level of fixed costs associated with infrastructure and land that remain largely the same irrespective of the total number of lots developed at the site. The "Existing Zoning" alternative could only become economically feasible (e.g., avoid an economic loss for the Applicant) if it could achieve a top line home sale price of $1.57 million ($525 per square foot of home), a level that is currently unsupported in the market. The nearest new home project, Harbor Highlands, generates an average home price of $554,000 ($300 per square foot) for a small-lot detached home. Nearby resales in Rancho Palos Verdes, across Western Avenue from the Project Site, generate an average sale price of $721,000. In light of the comparables proximate to Ponte Vista, any development at the Project Site would not support home values in excess of $1 million. Given the realities of the current residential real estate market, development of the "Existing Zoning" alternative at the Project Site would result in a loss of approximately $87 million.

The "Existing Zoning" alternative would substantially reduce many of the Project's less than significant impacts and would avoid the Project's significant, unmitigated operational air quality impact and reduce the Project's significant but mitigated traffic impacts. Thus, an argument could be advanced that the

"Existing Zoning" alternative could be the environmentally superior alternative. However, CEQA requires that the range of alternatives evaluated in an EIR be feasible to develop. As has been shown above, the "Existing Zoning" alternative would not be economically feasible to develop at the Project Site.

Therefore, the City finds that this alternative would be infeasible to develop and, on that basis, rejects the Existing Zoning Alternative Site Plan.

Reference

For a complete discussion of the Existing Zoning Alternative Site Plan, see Section III.A of the Final EIR.

F. Mixed-Use Alternative Site Plan

Description of the Alternative

Several commenters on the Draft EIR requested that a mixed-use residential/commercial alternative site plan be evaluated. Commenters have also requested that such an alternative site plan include the same public access roadway to Mary Star of the Sea High School that is proposed under the original Project and under Alternatives C and D in the Draft EIR. Commenters have also requested that this alternative site plan contain neighborhood-serving retail space, limited office space intended to serve future Project residents, a six-acre public neighborhood park, and space for development of a neighborhood branch library. Under these design constraints, a conceptual site plan was developed that consists of 477 residential units in a mix of housing product types ranging from single-family homes to townhomes and flats. A total of 181 single-family homes and 296 condominium units could be developed under this alternative. In addition, 5,000 square feet of office space, 20,000 square feet of retail/commercial space, and a site for a 20,000 square foot public library, as well as a 6-acre central neighborhood park, are included in this alternative. This alternative would provide public access across the site to Mary Star of the Sea High School from Western Avenue. This plan would also incorporate the required seismic setback zone across the center of the site and would include a central recreation center as well as landscaped common area.

Impact Summary of the Alternative

The "Mixed Use" alternative site plan would generally result in similar impacts as the current preferred alternative (Alternative C in the Draft EIR), with the differences primarily due to the fewer number of homes that would be developed at the site and/or the addition of commercial/retail and public library and park uses.

This alternative has the potential to reduce or avoid the following significant impacts:

- Regional operational air emissions
- Exterior noise at some Project residences

- Traffic (daily vehicle trips only)

The "Mixed Use" alternative would not have the potential to reduce or avoid the currently preferred alternative's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, significant traffic impacts at study intersections, and potential traffic impacts associated with the installation of water service infrastructure. Other impacts associated with the Project, although less than significant, would be either equivalent or reduced to some degree under this alternative due to the fewer number of residences that would be developed on-site.

Findings

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that specific economic, legal, social, technological, or other considerations, including considerations identified in Section X (Statement of Overriding Considerations), below, make infeasible the Mixed-Use Alternative Site Plan.

Rationale for Findings

With respect to being able to achieve most of the Project's objectives, the "Mixed Use" alternative site plan would achieve each of the Project objectives, although some would be achieved to a substantially lesser extent than with the Proposed Project. The "Mixed Use" alternative site plan would remove the existing buildings on the Project Site; provide new housing on unutilized land that would contribute to meeting the projected 2017 housing need in the area; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; provide substantial common open space and park area as well as a recreation center for the use of residents; and provide a high-quality development. The "Mixed Use" site plan would provide new housing to meet the housing needs of a broad spectrum of persons desiring to live in the San Pedro community but to a lesser degree than the Project due to the fewer number of units and housing product types to be developed. While development of this "Mixed Use" site plan would fiscally benefit the City, it would likely do so to a significantly lesser degree than the Proposed Project due to the reduced number of homes. Similarly, the "Mixed Use" alternative site plan would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the Proposed Project due to the reduced number of homes that would be developed.

With respect to the "Mixed Use" alternative site plan, nothing would physically prevent the alternative from being developed at the Project Site. Therefore, the determination of its feasibility is limited to its ability to produce a positive return on investment to the Applicant. In order to evaluate the economic feasibility of the "Mixed Use" alternative, a study was prepared by The Concord Group in June 2013. The study concludes that the "Mixed Use" alternative would be economically infeasible to develop due to the substantial level of fixed costs associated with infrastructure and land that remain largely the same

irrespective of the total number of lots developed at the site. In addition, the "Mixed Use" alternative would donate acreage on-site to the Los Angeles Public Library for construction of a neighborhood branch library and, thus, would return no economic value to the Applicant. Recently reviewed vacancy reports for the area surrounding the Project Site indicate that 1,073,992 square feet of available (vacant) office space exists within a five-mile radius of the Site and that 166,675 square feet of available (vacant) retail space exists within a two-mile radius of the Site. These figures represent a relatively large amount of vacant office and retail space and would likely present challenges to developing economically viable commercial and retail uses at the Project Site. Given the realities of the current residential, office, and retail real estate market, it is estimated that development of the "Mixed Use" alternative at the Project Site would result in a loss of approximately $37 million.

The "Mixed Use" alternative would, as discussed above, marginally reduce some of the Project's less than significant impacts and would reduce the Project's significant, unmitigated operational air quality impact. Thus, an argument could be advanced that the "Mixed Use" alternative could be the environmentally superior alternative. However, as noted previously, CEQA requires that the range of alternatives evaluated in an EIR be feasible to develop. As has been shown above, the "Mixed Use" alternative would not be economically feasible to develop at the Project Site.

Therefore, the City finds that this alternative would be infeasible to develop and, on that basis, rejects the Mixed-Use Alternative Site Plan.

Reference

For a complete discussion of the Mixed-Use Alternative Site Plan, see Section III.A of the Final EIR.

G. New Preferred Alternative – Further Density Reduction

Description of the Alternative

Subsequent to publication of the Final EIR, the Project Applicant submitted a revised Project site plan to the City featuring a reduction in the number of residential units to be developed from 830 to a maximum of 700 units. The changes in the revised site plan are fully discussed in the document entitled "Supplemental Analysis of Project Revisions", which is part of the Project's CEQA document. However, for purposes of presenting the most current analysis within these Findings, the discussion below of the New Preferred Alternative reflects the current 700-unit revised site plan rather than the former 830-unit plan that was evaluated in both the Draft and Final EIR.

The New Preferred Alternative would involve development of a project similar to the original Proposed Project on the site, however the total number of residential units would be reduced from 1,135 to a maximum of 700. A total of six different housing product types would be included under the New Preferred Alternative. Gross residential densities developed within the New Preferred Alternative project would range from 8 units per acre to 23 units per acre. The average density for the New Preferred Alternative project would be 11.4 DU/acre (gross).

The New Preferred Alternative would be comprised of a combination of dwelling units within the following categories:

- Two- and three-story detached single-family homes with street-loaded private garages
- Two-story buildings containing townhomes with driveway-loaded private garages
- Three-story townhomes and flats with driveway-loaded private garages and elevators
- Four-story buildings containing flats with elevators over driveway-loaded garages

The dwelling units would range in size from approximately 600 to 2,800 square feet and would be housed within Mediterranean, Tuscan, and contemporary-style buildings built over and/or adjacent to residential parking garages. Residential buildings along Western Avenue would be two to three stories in height (between 30 and 48 feet) and would be buffered by trees and landscaping and set back from the street by approximately 18-80 feet, depending on the location and product type. Residential buildings throughout the rest of the Project Site would vary in height, with buildings averaging three stories, but not exceeding four stories (approximately 55 feet) in the interior of the site near its southern boundary. Based on data provided by the Project Applicant, the weighted average sale price for all for-sale units under Alternative C would be $489,474 (2011 dollars).

Vehicular access to the New Preferred Alternative project would be from Western Avenue at the two existing signalized intersections with Green Hills Drive and Avenida Aprenda on the north and south, respectively. The proposed southerly Project entrance at the Western Avenue/Avenida Aprenda intersection would feed into a new east-west road crossing the southern portion of the Project Site that would provide access to the property currently occupied by the Mary Star of the Sea High School campus adjacent to the Project Site on the east. Vehicular access would also be provided to the neighboring multi-family development to the south (Seaport Homes), to allow access to Western Avenue via the Project's new east-west road.

With the exception of the east-west road described above providing access across the Project Site to the property currently occupied by Mary Star of the Sea High School, which would be privately maintained but publicly accessible and not gated, all other streets within the Project would be private and vehicular access would be provided through two gated entrances: one from Western Avenue at Green Hills Drive and a second off of the new public east-west road near the southerly boundary line of the Project Site that would intersect Western Avenue at Avenida Aprenda. The new access road for Mary Star of the Sea High School would terminate at the eastern edge of the Project Site in a cul-de-sac, from which a private driveway would extend off-site to the east providing access to the Mary Star of the Sea campus.

When completed, the Project would redevelop 100 percent of the Project Site. The Project would incorporate a seismic setback area along a splay of the Palos Verdes Fault crossing the center of the site. The Proposed Project would incorporate over 24 acres of total open space, consisting of outdoor recreational amenity space (including primary and secondary recreation centers with adjacent community clubhouses and pool/event lawn areas for project residents), dedicated park area (including an open

space/trail network around the perimeter of the Project Site and a publically-accessible park near Western Avenue), landscaped common areas throughout the Project, and other open space. The open space/trail network and publically-accessible park areas would be accessible to both Project residents and the general public. Additional indoor recreational amenities (e.g., rec rooms, fitness centers, etc.) would be distributed across the site for the private use of residents.

A Specific Plan is proposed for the Project to provide zoning, architectural, landscape, and streetscape standards to guide the Project's development. At residential densities ranging from 8 dwelling units per acre to approximately 23 dwelling units per acre, the Project would fall within the City of Los Angeles' Low, Low-Medium I, and Low-Medium II General Plan Land Use Designations.

Although a maximum of 212 residential units would be permitted under the Specific Plan within Subarea 6, only 188 units are currently being proposed. In order to provide additional housing within Subarea 6 exceeding the currently proposed 188 units but not more than 212 units, a new subdivision map would be required, although no Specific Plan Amendment would be required.

Construction of the New Preferred Alternative would proceed similarly to the Proposed Project and would be estimated to begin in late 2013 and continue over a five-year period. The existing slope along the northeastern boundary of the Project Site would be modified to support the construction of the residential dwelling units along its toe. However, following completion of construction and landscaping, the re-engineered slope would be fully vegetated with a variety of native plant and tree species. As noted above, the entire Project Site would be densely landscaped with a variety of ornamental and native plant and tree species. As individual phases of the development are completed, associated landscaping would be installed on an incremental basis.

As part of New Preferred Alternative construction, the existing surface drainage course crossing the southwestern corner of the Project Site would be removed and buried beneath this portion of the Project as a subterranean storm drain. This storm drain would serve the same purpose as the existing surface channel by conveying the off-site stormwater runoff from the culvert at Western Avenue across this portion of the Project Site. After accepting additional drainage from the Project Site, this storm drain would discharge runoff to the City storm drain system in the same general location as at present along the Project Site's southern boundary.

Site preparation for the New Preferred Alternative would involve conventional cut and fill grading techniques and would be substantially similar to that needed for the original Proposed Project. A significant amount of existing fill is present on the Project Site and would be either removed or consolidated and recompacted prior to the grading of building pads. Site grading would be required to prepare the proposed building pads for construction. Grading would also be required in order to construct the proposed roads, parking areas, and drainage improvements, and to install utilities. The combined grading operations would affect the entire site (or approximately 61.5 acres) and would involve a total earthwork quantity of approximately 1,225,000 cubic yards (cy), including approximately 350,000 cy of cut and fill for surface grading and an additional 875,000 cy of remedial grading for over-excavation and other requirements. No fill material would be imported to or exported from the Project Site. However,

the removal of debris resulting from the demolition of existing structures on the Project Site would be required.

As with the original Proposed Project, construction staging, laydown areas, and all construction equipment would be positioned on-site and would be moved from area to area on the Project Site, consistent with the sequence of construction.

Impact Summary of the Alternative

The New Preferred Alternative has the potential to reduce or avoid the following significant impacts of the original Proposed Project:

- Regional operational air emissions
- Impacts associated with fault rupture and displacement at the Project Site
- Project-related traffic impacts at intersections within the Project area

The New Preferred Alternative does not have the potential to reduce or avoid the Proposed Project's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at Project homes fronting Western Avenue, and potential traffic impacts associated with the installation of water service infrastructure.

Findings

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that changes or alterations have been required in, or incorporated into, the alternative project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Rationale for Findings

Of the alternatives analyzed in the Draft and Final EIR and Supplemental Analysis of Project Revisions, the New Preferred Alternative is considered the environmentally superior alternative, with the exception of the No Project Alternative (Alternative A, above), and is also the Project Applicant's current preferred alternative (replacing the original Proposed Project in the Draft EIR). However, the New Preferred Alternative would not reduce all of the significant and unavoidable impacts of the original Proposed Project.

The New Preferred Alternative would achieve all of the Project objectives, although some would be achieved to a lesser extent than with the original Proposed Project. The New Preferred Alternative would

remove the existing buildings on the Project Site; provide new housing on unutilized land that would meaningfully contribute to meeting the projected 2017 housing need in the area; provide housing to meet the needs of a broad spectrum of persons desiring to live in the San Pedro area; provide substantial common amenities including landscaping and open space for future residents; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; fiscally benefit the City; and provide a high-quality development through the creation of a specific plan that establishes development standards for the site. While the New Preferred Alternative would fiscally benefit the City, it would do so to a lesser degree than the original Proposed Project due to the reduced number of homes. Similarly, the New Preferred Alternative would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the original Proposed Project due to the reduced number of homes that would be developed, but would still provide a range of housing opportunities.

Reference

For a complete discussion of the New Preferred Alternative, see Supplemental Analysis of Project Revisions.

VIII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

A. Growth Inducing Impacts of the Project

The Project would contribute a total of approximately 2,079 net new residents to the Project area and the City of Los Angeles. Additional indirect/induced population growth caused by the economic activity created by the Project would be estimated to add 763 persons to the Project area, for a total population growth of 2,842 persons associated with the Project. This growth would be largely consistent with area-wide population and housing forecasts. The Project would foster economic growth by increasing the number of residents at the Project Site who could patronize local businesses and services in the area. In addition, short-term employment opportunities would be provided during the construction phases of the Project.

While the Project's addition of new housing units is consistent with various regional and local policies, it would not, in and of itself, foster new growth in the area by removing impediments to growth. The property surrounding the Project Site is already developed with single-family and multi-family homes, Mary Star of the Sea High School campus, or is reserved for uses by the federal government. All roads planned for the Project are for internal circulation only or Mary Star of the Sea High School access, and would not open undeveloped areas for new use. Similarly, all utility and other infrastructure upgrades planned for the Project are intended solely to meet Project-related demand and would not support development external to the Project Site. The Project households' demand for commercial goods and services would be met by existing retail, service, and other resources already located within about a five mile radius of the Project Site, and no new development specifically to meet the Project's scale of household demand would be needed. On the contrary, the Project's new household demand would help support the viability of existing businesses in the Project vicinity. The Project would redevelop a blighted site that currently contains abandoned buildings in a state of advancing disrepair.

B. Significant Irreversible Impacts

The CEQA Guidelines require that an EIR address any significant irreversible environmental changes that would be involved in a project should it be implemented (CEQA Guidelines, Sections 15126(c) and 15126.2(c)). CEQA Guidelines Section 15126.2(c) indicates that "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The types and level of development associated with the Project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of

the Project and would continue throughout its operational lifetime. Committed resources would include: (1) building materials, (2) fuel and operational materials/resources, and (3) resources used in the transport of goods and people to and from the Project Site.

Construction of the Project would require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment. The consumption of these resources would be spread out over the phased five-year construction period.

The commitment of resources to the Project would limit the availability of these resources for future generations. However, insofar as the Project is consistent with, or brought into consistency with, applicable land use plans and policies, this resource consumption would be consistent with growth and anticipated change in the Los Angeles region. Consideration of all the foregoing factors supports the conclusion that the Project's use of resources is justified, and that the Project will not result in significant irreversible environmental changes that warrant further consideration.

IX. OTHER CEQA CONSIDERATIONS

A. The City of Los Angeles (the City), acting through the Planning Department, is the "Lead Agency" for the Project evaluated in the Final EIR. The City finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the Final EIR for the Project, and that the Final EIR reflects the independent judgment of the City.

B. The City finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

C. The Planning Department evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR and provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The lead agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.

D. The mitigation measures, which have been identified for the Project, were identified in the text and summary of the Final EIR. The final mitigation measures are described in the Complete MMRP. Each of the mitigation measures identified in the Complete MMRP, and contained in the Final EIR, is incorporated into the Project with the exception of Draft EIR Mitigation Measures TRANS-1, TRANS-7, TRANS-10, TRANS-14, and TRANS-23, which are no longer necessary to mitigate significant Project impacts due to the reduction in the proposed number of residential units from 1,135 to a maximum of 700. The City finds that the impacts of the Project have been mitigated to the extent feasible by the Mitigation Measures identified in the Complete MMRP, and contained in the Final EIR.

E. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The Planning Department staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with the Project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents will contain

errors and will require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.

F. CEQA requires the lead agency approving a project to adopt an MMRP for the changes to the project, which it has adopted or made a condition of project approval in order to ensure compliance with project implementation. The mitigation measures included in the Final EIR as certified by the City and included in the Complete MMRP as adopted by the City serve that function. The Complete MMRP includes all of the mitigation measures identified in the Final EIR, except as noted in part D above, and has been designed to ensure compliance during implementation of the Project. In accordance with CEQA, the Complete MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the Mitigation Monitoring and Reporting Program.

G. In accordance with the requirements of Public Resources Code §21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

H. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the:

Department of City Planning, City of Los Angeles
200 North Spring Street, Room 750
Los Angeles, CA 90012.

I. The City finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

J. In light of the entire administrative record of the proceedings for the Project, the City determines that there is no significant new information (within the meaning of CEQA) that would have required a recirculation of the sections of the Draft EIR or Final EIR.

K. The "References" subsection of each impact area discussed in these Findings are for reference purposes only and are not intended to represent an exhaustive listing of all evidence that supports these Findings.

L. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the lead agency for the Project, the Final EIR is

intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

X. STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR has identified unavoidable significant impacts, which will result from implementation of the Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts which are identified in the EIR but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record.

Article I of the City of Los Angeles CEQA Guidelines incorporates all of the State CEQA Guidelines contained in title 15, California Code of Regulations, section 15000 et seq. and hereby requires, pursuant to CEQA Guidelines Section 15093(b) that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the record of proceedings, including but not limited to the Final EIR, and other documents and materials that constitute the record of proceedings.

The following impacts are not mitigated to a less than significant level for the Project: Air Quality and Noise, as identified in the Final EIR, and it is not feasible to mitigate such impacts to a less than significant level.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the Projects discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against their significant and unavoidable impacts, the City hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

The below stated reasons summarize the benefits, goals and objectives of the Project, and provide the rationale for the benefits of the Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the adverse environmental impacts of the Project and justify their adoption and certification of the Final EIR.

1. Implementation of the Project will create a high-quality residential development that increases density near major employment nodes and furthers sound planning goals, including goals set out by SCAG for addressing regional housing needs through the development of infill sites.

2. Implementation of the Project will create a vibrant residential project that responds to the growth of the Harbor region.

3. Implementation of the Project will maximize the development potential of the Project Site in context with the area through quality design and development controls that ensure a unified and cohesive development.

4. Implementation of the Project will support local and regional sustainability goals through urban infill.

5. Implementation of the Project will generate community benefits by maximizing land use opportunities and providing a vibrant residential environment with new amenities, public spaces and State-of-the-Art improvements.

6. Implementation of the Project will provide safe access for pedestrians and vehicles to Mary Star of the Sea High School from Western Avenue.

7. Implementation of the Project will improve circulation on Fitness Drive by providing access to the Project through the Seaport Homes community.

8. Implementation of the Project will reduce vehicular trips by creating a new residential community in close proximity to existing neighborhood-serving retail and commercial land uses and will work to promote alternative methods of transportation and create provisions for non-vehicular travel by providing pedestrian pathways/linkages within the Project Site and providing bicycle parking and storage.

9. Implementation of the Project would increase the amount of tax revenue generated by the Project Site.

10. Implementation of the Project would remove a blighted, abandoned development and would create a lushly landscaped residential neighborhood in its place.

11. Implementation of the Project will provide for logical, consistent planning within the Project Site.

V. MITIGATION MONITORING AND REPORTING PROGRAM

A. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring and Reporting Program).

Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting):

15097. MITIGATION MONITORING OR REPORTING.

> *(a) This section applies when a public agency has made the findings required under paragraph (1) of subdivision (a) of Section 15091 relative to an EIR or adopted a mitigated negative declaration in conjunction with approving a project. In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.*

The City of Los Angeles is the Lead Agency for the Project. Any agency listed below is assumed to be within the City of Los Angeles, unless its jurisdiction is listed separately.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor implementation of the mitigation measures identified for the Project. The MMRP is subject to review and approval by the Lead Agency as part of the certification of the EIR and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the Draft EIR and Final EIR, with an accompanying identification of the following:

- Monitoring Phase, the phase of the Project during which the mitigation measure shall be monitored;
    - Pre-Construction, including the design phase
    - Construction
    - Pre-Occupancy (prior to issuance of a Certificate of Occupancy)
    - Occupancy (post-construction)
- Enforcement Agency, the agency with the power to enforce the mitigation measure; and

- Monitoring Agency, the agency to which reports including feasibility, compliance, implementation, and development are made.
- Monitoring Frequency, the frequency at which the mitigation measure shall be monitored.
- Action(s) Indicating Compliance, the action(s) of which the Enforcement or Monitoring Agency indicates that compliance with the identified mitigation measure has been implemented.

The Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted. The MMRP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

Program Modification

After review and approval of the MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made by the Applicant or its successor(s) subject to approval by the City of Los Angeles. This flexibility is necessary due to the nature of the MMRP, and the need to protect the environment with a workable program. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

B. MITIGATION MONITORING AND REPORTING PROGRAM

Section IV.A. Impacts Found to be Less Than Significant

No mitigation measures required.

Section IV.B. Aesthetics

No mitigation measures required.

Section IV.C. Air Quality

AQ-1 The following equipment specifications shall be implemented for construction activity, consistent with recent SCAQMD recommendations.[1] If these exact specifications cannot be feasibly

[1] *Based on a review of SCAQMD Project-level comment letters published in 2011;*

attained, the Project Applicant shall include a comparable measure demonstrating an equivalent effectiveness at reducing construction related air quality emissions.

- Three excavators shall meet Tier 3 off-road emissions standards;
- One grader shall meet Tier 3 off-road emissions standards;
- Two scrapers shall meet Tier 3 off-road emissions standards; and
- Six rubber-tired dozers shall meet Tier 3 off-road emissions standards and Diesel Particulate Filters (DPF) Level 2.[2]

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Quarterly, during the time the listed equipment will be used

Action Indicating Compliance: Compliance report submitted by contractor

AQ-2 The Project Applicant shall ensure that construction contractors use super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than ten grams per liter).[3]

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, for each phase of development

Action Indicating Compliance: Compliance report submitted by contractor prior to use

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http://www.aqmd.gov/ceqa/letters.html, accessed April 13, 2011.

[2] *SCAQMD off-road mitigation measures; http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/TableII.xls; and http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/TableIII.doc; accessed April 13, 2011.*

[3] *SCAQMD, Super-Compliant Architectural Coatings Manufacturers and Industrial Maintenance Coatings List, http://www.aqmd.gov/prdas/Coatings/super-compliantlist.htm.*

AQ-3 The Project shall provide electric outlets on residential balconies and common areas for electric barbeques to the extent that such uses are permitted on balconies and common areas per the Covenants, Conditions and Restrictions recorded for the property.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, for each phase of development

Action Indicating Compliance: Compliance report submitted by contractor prior to use

AQ-4 The Project shall use electric lawn mowers and leaf blowers, and electric or alternatively fueled sweepers with HEPA filters, for maintenance of the Project.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Annual

Action Indicating Compliance: Compliance report submitted by Project Homeowners Association

Section IV.D. Biological Resources

BIO-1 Potential impacts to nesting birds, migratory birds, and raptors shall be avoided either by scheduling grading, vegetation removal and demolition during the non-nesting period (August 30th through February 14th), or if this is not feasible, by conducting a pre-construction survey for raptor nests and avoiding disturbance of active nests. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:

- If grading or vegetation removal is scheduled during the active nesting period (February 15th through August 31st), a qualified wildlife biologist shall conduct a pre-construction raptor and nesting bird survey no more than 30 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity.

- If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFW and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A nest-setback zone of at least 300 feet for all raptors and 100 feet for loggerhead shrike and other non-raptors shall be established within which all construction-related disturbances shall be prohibited. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel restricted from the area.

- If permanent avoidance of the nest is not feasible, impacts shall be minimized by prohibiting disturbance within the nest-setback zone until a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from the nest are foraging independently and capable of independent survival at an earlier date.

- A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the City prior to initiation of grading in any nest-setback zone.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: California Department of Fish and Wildlife

Monitoring Frequency: Once, prior to grading or vegetation removal, if grading or vegetation removal is scheduled during the active nesting period (February 15th through August 31st), and at any time, in the event that avoidance of a nest becomes infeasible during grading or vegetation removal.

Action Indicating Compliance: Survey report by qualified biologist

BIO-2 Prior to issuance of a demolition or grading permit, the Project Applicant shall have a qualified biologist conduct Phase 3 entry surveys within the interior of all buildings at the Project Site identified as having a high to moderate potential to provide bat roost habitat. These surveys shall involve accessing the attic and other areas (if warranted) to look for evidence of bats and utilizing heterodyne-style bat detectors to aid in the acoustic detection and identification of potentially roosting bats.

If bats or bat sign are not encountered during the Phase 3 surveys, the buildings shall be daylighted prior to demolition. Daylighting includes removal of substantial portions of the roof to create a well-lit, well-ventilated attic preventing bats from establishing in these buildings. Daylighting shall occur under the supervision of a qualified biologist at least 48 hours prior to

building demolition. If bats are encountered during daylighting, all disturbance activities within the structure and within 200 feet shall be halted until: (a) the roost is vacated, or (b) a qualified biologist has coordinated with CDFW to develop alternative impact avoidance measures, up to and including bat removal.

If bats or bat sign are encountered during Phase 3 Surveys, the qualified biologists shall leave the building immediately to avoid further disturbance to roosting bats and conduct an emergence survey. Emergence surveys shall be conducted at dusk to determine where bats are exiting the building. Emergence surveys shall be conducted to determine the ingress/egress location, estimate the approximate number of bats using the roost, and identify the species occupying the roost using an ultrasonic bat detector. Demolition of occupied roosts shall be postponed until appropriate exclusion and mitigation measures have been determined in consultation with CDFW. Examples of exclusion measures include one-way barriers installed at the ingress/egress site that allow bats to exit the roost but not return.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	California Department of Fish and Wildlife
Monitoring Frequency:	Once, prior to demolition or grading of each vacated housing structure Once, during an emergence survey if bats are encountered
Action Indicating Compliance:	Survey report by qualified biologist; final report upon completion of demolition

BIO-3 Palm trees at the Project Site shall have the dead frond skirts removed between October 1 and March 31 before being felled to avoid impacts to roosting Southwestern Yellow Bats. A qualified arborist shall supervise removal of palm frond skirts in a systematic manner beginning with the top fronds and working towards the base of the tree. If bats are encountered during this process, trimming should halt and remain halted until (a) the roost is confirmed to have been vacated by a qualified biologist, or (b) a qualified biologist has coordinated with CDFW to develop alternative measures up to and including bat removal from the trees.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	California Department of Fish and Wildlife

Monitoring Frequency: Daily, during removal of palm trees

Actions Indicating Compliance: Compliance report submitted by contractor;

Survey report and final report by qualified biologist, if bats are encountered

BIO-4 Prior to issuance of a grading permit, the Project Applicant shall enter into a Streambed Alteration Agreement or other documentation (satisfactory to CDFW) with CDFW to provide a 1:1 replacement of 0.86 acre of suitable streambed and associated riparian habitat either on-site as additional habitat creation, off-site either through habitat creation or purchase of credits in an approved mitigation bank in the Los Angeles Basin, or via a combination of these approaches.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: California Department of Fish and Wildlife

Monitoring Frequency: Once, prior to issuance of grading permit

Action Indicating Compliance: Streambed Alteration Agreement or other documentation to the satisfaction of the CDFW; submittal of same to Department of Building and Safety

Section IV.E.1. Cultural Resources – Archaeological Resources

CULT-1: A qualified archaeologist shall be present to monitor all ground-disturbing activities associated with the Project.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Daily, during ground-disturbing activities

Action Indicating Compliance: Quarterly compliance report submitted by qualified archaeologist

CULT-2: Prior to initiation of ground-disturbing activities, the archaeological monitor shall conduct a brief awareness training session for the benefit of all construction workers and supervisory personnel. The training, which could be held in conjunction with the Project's initial on-site safety meeting, shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the Project vicinity.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to ground-disturbing activities

Action Indicating Compliance: Compliance report submitted by qualified archaeologist

CULT-3: In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Daily, during ground-disturbing activities

Action Indicating Compliance: Quarterly compliance report submitted by contractor

Section IV.E.2. Cultural Resources - Paleontological Resources

CULT-4: Prior to ground disturbance, the vertebrate fossils observed at locality JLD102210-02 (see Appendix IV.E-2) shall be collected. A bulk sample of the matrix (approximately 2,000 pounds) containing the invertebrate specimens shall also be collected and screened. Following matrix sampling, this area shall be closely monitored during construction grading to ensure the recovery of any additional scientifically significant fossil specimens.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to ground-disturbing activities;

Daily, during ground-disturbing activities

Action Indicating Compliance: Vertebrate fossil collected;

Compliance report for fossil collection submitted by qualified paleontologist;

Quarterly compliance report for daily monitoring

CULT-5: Prior to ground disturbance, a qualified paleontologist shall be retained to produce a Paleontological Monitoring and Mitigation Plan for the Project and to supervise monitoring of construction excavations. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to ground-disturbing activities

Action Indicating Compliance: Produce a Paleontological Monitoring and Mitigation Plan;

Quarterly compliance report submitted by qualified paleontologist per mitigation measure CULT-6, below

CULT-6: All Project-related ground disturbance that could potentially affect the San Pedro Sand and Palos Verdes Sand shall be monitored by a qualified paleontological monitor on a full-time basis. Part-time monitoring shall be conducted in all Project-related ground disturbances affecting younger Quaternary alluvium.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Daily, during ground-disturbing activities

Action Indicating Compliance: Quarterly compliance report submitted by qualified paleontologist

CULT-7: At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Prior to ground-disturbing activities;

Daily, during ground-disturbing activities if a new fossil locality is discovered

Action Indicating Compliance: Field data forms and sediment samples collected by qualified paleontologist

CULT-8: Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and reposited in a designated paleontological curation facility.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: As fossils are recovered

Action Indicating Compliance: Submittal of identified fossils and associated information by qualified paleontologist

CULT-9: The qualified paleontologist shall prepare a final monitoring and mitigation report to be filed with the City, the Project Applicant, and the repository.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, at end of the construction phase

Action Indicating Compliance: Submittal of final monitoring and mitigation report by qualified paleontologist

Section IV.E.3. Cultural Resources - Historic Resources

No mitigation measures required.

Section IV.F. Geology & Soils

GEO-1 A 50-foot wide structural setback zone shall be designated on each side of the interpreted centerline of the surface projection of Fault A (100-foot total width), as shown in Figure IV.F-4. No habitable structures shall be located within this setback zone.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, during Plan Check

Action Indicating Compliance: Plan approval

Section IV.G. Greenhouse Gas Emissions

No mitigation measures required.

Section IV.H. Hazards and Hazardous Materials

HAZ-1 Hydrocarbon-impacted soils encountered during grading and excavation work at the Project Site shall be characterized. Any soils containing hydrocarbons at levels of concern shall be either remediated on-site prior to reuse or removed and disposed of in accordance with all applicable laws and regulations, including those promulgated by the California Department of Toxic Substances Control (DTSC). All necessary approvals shall be obtained from the lead enforcement agency including, but not limited to, the Los Angeles County Fire Department Health and Hazardous Materials Division.

Monitoring Phase:	Construction
Enforcement Agency:	Los Angeles County Fire Department Health and Hazardous Materials Division
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, prior to grading and excavation work
	Once, after remediation is complete, if necessary
Actions Indicating Compliance:	Characterization of hydrocarbon-impacted soils by contractor;
	Approvals Los Angeles County Fire Department Health and Hazardous Materials Division

HAZ-2 Prior to demolition activities, an investigation for asbestos containing materials (ACMs) shall be conducted and identified asbestos shall be abated in accordance with the South Coast Air Quality Management District (SCAQMD)'s Rule 1403, as well as all other applicable City, state, and federal regulations.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, prior to issuance of demolition permit
Actions Indicating Compliance:	Issuance of demolition permit

HAZ-3 Prior to demolition activities, an investigation for lead-based paint (LBP) shall be conducted and identified LBP shall be abated in accordance with applicable City, State, and federal regulations. Construction workers shall be properly trained in lead-related construction in order to avoid exposure of such workers to lead-containing material.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, prior to issuance of demolition permit

Actions Indicating Compliance: Issuance of demolition permit

Section IV.I. Hydrology and Water Quality

No mitigation measures required

Section IV.J. Land Use and Planning

No mitigation measures required.

Section IV.K. Noise

NO-1 Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Periodic field inspections during construction

Actions Indicating Compliance: Field inspection sign-off;
Quarterly compliance report submitted by contractor

NO-2 When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Periodic field inspections during construction

Actions Indicating Compliance: Field inspection sign-off;
Quarterly compliance report submitted by contractor

NO-3 Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Periodic field inspections during construction

Actions Indicating Compliance: Field inspection sign-off;
Quarterly compliance report submitted by contractor

NO-4 The Project contractor shall use power construction equipment fitted with the best available technology in noise shielding and muffling devices.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: At initiation of construction activities, and quarterly thereafter

Action Indicating Compliance: Quarterly compliance report submitted by contractor

NO-5 Barriers such as plywood structures or flexible sound control curtains extending eight-feet high shall be erected around the Project Site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Prior to construction activities, then periodic field inspections during construction

Actions Indicating Compliance: Field inspection sign-off;
Quarterly compliance report submitted by contractor

NO-6 All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible. Prior to the commencement of construction at the Project Site, a meeting shall be held with appropriate representatives of the Cities of Rancho Palos Verdes, Torrance, and Lomita. The purpose of the meeting will be to designate truck routes for off-site load hauling vehicles and other construction-related vehicles.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Approval of Haul Route; quarterly compliance report submitted by contractor

NO-7 Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding cities and off-site residential, school, and memorial park properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Frequency: Once, 2 weeks prior to construction

Actions Indicating Compliance: Compliance report submitted by contractor

NO-8 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 45 feet from abutting sensitive receptors.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once, at initiation of construction; Periodic field inspections during construction
Actions Indicating Compliance:	Field inspection sign-off; Quarterly compliance report submitted by contractor

Section IV.L. Population and Housing

No mitigation measures required.

Section IV.M.1. Public Services - Fire Protection

No mitigation measures required.

Section IV.M.2. Public Services - Police Protection

No mitigation measures required.

Section IV.M.3. Public Services - Schools

No mitigation measures required.

Section IV.M.4. Public Services - Parks and Recreation

No mitigation measures required.

Section IV.M.5. Public Services - Libraries

No mitigation measures required.

Section IV.N. Transportation and Traffic

TRANS-1 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the existing traffic signal at the intersection of Crenshaw Boulevard and Palos Verdes Drive North to provide a northbound right-turn signal phase on Crenshaw

Boulevard that would overlap with the westbound left-turn signal phase on Palos Verdes Drive North. To accommodate this signal phasing, U-turn movements on the westbound approach of Palos Verdes Drive North shall become prohibited.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-2 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Restripe the southbound approach on Western Avenue at Lomita Boulevard to accommodate installation of a right-turn only lane; and

b. Modify the existing traffic signal at Western Avenue and Lomita Boulevard to provide a southbound right-turn signal phase on Western Avenue that would overlap with the eastbound left-turn signal phase on Lomita Boulevard.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 151 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-3 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the southbound approach on Western Avenue at Pacific Coast Highway to install a second left-turn lane and a third through lane; and

b. Modify the existing traffic signal at the intersection of Western Avenue and Pacific Coast Highway to accommodate the modification to the southbound approach.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-4 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the westbound approach on Palos Verdes Drive North at Western Avenue to install a second left-turn lane;

b. Modify the existing median on Palos Verdes Drive North and the existing traffic signal at the intersection of Palos Verdes Drive North and Western Avenue to accommodate the modification to the westbound approach;

c. Modify the existing median and restripe the northbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn only lane;

d. Restripe the southbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn lane.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-5 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the intersection of Western Avenue and Peninsula Verde Drive.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-6 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Modify the northbound approach on Western Avenue at Westmont Drive to install a right-turn only lane; and

b. Restripe the eastbound approach on Westmont Drive at Western Avenue to provide one left-turn lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 151 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-7 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall restripe the northbound approach on Western Avenue at Capitol Drive and modify the raised median to install a right-turn only lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-8 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall widen the south side of Anaheim Street west of Vermont Avenue by approximately 12 feet to accommodate a 180-foot long turn pocket and install a right-turn only lane at the eastbound approach to the intersection.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 151 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-9 Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Widen Gaffey Street north of Westmont Drive to accommodate installation of a right-turn only lane at the southbound approach to the intersection;

b. Relocate the existing southbound near-side Metro bus stop on Gaffey Street to the far side of the intersection (i.e., south of the intersection) where a full bus pad is to installed in the street;

c. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Westmont Drive at the Gaffey Street intersection; and

d. Enhanced signage shall be provided as needed to guide the right-turn motorists from the eastbound Anaheim Street approach to Gaffey Street and Palos Verdes Drive North.

It is noted that the southbound approach on Gaffey Street can be modified to include continuation of the existing bicycle lane and the southbound right-turn only lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 151 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-10 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Restripe the southbound approach on Gaffey Street at Summerland Avenue to accommodate the installation of a right-turn only lane, and

b. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Summerland Avenue at the Gaffey Street intersection.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-11 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Widen the north and south sides of Pacific Coast Highway east and west of Vermont Avenue to provide up to a 42-foot half roadway on the 50-foot half right-of-way;

b. Install a second left-turn lane at the westbound approach; and

c. Modify the existing traffic signal and roadway striping at the intersection as needed.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-12 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

a. Modify the existing traffic signal at Figueroa Place/Anaheim Street to provide a southbound right-turn signal phase on Figueroa Place that would overlap with the eastbound left-turn and through phase sufficiently long enough to accommodate the southbound right-turn volumes; and

b. Install a new traffic signal at Figueroa Place/I-110 Southbound Off-ramp (north of Anaheim Street).

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-13 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

a. Modify the southbound approach on Figueroa Street at the Harbor Freeway Northbound On-ramp (north of Pacific Coast Highway) to accommodate the installation of a right-turn-only lane;

b. Adjust the median to accommodate the right-turn-only lane; and

c. Modify the traffic control equipment as needed.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-14 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the westbound approach on Pacific Coast Highway at Figueroa Street to accommodate a fourth through lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-15 Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the Figueroa Street/Harbor Freeway Northbound On-ramp intersection (north of Anaheim Street). In addition, the existing roadway striping at the northbound approach to the intersection would be adjusted based on direction from LADOT.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-16 Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall widen the westbound approach on Anaheim Street at Figueroa Street by approximately 10 feet to accommodate a 120-foot long turn pocket and install a right-turn-only lane.

Monitoring Phase: Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for a mix of uses that would generate 301 PM peak hour trips

Action Indicating Compliance: Field inspection sign-off for the listed modifications

TRANS-17 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the installation of the County's traffic signal synchronization system for the Normandie Avenue/Sepulveda Boulevard intersection.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Los Angeles County Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-18 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following:

a. Modify the northbound approach on Normandie Avenue to accommodate the installation of a second left-turn lane at the Lomita Boulevard intersection; and

b. Remove the raised median island on Normandie Avenue, south of Lomita Boulevard, to accommodate the installation of the second northbound left-turn lane.

It is noted that the northbound approach on Normandie Avenue can be modified to include continuation of the existing bicycle lane and the second northbound left-turn lane.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-19 Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following improvements:

a. Modify the eastbound approach on Lomita Boulevard, west of Vermont Avenue, to accommodate the installation of a second left-turn lane;

b. Remove the existing raised median island on Lomita Boulevard, west of Vermont Avenue, and modify the striping on the east leg of the intersection as needed; and

c. Modify the traffic signal to accommodate the installation of the second southbound left-turn lane.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-20 Prior to the issuance of Building Permits for each residential building within the Project, the Project Applicant shall perform, to the satisfaction of LADOT, a trip generation analysis for the units to be constructed. The results of these studies shall indicate which of the intersection improvements shown above in Mitigation Measures TRANS-1 through TRANS-16 must be operational prior to the occupancy of the subject residential units.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation

Monitoring Frequency: As specified for TRANS-1 to TRANS-~~24~~19, above

Action Indicating Compliance: Trip Generation analysis approval by LADOT

TRANS-21 The Project Applicant shall coordinate with local and regional transit operators, including Metro and LADOT, to develop and implement strategies to increase transit utilization by Project residents. These transportation demand management (TDM) strategies could include, but would not be limited to, providing bus schedules and transit route information to residents, providing bicycle racks and information regarding optimal bike routes to local destinations to residents, and a carpooling information exchange.

Monitoring Phase: Pre-Occupancy, Occupancy

Enforcement Agency: Department of Transportation

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of a certificate of occupancy for each residential structure;

Annually, during occupancy

Action Indicating Compliance: Annual compliance report submitted by building management

TRANS-22 In conjunction with the street widening of Western Avenue adjacent to the Project Site, the Applicant shall provide a bus turnout lane and bus stop facilities (shelter, bench and schedule information) at bus stops adjacent to the Site.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Transportation

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Action Indicating Compliance: Field inspection sign-off

TRANS-23 The Project Applicant shall coordinate with LADOT to potentially extend the existing San Pedro DASH route northerly on Western Avenue to serve the Project Site. If deemed necessary, the Project Applicant shall provide appropriate turnaround facilities to allow the DASH vehicles to utilize the Project Site as an end point on the route.

Monitoring Phase: Pre-Occupancy

Enforcement Agency: Department of Transportation

Monitoring Agency: Department of Transportation

Monitoring Frequency: Once, prior to issuance of the first certificate of occupancy for the Project

Actions Indicating Compliance: Determination by LADOT regarding the DASH Route;
Field inspection sign-off

Section IV.O.1. Utilities and Service Systems - Water

UTIL-1 In the event of full or partial public street closures, the Project Applicant shall employ flagmen during the construction of new water lines, to facilitate the flow of traffic.

Monitoring Phase: Construction

Enforcement Agency: Department of Transportation

Monitoring Agency: Department of Transportation

Monitoring Frequency: Periodic field inspections during closures

Actions Indicating Compliance: Field inspection sign-off;
Compliance report submitted by contractor

Section IV.O.2. Utilities and Service Systems - Wastewater

No mitigation measures required.

Section IV.O.3. Utilities and Service Systems - Solid Waste

No mitigation measures required.

Section IV.O.4. Utilities and Service Systems - Energy

No mitigation measures required.

SUPPLEMENTAL ANALYSIS OF PROJECT REVISIONS

A. INTRODUCTION

Subsequent to the publication of the Final EIR for the Ponte Vista Project, the Project Applicant proposed reductions in the preferred alternative for the Project (hereinafter, the "Revised Project"). This document provides a description of the proposed reductions and analysis of the proposed reductions pursuant to Section 15088.5 of the CEQA Guidelines. Section 15088.5 requires that where changes are made to a project description, an analysis must be prepared to determine whether such changes would result in new significant environmental impacts which were not identified in the Draft EIR or a substantial increase in the severity of impacts previously identified in the Draft EIR.

B. DESCRIPTION OF PROJECT REVISIONS

As analyzed in the Draft EIR, the Applicant's Project proposed 1,135 residential units. Subsequent to the public comment period on the Draft EIR, the Applicant formally revised the preferred Project to be consistent with Draft EIR Alternative C, which would develop 830 residential units (hereinafter, the "Previous Project"). Subsequent to publication of the Final EIR in July 2013, the Applicant has further revised the preferred Project site plan to reduce the total number of units proposed from 830 to a maximum of 700, including a combination of single-family homes, townhomes, and flats. As with previous versions of the Project, the Revised Project will also include recreational facilities, parks, open space, and a trail along the perimeter of the Project Site. However, the Revised Project would include a 2.42-acre publically-accessible park in the southwestern portion of the site. Streets within the Project Site will be both private and publicly accessible, with access to the site through two entrances from Western Avenue, at Green Hills Drive and at a new east-west road near the southerly boundary of the Project that would connect through the Specific Plan area to the Mary Star of the Sea High School campus to the east. In addition, upon completion of the Project, enhanced vehicular access from the off-site Seaport Homes community on Fitness Drive would be provided to the proposed project Southerly Access Road, which intersects Western Avenue opposite Avenida Aprenda.

The site plan for the Revised Project is depicted in Figure 1, and is generally consistent with the site plan for the Previous Project iteration, although some elements of the Project have been shifted in location to accommodate the additional park space. The Revised Project would be developed under the guidance of a Specific Plan and would include a total of seven land use subareas, as follows:

Subarea 1: Single-Family 1
Subarea 2: Single-Family 2
Subarea 3: Single-Family 3
Subarea 4: Townhomes
Subarea 5: Townhomes & Flats
Subarea 6: Flats
Subarea 7: Open Space/Recreation

Details of the development proposed to occur within each of these seven subareas are provided in Table 1.

Figure 1 Revised Project Site Plan

Table 1
Maximum Permitted Dwelling Units by Subarea

Subarea No.	Zone	Use	Maximum Dwelling Units	DU/Acre (rounded)	Area (Gross Acres)
1	R1-1D	Single-Family	69	7	9.7
2	R1-2D	Single-Family	60	11	5.7
3	R1-2D	Single-Family	79	11	7.2
4	R2-2D	Townhomes	140	20	6.9
5	R3-2D	Townhomes & Flats	140	17	8.1
6	R3-2D	Flats	212	22	9.5
7	OS	Open Space/Recreation	N/A	N/A	14.3
TOTAL			**700**	**11.4 (avg)**	**61.4**

Although a maximum of 212 residential units are permitted under the Revised Project within Subarea 6, only 188 units are currently proposed on the site plan. In order to provide additional housing within Subarea 6 exceeding the currently proposed 188 units but not more than 212 units, a new subdivision map would be required, although no Specific Plan Amendment would be required. The analysis in this supplement to the Final EIR is based on a total of 700 residential units, including 212 in Subarea 6.

Overall, the Revised Project would reduce the number of units in the project by 16 percent from that proposed by the Previous Project (and by 38 percent from the originally proposed project evaluated in the Draft EIR). The Revised Project would reduce the overall average dwelling unit density of the Project to approximately 11.4 units per acre (gross).

With respect to the proposed residential units, the Revised Project would develop the same number of single-family units as the Previous Project but would develop 280 townhomes and flats (increased from 224 under the Previous Project) and would replace the previously proposed 218 apartment units and 180 row house units with a total of 212 flats.

The other alterations contained in the Revised Project include, as noted previously, the addition of a 2.42-acre publically-accessible park. Although the original Project as evaluated in the Draft EIR included an approximately six-acre park, this element was not included in the Previous Project. The Revised Project includes a total of 24.15 acres of open space area, including the proposed city park, a perimeter pathway surrounding the Project, and recreational centers for Project residents and visitors. In order to accommodate the publically accessible park, the roadway connection to Mary Star of the Sea High School (located off-site to the east) has been shifted to the south, near the southern site boundary. As noted above, an enhanced vehicular access connection from the Seaport Homes property to the south into the Project Site has also been included in the Revised Project site plan.

C. ANALYSIS OF PROJECT REVISIONS PURSUANT TO SECTION 15088.5 OF THE CEQA GUIDELINES

CEQA Guidelines Section 15088.5(a) provides that when changes are made to a project description they should be analyzed by the lead agency to determine whether the changes constitute "significant new information." In the context of a change to a project description, significant new information includes information that: (1) a new significant environmental impact would result from the change in the project or from a new mitigation measure proposed to be implemented; or (2) a substantial increase in the severity of an environmental impact would result from the change in the project unless mitigation measures are adopted that reduce the impact to a level of insignificance.

Revisions to an EIR are not required where the changes do not constitute significant new information, but the lead agency's conclusions must be supported by substantial evidence in the administrative record. [CEQA Guidelines Section 15088.5(e).]

The analysis contained in Section IV.D evaluates the project revisions proposed by the Applicant to determine if (1) a new significant environmental impact would result from the change in the project or from a new mitigation measure proposed to be implemented; or (2) a substantial increase in the severity of an environmental impact would result from the change in the project unless mitigation measures are adopted that reduce the impact to a level of insignificance. This supplementary analysis is also intended to provide documentation for the administrative record required by Section 15088.5.

Table 2, below, presents a summary of the analysis in Section IV.D. In summary, this analysis demonstrates that the reductions proposed by the Applicant do not create either (1) a new significant environmental impact resulting from the change in the Project or from a new mitigation measure proposed to be implemented; or (2) a substantial increase in the severity of an environmental impact resulting from the change in the Project unless mitigation measures are adopted that reduce the impact to a level of insignificance. In addition, as discussed in Section IV.D, some of the potential impacts identified in the EIR will be reduced or eliminated as a result of the changes in the Revised Project.

Table 2
Comparison of 830-Unit Project Alternative and Revised Project Impacts

Impact Area	Previous Project Level of Impact	Revised Project Level of Impact	Comparison of Revised Project Impact to Previous Project Impact
Aesthetics	Less than Significant	Less than Significant	Alterations in landscaping and reduction in number of buildings; no change in impact conclusion.
Agricultural/Forestry Resources	No Impact	No Impact	No change in impact conclusion.

Impact Area	Previous Project Level of Impact	Revised Project Level of Impact	Comparison of Revised Project Impact to Previous Project Impact
Air Quality			
Construction	Mass Daily Emissions: Less than Significant w/ Mitigation Localized Emissions: Less than Significant w/ Mitigation	Mass Daily Emissions: Less than Significant w/ Mitigation Localized Emissions: Less than Significant w/ Mitigation	Mass Daily Emissions: Mass daily emissions reduced; no change in impact conclusion. Localized Emissions: Localized emissions reduced; no change in impact conclusion.
Operational	Significant and Unavoidable: Would exceed SCAQMD daily emission thresholds for ROG and NO_x but would achieve regional air quality planning objectives	Significant and Unavoidable: Would exceed SCAQMD daily emission thresholds for ROG and NO_x but would achieve regional air quality planning objectives	Exceedance of SCAQMD thresholds reduced; no change in impact conclusion.
Biological Resources	Less than Significant w/ Mitigation	Less than Significant w/ Mitigation	No change in impact conclusion.
Cultural Resources	Less than Significant w/ Mitigation	Less than Significant w/ Mitigation	No change in impact conclusion.
Geology & Soils	Less than Significant	Less than Significant	No change in impact conclusion.
Greenhouse Gas Emissions	Less than Significant	Less than Significant	No change in impact conclusion.
Hazards & Hazardous Materials	Less than Significant w/ Mitigation	Less than Significant w/ Mitigation	No change in impact conclusion.
Hydrology & Water Quality	Less than Significant	Less than Significant	Stormwater runoff volume reduced due to increased amount of pervious surface area; no change in impact conclusion.
Land Use & Planning	Less than Significant	Less than Significant	Dwelling unit density reduced; no change in impact conclusion.
Mineral Resources	No Impact	No Impact	No change in impact conclusion.
Noise			
Construction	Temporarily Significant and	Temporarily Significant and	No change in impact

Impact Area	Previous Project Level of Impact	Revised Project Level of Impact	Comparison of Revised Project Impact to Previous Project Impact
	Unavoidable	Unavoidable	conclusion.
Operation	Vehicle-Related Noise: Less than Significant On-site Noise: Significant and Unavoidable at exterior spaces in units adjacent to Western Avenue	Vehicle-Related Noise: Less than Significant On-site Noise: Significant and Unavoidable at exterior spaces in units adjacent to Western Avenue	Noise levels reduced due to reduced traffic volumes; no change in impact conclusion.
Population & Housing	Less than Significant	Less than Significant	Numbers of residents and total additional housing units reduced; no change in impact conclusion.
Public Services			
Fire Protection	Less than Significant	Less than Significant	Less potential demand on services due to reduction in number of units; no change in impact conclusion.
Police Protection	Less than Significant	Less than Significant	Less potential demand on services due to reduction in number of units; no change in impact conclusion.
Schools	Less than Significant	Less than Significant	Fewer students generated due to reduction in number of units; no change in impact conclusion.
Parks & Recreation	Less than Significant	Less than Significant	Additional on-site park and recreational facility space provided. Less demand for parks and recreation due to reduction in number of residents; no change in impact conclusion.
Libraries	Less than Significant	Less than Significant	Less demand due to reduction in number of residents; no change in impact conclusion.
Transportation/Traffic	Less than Significant w/ Mitigation: Previous Project peak hour trips:	Less than Significant w/ Mitigation: Revised Project peak hour	Weekday AM peak hour trips reduced by approximately 16%. Weekday PM peak hour

Impact Area	Previous Project Level of Impact	Revised Project Level of Impact	Comparison of Revised Project Impact to Previous Project Impact
	445 weekday AM peak hour; 555 weekday PM peak hour; 496 Saturday mid-day peak hour. Would significantly impact 16 of 56 study intersections during the weekday AM peak hour, PM peak hour, and/or the Saturday peak hour.	trips: 372 weekday AM peak hour; 466 weekday PM peak hour; 424 Saturday mid-day peak hour. Would significantly impact 16 of 56 study intersections during the weekday AM peak hour, PM peak hour, and/or the Saturday peak hour.	trips reduced by approximately 16%. Saturday mid-day peak hour trips reduced by approximately 15%. Same number of significantly impacted intersections. All significant impacts reduced to less than significant levels.
Utilities & Service Systems			
Water	Less than Significant w/ Mitigation	Less than Significant w/ Mitigation	Reduced demand; no change in impact conclusion.
Wastewater	Less than Significant	Less than Significant	Reduced demand; no change in impact conclusion.
Solid Waste	Less than Significant	Less than Significant	Reduced demand; no change in impact conclusion.
Energy	Less than Significant	Less than Significant	Reduced demand; no change in impact conclusion.

Based on this supplementary analysis, it is concluded that the reductions in the Project proposed by the Applicant do not constitute "significant new information" as defined by Section 15088.5 and accordingly the reductions in the Project proposed by the Applicant do not require recirculation of the EIR.

D. ENVIRONMENTAL IMPACT ANALYSIS OF THE REVISED PROJECT

The following analysis reviews each section of the environmental impact analysis of the Final EIR with respect to the reductions proposed by the Applicant and identifies whether a new significant environmental impact would result from the changes proposed in the Project, whether a substantial increase in the severity of a previously identified environmental impact would result from the changes proposed in the Project, and whether any new mitigation measures are necessary as a result of the changes proposed in the Project. For each impact category, the same mitigation measures identified in the Final EIR continue to be required for the Revised Project. Similarly, the same Project Design Features and Compliance Measures identified in the Final EIR for the Previous Project will continue to apply to the Revised Project.

Impacts Found to be Less Than Significant

The following discussion addresses those topical areas for which the Initial Study determined there was no substantial evidence that the Project would cause significant environmental effects: Agricultural/Forestry Resources and Mineral Resources.

Agricultural and Forestry Resources

As the site does not contain any agricultural resources, the changes in the Project proposed by the Applicant would not result in significant new agricultural resource impacts.

Mineral Resources

As the site does not contain any known mineral resources, the changes in the Project proposed by the Applicant would not result in significant new mineral resource impacts.

Impacts Analyzed in the Draft EIR

The following discussion addresses those issues for which a detailed environmental analysis was presented in the Draft EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazardous Materials and Risk of Upset, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation and Traffic, Utilities and Service Systems, and General Impact Categories.

Aesthetics

The Revised Project proposes fewer total units than the Previous Project (up to a maximum of 700 versus 830). The Revised Project proposes that a public park would be located in the southwestern corner of the Project Site, with the proposed multi-family residential buildings shifted farther to the east, away from the Project's Western Avenue frontage. As a result, the visual perception of the Project from along Western Avenue would be somewhat less dense than with the Previous Project. Building heights throughout the Revised Project would not exceed the building heights analyzed in the Final EIR and, in some cases, would be reduced, although not along the Western Avenue frontage. Property line setbacks and intra-building separations are substantially the same for the Revised Project and the Previous Project, with the exception being that the roadway accessing Mary Star of the Sea High School would be partially positioned closer to the southern site boundary under the Revised Project. As with the Previous Project, landscaping along this roadway would reduce its visibility from adjacent off-site residential properties. The remainder of the general development layout for the Revised Project is substantially the same as for the Previous Project.

The following Project Design Features have been identified for the Revised Project:

- Operation of the nighttime lights for the proposed recreational centers and public-accessible park shall be limited to between the hours of 7:00 a.m. and 9:00 p.m.

- All lighting fixtures throughout the Proposed Project shall be directed toward the interior of the Project Site and shielded in order to avoid light spillover on neighboring residential uses. No exterior lighting fixture or standard shall be positioned at a greater height than the edge of the roof of the building to which it is affixed.

- The Project Applicant shall consult the City of Los Angeles Bureau of Street Services, Urban Forestry Division, prior to finalizing landscaping plans for the Project's Western Avenue frontage. Final Project tree and landscaping plans shall be designed to avoid the blockage of views of the harbor area from the segment of Western Avenue adjacent to the northwestern portion of the Project Site.

Accordingly, it is concluded that significant new aesthetic impacts would not result from the changes proposed in the Revised Project, and new mitigation measures are not necessary with respect to aesthetics as a result of changes proposed in the Project.

Air Quality

Construction-Related Impacts

The Final EIR evaluates construction-related emissions for the Previous Project and recommends mitigation measures. Construction of the Revised Project would result in daily air emissions, including but not limited to airborne dust from demolition, grading, and site preparation, as well as gaseous emissions from the use of heavy equipment, delivery and hauling trucks, employee vehicles, and paints and coatings. As with the Previous Project, the Revised Project's unmitigated regional NO_x (nitrogen oxides) and ROG (reactive organic gases) construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds, resulting in a significant impact before mitigation. In addition, the Revised Project's unmitigated on-site NO_x, PM_{10} and $PM_{2.5}$ (particulate matter) construction emissions would exceed the SCAQMD's localized significance thresholds, resulting in a significant impact before mitigation. Unmitigated construction-related SO_x (sulfur oxides) and CO (carbon monoxide) emissions would not exceed regional or localized significance thresholds and would therefore constitute a less than significant impact.

The Revised Project would slightly reduce construction related air quality impacts. Principally, the reduction is attributable to the reduction in the total number of units being proposed from 830 to 700, in which the overall time for construction and the time of construction overlap would be reduced from that analyzed in the Final EIR. However, the same construction phasing would be used for both the Previous and Revised Projects. As with the Previous Project, implementation of Compliance Measures and Mitigation Measures AQ-1 and AQ-2 would reduce the Revised Project's construction-related regional and localized air quality emissions to a less than significant level.

Accordingly, it is concluded that no significant new construction-related air quality impacts would result from the changes proposed in the Project. In addition, construction-related air pollutant emissions would not be increased as a result of the Revised Project, and in fact there would be a minor reduction in these

air quality impacts. Finally, no new mitigation measures are necessary with respect to construction-related air quality impacts as a result of changes proposed in the Project.

Operational Phase (Regional)

As with the Previous Project, the operational emissions associated with the Revised Project would exceed the established SCAQMD threshold levels for ROG and NO_x during both the summertime (smog season) and wintertime (non-smog season) under the 2017 buildout scenario. Operational emissions would not exceed the established SCAQMD threshold levels for SO_x, PM_{10}, or $PM_{2.5}$ during either the summer (smog season) or winter (non-smog season).

Under the Revised Project, project-generated traffic would be reduced in comparison to the Previous Project by approximately 15 percent. Consequently, total operational air quality emissions of ROG, SO_x, NO_x, PM_{10}, and $PM_{2.5}$ would also be reduced relative to the Previous Project. However, these relatively small emissions reductions would not change the Draft EIR's conclusions with respect to applicable SCAQMD emission thresholds (which are not sensitive to property or project size). Like the Previous Project, the Revised Project is largely consistent with and would further the policies of the AQMP. However, because it would include fewer residential units on the site when compared to the Previous Project, the Revised Project would not further AQMP policies encouraging the concentration of higher density residential uses in proximity to major employment centers to the same degree.

As with the Previous Project, operational air emissions generated by the Revised Project are primarily associated with the operation of mobile vehicles, are typical for a residential project of this size, and there is no feasible mitigation to reduce these emissions to a less than significant level. It is neither within the Project Applicant's nor the City's authority to impose vehicle performance restrictions on vehicles producing on-road NO_x and ROG emissions; such restrictions on vehicle emissions are governed by the state. As such, regional operational emissions would be considered significant and unavoidable, as with the Previous Project.

Accordingly, it is concluded that significant new operational air quality impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to operational air quality impacts as a result of changes proposed in the Project. The same Compliance Measures, Project Design Features, and Mitigation Measures identified in the Final EIR would be implemented for the Revised Project.

Biological Resources

The changes to the Previous Project proposed by the Applicant reduce the amount of proposed development, but do not alter the site plan in any way that would affect the biological resource analysis in the Final EIR. The Revised Project follows the same general development footprint as the Previous Project, proposes revegetation of the cut-slope adjacent to the northerly property line, proposes undergrounding the open water drainage channel through the southern portion of the property, and would entail removal of all on-site trees.

For the foregoing reasons, it is concluded that significant new biological resources impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to biological resources as a result of changes proposed in the Project. The same Compliance Measures, Project Design Features, and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Cultural Resources

Although the Revised Project proposes fewer total units than the Previous Project, the general development layout for the Revised Project is substantially the same. The entire Project Site would be disturbed during demolition, grading, and construction activities. Accordingly, it is concluded that significant new cultural resource impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to cultural resources as a result of changes proposed in the Project. The same Compliance Measures and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Geology and Soils

Although the Revised Project proposes fewer total units than the Previous Project, the general development layout for the Revised Project is substantially the same. The total amount of grading and earthwork required for the Revised Project is expected to be similar to that necessary for the Previous Project. Thus, the changes in the Project proposed by the Applicant do not raise new geology and soils issues. Accordingly, it is concluded that significant new geology and soils impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to geology and soils as a result of changes proposed in the Project. The same Compliance Measures and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Greenhouse Gas Emissions

Compared to the Previous Project, the Revised Project would involve the construction of a smaller development and thus the duration and total construction-related GHG emissions would be slightly reduced. Furthermore, the same Compliance Measures and Project Design Features included for the Previous Project would also be required and implemented for the Revised Project, which would reduce construction-related GHG emissions to the maximum extent feasible. The Revised Project is expected to generate 4,850 trips during a typical weekday and 4,887 trips during a typical Saturday, representing approximately 15 percent reductions compared to the Previous Project. Motor vehicle trips are the primary source of daily operational GHG emissions associated with the Project. Because the Revised Project would generate fewer vehicle trips than the Previous Project, it would also generate fewer average daily GHG emissions. Furthermore, as the Revised Project would include a smaller development, it would also result in reduced operational GHG emissions from on-site sources and energy consumption. The Revised Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Thus, the changes in the Project proposed by the Applicant do not raise new GHG issues. Accordingly, it is concluded that significant new GHG impacts

would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to GHG emissions as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project.

Hazardous Materials and Risk of Upset

The changes to the Project proposed by the Applicant reduce the amount of proposed development, but do not alter the site plan in any way that would affect the hazards and hazardous materials analysis of the Final EIR. The Revised Project follows the same general development footprint as the Previous Project, would comply with all applicable regulations regarding the handling and regulation of hazardous materials, and would comply with the City's Methane Ordinance.

Accordingly, it is concluded that significant new hazards and hazardous materials impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to hazards and hazardous materials as a result of changes proposed in the Project. The same Compliance Measures, Project Design Features, and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Hydrology and Water Quality

As with the Previous Project, drainage patterns under the Revised Project would remain substantially the same as existing conditions, with headwaters originating west of the site and continually draining southeastward across the site to the West Basin of the Los Angeles Harbor. The Revised Project would reduce the volume of stormwater runoff across the site because it would increase the amount of pervious surface area on the site, as compared to the Previous Project. The increase in pervious surface area is primarily due to an overall reduction in the amount of building coverage on the site, particularly in the area of the proposed city park, as well as revisions to the roadway alignment. The Revised Project would continue to comply with applicable water quality regulations (including the Los Angeles County MS4 Permit and current Standard Urban Stormwater Mitigation Plan [SUSMP] requirements), as well as all applicable Best Management Practices (BMPs) in accordance with the Stormwater Pollution Prevention Plan (SWPPP).

Accordingly, it is concluded that significant new hydrology and water quality impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to hydrology and water quality as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features in the Final EIR would be implemented for the Revised Project.

Land Use and Planning

The Revised Project proposes the same land uses on the Project Site within the same general development footprint, only at a reduced density. The overall number of units would be reduced from 830 total units to a maximum of 700 units. The same General Plan Amendment and Zone Change is proposed. The public park proposed by the Original Project has been reintroduced in the Revised Project as a privately-

maintained, publically-accessible park, although its size has been reduced to 2.42 acres. The proposed road connecting Mary Star of the Sea High School to Western Avenue across the southern portion of the Project Site has been retained. The Revised Project would be comprised of approximately 40 percent open space area when completed, representing an increase in comparison to the Previous Project.

The changes to the Project do not affect the Draft EIR's analysis of the Project's land use compatibility with existing uses in the vicinity of the site, or the consistency of the Project with land use plans, policies, and regulations. The Revised Project would continue to provide infill housing that would help in addressing local and regional housing needs. The Revised Project would continue to provide new housing opportunities proximate to the Port of Los Angeles and the Port of Long Beach, which are rapidly growing in international trade and are among the region's largest employers. As with the Previous Project, a Specific Plan, with associated Design Guidelines, would guide Revised Project buildout, landscaping, and overall design.

Accordingly, it is concluded that significant new land use and planning impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to land use and planning as a result of changes proposed in the Project.

Noise

Construction Noise

The Revised Project reduces the number of units proposed, but would utilize a similar mix of construction equipment. Overall, less grading and construction would take place and construction-related noise would be slightly reduced in comparison to the Previous Project, but the reductions proposed would not reduce temporary construction noise impacts to a less than significant level. The same Compliance Measures and Mitigation Measures in the Final EIR would be implemented for the Revised Project. As with the Previous Project, temporary construction noise impacts for the Revised Project would be significant and unavoidable.

Operational Noise – Vehicular

Off-Site Noise Levels

Under the Revised Project, the roadway crossing the southern part of the Project Site (east-west axis) is being shifted so that it will now be partially located along the southern property boundary, adjacent to the existing off-site residential uses to the south. As disclosed in Appendix IV.K-1 (Noise Appendix) to the Draft EIR, the Previous Project's traffic generation would result in an exterior noise level of approximately 60.7 dBA CNEL at a distance of 30 feet from the southern roadway centerline. Under the Revised Project, the off-site residential uses to the south would be located at least 30 feet from the Revised Project's southern roadway centerline (roadway width of 40 feet, or 20 feet from centerline to each roadway edge). Also, Draft EIR Table IV.K-10 indicates that the residential uses south of the Project Site are set back approximately 10 to 40 feet from the Project Site boundary. Thus, considering the 20 feet from roadway centerline plus the 10-40 foot setback, the existing off-site residential uses

would be located approximately 30-60 feet from the Revised Project's southern roadway centerline, resulting in a maximum of 60.7 dBA CNEL exterior noise levels at residential uses. The resulting exterior noise level of 60.7 dBA CNEL for multi-family residential uses is within the "normally acceptable" category as indicated in Draft EIR Table IV.K-7. For comparison purposes, the existing noise levels 50 feet from Western Avenue's centerline in the Project vicinity are approximately 71.6 dBA CNEL (see Draft EIR Table IV.K-13). Thus, based on the above, impacts under the Revised Project with respect to off-site noise levels generated by the proposed roadway would be considered less than significant.

The Revised Project is expected to generate 4,850 trips during a typical weekday and 4,887 trips during a typical Saturday, representing approximate 15 percent reductions compared to the Previous Project. Thus, the Revised Project would slightly reduce local noise levels as compared to the Previous Project. Significant new off-site operational noise impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary. The same Compliance Measures and Mitigation Measures in the Final EIR would be implemented for the Revised Project. As with the Previous Project, off-site noise impacts for the Revised Project would be less than significant.

On-Site Noise Levels

The Revised Project reduces the number of residential units and peak hour trips as compared to the Previous Project. The Revised Project would observe generally the same minimum setback and intra-building separation requirements as the Previous Project. Heating, ventilation, and air conditioning (HVAC) units used for the Revised Project would be generally the same as for the Previous Project. Similar to the Previous Project, the Revised Project would result in generally unacceptable exterior noise levels for the proposed on-site residential uses fronting Western Avenue. Implementation of Compliance Measures would require that interior residential noise levels would be below a CNEL of 45 dBA in any habitable room. As such, impacts associated with interior noise levels at the proposed residential uses on-site would be less than significant. However, no feasible mitigation measures are available to reduce exterior noise levels to acceptable levels along the Western Avenue frontage and these impacts would be significant and unavoidable. Significant new on-site operational noise impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary.

Accordingly, it is concluded that significant new construction and operational noise impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to noise impacts as a result of changes proposed in the Project. The same Compliance Measures and Mitigation Measures identified in the Final EIR would be implemented for the Revised Project.

Population and Housing

The Revised Project reduces the number of proposed units from 830 to a maximum of 700 units. The Revised Project would result in slightly less construction activity and, thus, temporary and permanent employment than the Previous Project.

The Revised Project would create fewer additional housing units as compared to the Previous Project, but would continue to provide a portion of unmet housing demand and help achieve the housing growth targets for the Wilmington-Harbor City Community Plan Area (CPA) and the City of Los Angeles Subregion. Although it would provide fewer total units, the Revised Project would continue to assist the City in meeting its fair share of regional housing need and conform with City policy direction supporting infill housing development that adds to the City's housing supply and provides increased home ownership opportunities at various price points. The Revised Project would remain consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, improve air quality, and reduce vehicular emissions of greenhouse gases through the reduction of vehicle miles traveled (VMT).

Using the same population generation rates employed in the EIR, the Revised Project would house approximately 2,079 residents, compared to the 2,222 residents that would be housed by the Previous Project (a reduction of approximately 143 persons). The Revised Project's population would represent about 0.07% of the population forecasted for 2017 and 2027 in the City of Los Angeles Subregion, about 2.8 percent of 2010-2017 population growth, and about 1.1 percent of 2010-2027 population growth. Within the Wilmington-Harbor City Community Plan area, the Revised Project would represent about 2.6 percent of population in 2017 and 2027; about 107 percent of 2010-2017 population growth (which can be considered a temporary exceedance as with the Previous Project); and about 43 percent of 2010-2027 population growth. When cumulative projects are added, the total cumulative impact of the Revised Project would constitute about 190 percent of 2010-2017 population growth, which can be considered a temporary exceedance (as with the Project) as the Revised Project's cumulative impact would only constitute about 80 percent of 2010-2027 population growth within the Wilmington-Harbor City CPA. Therefore similar to the Previous Project, the Revised Project would not induce substantial population growth because it would accommodate a portion of forecast population rather than exceed the population growth forecast for the City of Los Angeles Subregion. Although the Revised Project would exceed forecast 2017 population growth for the Wilmington-Harbor City Community Plan area, it would do so to a lesser degree than the Previous Project and would do so only temporarily as the Revised Project would fall within projected 2027 population growth in the CPA.

Accordingly, it is concluded that significant new population and housing impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to population and housing impacts as a result of changes proposed in the Project.

Public Services and Recreation

CEQA's analysis of environmental impacts for public services and recreation is focused on whether a project would 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 would cause significant environmental impacts.

Fire Protection

The Revised Project proposes fewer overall units. Construction of the Revised Project would follow the same general progression as the Previous Project. Development under the Revised Project would follow the same general development footprint and would not change the location of the Project. Because the overall number of residents estimated in the project would be decreased from 2,222 to 2,079, the Revised Project would be expected to result in a proportional reduction in demand for fire and emergency services. Paramedic budget staffing and service level decisions are made by the Los Angeles Fire Department (LAFD) and City Council and reflect the needs of the demographic spectrum in an area. Primary access to the Revised Project would continue to be through two entrances from Western Avenue. Vehicular access to the Revised Project would continue to be provided from the Mary Star of the Sea High School campus to the east and, with the Project revisions, also from the Seaport Homes development to the south. Accordingly, it is concluded that significant new fire protection impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to fire protection impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would be implemented for the Revised Project.

Police Protection

Though fewer overall units are proposed, construction of the Revised Project would follow the same general progression as the Previous Project. Because the overall number of residents estimated in the Project would be decreased from 2,222 to 2,079, the Revised Project would be expected to result in a proportional reduction in demand for police services. Although public access to the Revised Project would be permitted, security would continue to be provided at Project entrances, and the Revised Project would continue to be patrolled by 24-hour private security. Accordingly, it is concluded that significant new police protection impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to police protection impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would be implemented for the Revised Project.

Schools

The changes proposed by the Applicant would reduce the estimated student generation of the Project from 106 elementary school students, 52 middle school students, and 64 high school students for the Previous Project to approximately 91 elementary school students, 44 middle school students, and 55 high school students for the Revised Project. Overall, the Revised Project would generate approximately 32 fewer students. With the addition of these students to existing school enrollments, Taper Elementary School, Dodson Middle School, and Narbonne High School would continue to operate under capacity. Accordingly, it is concluded that significant new school impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to school impacts as a result of changes proposed in the Project. The same Compliance Measure identified in the Final EIR would be implemented for the Revised Project.

Parks and Recreation

The Previous Project proposed approximately 20.6 acres of park, open space, and outdoor recreational area. The Revised Project would reduce the estimated population of the site from 2,222 to 2,079 persons while increasing the amount of proposed park, open space, and outdoor recreational area to approximately 24.15 acres. In addition, the Original Project limited access to much of the Project's park and open space areas to residents and their guests only, while the Revised Project provides for public access to these areas. Lastly, the Revised Project would develop a 2.42-acre publically-accessible park. Such a park was not part of the Previous Project. As with the Previous Project, it is anticipated that a combination of the proposed park area, Quimby fee payment, and DUCT payment would be approved by the LADRP and that this combination of Compliance Measures and Project Design Features would adequately address the demand for recreation and park services created by the Revised Project.

Accordingly, it is concluded that significant new parks and recreation impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to parks and recreation impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project, with the only differences being the additional open space and park acreage being proposed, including the publically-accessible park.

Libraries

The Revised Project would reduce the residential population of the project from 2,222 to 2,079 persons. As a result, project library service demands would be reduced relative to the Previous Project. As disclosed in the Final EIR, library service demands associated with the Previous Project were concluded to produce a less than significant impact. Accordingly, it is concluded that significant new library impacts would not result from the changes proposed in the Project, and that new mitigation measures are not necessary with respect to library impacts as a result of changes proposed in the Project. The same Compliance Measure identified in the Final EIR would also be implemented for the Revised Project.

Transportation and Traffic

Linscott, Law & Greenspan, Engineers have prepared a technical memorandum (dated September 13, 2013) to analyze the changes in potential traffic and circulation impacts resulting from the Revised Project. This technical memorandum (hereinafter, Traffic Study Addendum) is included in its entirety as Appendix A. The Traffic Study Addendum evaluates potential Project-related impacts at the same 56 study intersections that were studied in the Original Traffic Study and employs the same study methodology as the Original Traffic Study. A second technical memorandum (dated November 21, 2013) was prepared to address the impact of the enhanced vehicular access to the Project Site from the off-site Seaport Homes development. This technical memorandum is also included in Appendix A.

Construction activities associated with the Revised Project are assumed to be comparable to those that would be required for the Previous Project. Due to the fewer number of residential units to be built under

the Revised Project, it is assumed that the duration of construction would be slightly shorter than that required for the Previous Project. However, the daily level of construction traffic accessing the site would be similar. Given that the Previous Project's construction-related traffic would cause a less than significant impact at all of the 56 study intersections during the weekday morning peak hour, weekday afternoon peak hour, and the Saturday mid-day peak hour, Revised Project impacts related to construction traffic would also be less than significant.

Upon completion and full occupancy, the Revised Project is expected to generate 372 vehicle trips (76 inbound trips and 296 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Revised Project is expected to generate 466 vehicle trips (304 inbound trips and 162 outbound trips). Over a 24-hour period, the Revised Project is expected to generate 2,425 inbound and 2,425 outbound trips. Thus, the Revised Project reduces total weekday AM and weekday PM peak hour trips by approximately 16% relative to the Previous Project. The Revised Project is expected to generate 424 vehicle trips (227 inbound trips and 197 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, the Revised Project is expected to generate 2,444 inbound and 2,443 outbound trips during a typical Saturday. Thus, the Revised Project reduces Saturday total peak hour trips by approximately 15% relative to the Previous Project.

Application of the City's threshold criteria to the "Future (2017) Cumulative With Proposed Project" scenario indicates that the Revised Project is expected to create a significant impact at 16 of the 56 study intersections during the weekday AM, weekday PM, and/or Saturday midday peak hours. Incremental but not significant impacts are noted at the remaining 40 study intersections. Thus, the changes proposed by the Applicant as part of the Revised Project would not change the number of significantly impacted intersections and all significant traffic impacts would be reduced to a less than significant level through the implementation of the required Mitigation Measures as set forth in the Final EIR.

In addition to its impact analysis using the lead agency's (City of Los Angeles) methodology and impact criteria, the Original Traffic Study also provided supplemental and voluntary analysis using other jurisdictions' methodology and significant impact thresholds. This analysis did not result in the identification of impacts that would be considered significant that had not already been identified using the City of Los Angeles' methodology. As discussed above, the Revised Project would result in fewer AM, PM, and Saturday trips than the Previous Project. Accordingly, a supplemental analysis using other jurisdictions' criteria would not be expected to result in different conclusions than the Original Traffic Study and is not necessary. At those intersections that continue to be significantly impacted by the Revised Project, the mitigation measures identified in the Final EIR continue to be necessary to reduce Project impacts to a less than significant level.

Existing southbound left-turn traffic from Western Avenue into Fitness Drive and westbound left-turn traffic from Fitness Drive onto Western Avenue could significantly benefit from the enhanced vehicular access proposed as part of the Project revisions. Therefore, to develop a conservative scenario for traffic analysis, all traffic from the aforementioned movements were shifted to corresponding movements at the Western Avenue/Avenida Aprenda-Southerly Access Road intersection during the weekday AM,

weekday PM, and the Saturday midday peak hours, even though it is very unlikely that all such movements would shift to this intersection.

Traffic impact analyses of the enhanced vehicular access traffic shift were prepared at the Avenida Aprenda-Southerly Project Access/Western Avenue intersection using the LADOT CMA methodology and application of the City of Los Angeles significant traffic impact criteria. The traffic impact analyses were prepared for the Future (2017) Cumulative With Project Alternative condition. As summarized in Appendix A, application of the City's threshold criteria to the "With Alternative" scenario indicates that the Project, including the proposed enhanced vehicular access connecting Fitness Drive through Seaport Homes to the Project Southerly Access Road, is expected to create incremental but not significant impacts at the Western Avenue/Avenida Aprenda-Southerly Access Road intersection during the weekday AM, weekday PM, and the Saturday midday peak hours.

Based on the analysis provided in the Traffic Study Addendum (see Appendix A) and summarized herein, it is concluded that new significant traffic and circulation impacts would not result from the changes in the Project proposed by the Applicant. Additionally, there will not be an increase in the severity of any of the significant traffic and circulation impacts identified in the Original Project Traffic Study, and the significant traffic impacts of the Revised Project will be reduced from the impacts of the Previous Project. The same Project Design Features and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Utilities and Service Systems

Water

The Revised Project will reduce water consumption as compared to the Previous Project due to the reduction in the number of residential units being proposed from 830 to a maximum of 700. The Water Supply Assessment (WSA) for the Original Project (1,135 units) concluded that the water demand generated by the Original Project falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through 2025, and within the water demand growth projected in the Los Angeles Department of Water and Power (LADWP)'s Year 2010 Urban Water Management Plan. Accordingly, it is concluded that significant new water utility impacts would not result from the changes proposed in the Project, and that new mitigation measures are not necessary with respect to water utility impacts as a result of changes proposed in the Project. The same Compliance Measures, Project Design Features, and Mitigation Measure identified in the Final EIR would also be implemented for the Revised Project.

Wastewater

The Revised Project will reduce wastewater generation as compared to the Previous Project due to the reduction in the number of residential units being proposed from 830 to a maximum of 700. Because sufficient wastewater treatment capacity at the TIWRP exists for the larger Previous Project wastewater generation, it can be reasonably concluded that sufficient treatment capacity for the reduced demand of

the Revised Project would also be available. Similarly, given that the total amount of wastewater generated by the Revised Project would be reduced, impacts with regard to wastewater conveyance would also be less than significant. Accordingly, it is concluded that significant new wastewater utility impacts would not result from the changes proposed in the Project, and that new mitigation measures are not necessary with respect to wastewater utility impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project.

Solid Waste

The Revised Project would entail the same demolition activities as the Previous Project, but less construction would occur. Thus, the Revised Project is expected to generate slightly less construction-related solid waste than the Previous Project. The Revised Project would reduce the amount of operational solid waste produced due to the reduction in the number of residential units being proposed. Accordingly, it is concluded that significant new solid waste impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to solid waste impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project.

Energy

The Revised Project will reduce electricity and natural gas consumption as compared to the Previous Project due to the reduction in the number of residential units being proposed from 830 to a maximum of 700. Accordingly, it is concluded that significant new energy consumption impacts would not result from the changes proposed in the Project, and that new mitigation measures are not necessary with respect to energy consumption impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project.

General Impact Categories

Summary of Significant Unavoidable Impacts

The reductions proposed by the Applicant reduce some of the impacts of the Project. Construction-related noise impacts, identified as significant unavoidable impacts in the Final EIR, would be slightly reduced but would remain significant and unavoidable. Operational air quality impacts would be slightly reduced but would remain significant and unavoidable. Exterior noise levels experienced at Project units on-site fronting Western Avenue would continue to be significant and unavoidable.

Significant Irreversible Environmental Changes

The reductions proposed by the Applicant would reduce the amount of development proposed but would not affect the Final EIR's analysis of the significant irreversible environmental changes of the Project.

Growth Inducing Impacts

The reductions proposed by the Applicant would reduce the amount of development proposed but would not affect the Final EIR's analysis of the growth inducing impacts of the Project.

Cumulative Impacts

The reductions proposed by the Applicant reduce the impacts of the Project. In no case do the reductions proposed by the Applicant introduce a new impact or increase the severity of a previously identified impact. The reductions proposed by the Applicant do not affect the cumulative project analysis of the Final EIR and they do not increase the Project's incremental contribution towards cumulative impacts identified in the Final EIR. Accordingly, it is concluded that significant new cumulative environmental impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to cumulative impacts as a result of changes proposed in the Project.

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MEMORANDUM

To:	Henry Chu City of Los Angeles	Date:	November 21, 2013
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	1-10-3861-1
Subject:	**Enhanced Vehicular Access Connecting Fitness Drive to Ponte Vista at San Pedro Southerly Access Road**		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a traffic assessment associated with the proposed enhanced vehicular access connecting Fitness Drive to the Ponte Vista at San Pedro Southerly Access Road.

Enhanced Vehicular Access Description

Fitness Drive is stop sign controlled at the Western Avenue intersection. Upon completion of the Project, enhanced vehicular access from the Seaport Homes community on Fitness Drive would be provided to the proposed Ponte Vista at San Pedro Southerly Access Road. The enhanced vehicular access will allow access from Seaport Homes to the Ponte Vista at San Pedro Southerly Access Road which intersects Western Avenue opposite Avenida Aprenda. The Western Avenue/Avenida Aprenda-Southerly Access Road intersection is signalized.

Enhanced Vehicular Access Traffic Shift

Existing southbound left-turn traffic from Western Avenue into Fitness Drive and westbound left-turn traffic from Fitness Drive onto Western Avenue could significantly benefit from the enhanced vehicular access. Therefore, to develop a "worse case", conservative scenario for traffic analysis, all traffic from the aforementioned movements were shifted to corresponding movements at the Western Avenue /Avenida Aprenda-Southerly Access Road intersection during the weekday AM, weekday PM, and the Saturday midday peak hours, even though it is very unlikely that all such movements would shift to this intersection.

Enhanced Vehicular Access Traffic Impact Analysis Using City of Los Angeles CMA Methodology

Traffic impact analyses of the enhanced vehicular access traffic shift were prepared at the Avenida Aprenda-South Access and Western Avenue intersection using the LADOT CMA methodology and application of the City of Los Angeles significant traffic impact criteria. The traffic impact analyses were prepared for the Future Cumulative With Project Alternative condition. Calculation worksheets for the traffic

analyses using the CMA methodology are included as ***Appendix A***. The traffic analysis is based on the 700-unit Alternative development for Ponte Vista recently approved by the City of Los Angeles Planning Commission.

Table 1 provides a summary of the traffic impact assessment prepared for the enhanced vehicular access traffic shift in the Future Cumulative With Project condition. As summarized in column [4] of *Table 1*, application of the City's threshold criteria to the "With Alternative" scenario indicates that the Ponte Vista Project including the proposed enhanced vehicular access connecting Fitness Drive through Seaport Homes to the Ponte Vista at San Pedro Southerly Access Road is expected to create incremental but not significant impacts at the Western Avenue /Avenida Aprenda-Southerly Access Road intersection during the weekday AM, weekday PM, and the Saturday midday peak hours.

cc: File

Table 1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FUTURE CONDITIONS - WEEKDAY AM AND PM AND WEEKEND PEAK HOURS
PROJECT ALTERNATIVE 700 DU

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING V/C	LOS	[2] YEAR 2017 W/ AMBIENT GROWTH V/C	LOS	[3] YEAR 2017 W/ RELATED PROJECTS V/C	LOS	[4] YEAR 2017 W/ ALT. PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
18	Western Avenue/	AM	0.759	C	0.819	D	0.849	D	0.790	C	-0.059	NO
	Avenida Aprenda-	PM	0.551	A	0.596	A	0.628	B	0.666	B	0.038	NO
	Southerly Access Road	SAT	0.425	A	0.462	A	0.483	A	0.524	A	0.041	NO

According to LADOT's "Traffic Study Policies and Procedures, " June 2009, page 16, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

APPENDIX A

CITY OF LOS ANGELES: *700 DU ALTERNATIVE*

- CMA AND LEVELS OF SERVICE EXPLANATION
- CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS AND SATURDAY MID-DAY PEAK HOUR

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Avenida Aprenda-Southerly Project Access

N-S St: Western Avenue
E-W St: Avenida Aprenda-Southerly Project Access
Project: Ponte Vista Project/1-103861-1
File Name: CMA18
Counts by: City Traffic Counters

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

Date: 11/19/2013
Date of Count: 2010
Projection Year: 2017

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	91	1	91	6	97	1	97	0	97	1	97	0	97	1	97	0	97	1	97
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1]	1667	1	834	117	1784	1	892	82	1866	1	933	-145	1721	2	630	0	1721	2	630
Comb. T-R		1	834			1	892			1	933			1	630			1	630
NB Right [2]	0	0	-	0	0	0	-	0	0	0	-	169	169	0	-	0	169	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left [2]	0	1	-	0	0	1	-	0	0	1	-	145	145	1	145	0	145	1	145
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	822	1	475	58	880	1	508	103	983	1	561	38	1021	1	580	0	1021	1	580
Comb. T-R		1	475			1	508			1	561			1	580			1	580
SB Right	128	0	-	9	137	0	-	2	139	0	-	0	139	0	-	0	139	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	333	0	-	23	356	0	-	4	360	0	-	0	360	0	-	0	360	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	455	0	0	0	487	0	0	0	491	2	2	0	493	0	2	0	493
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	122	0	-	9	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left [2]	0	0	-	0	0	0	-	0	0	0	-	67	67	0	-	0	67	0	-
Comb. L-T		0	-			0	-			0	-			1	73			1	73
WB Thru	0	0	-	0	0	0	-	0	0	0	-	6	6	0	-	0	6	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [2]	0	0	-	0	0	0	-	0	0	0	-	65	65	1	65	0	65	1	65
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	834			N-S:	892			N-S:	933			N-S:	775			N-S:	775
		E-W:	455			E-W:	487			E-W:	491			E-W:	560			E-W:	560
		SUM:	1289			SUM:	1379			SUM:	1424			SUM:	1335			SUM:	1335
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[3]	0.759			[3]	0.819			[3]	0.849			[3]	0.790			[3]	0.790
Level of Service:			C				D				D				C				C

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] The proposed third northbound through lane on Western Avenue merges after the Main Project Access.
[2] Includes existing Mary Star High School shifted from Western Avenue/John Montegomery Drive intersections to new project southerly driveway and Fitness Drive Traffic.
[3] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Avenida Aprenda-Southerly Project Access

N-S St: Western Avenue
E-W St: Avenida Aprenda-Southerly Project Access
Project: Ponte Vista Project/1-103861-1
File Name: CMA18
Counts by: City Traffic Counters

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

Date: 11/19/2013
Date of Count: 2010
Projection Year: 2017

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	55	1	55	4	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1]	1126	1	563	79	1205	1	602	83	1288	1	644	30	1318	2	461	0	1318	2	461
Comb. T-R		1	563			1	602			1	644			1	461			1	461
NB Right [2]	0	0	-	0	0	0	-	0	0	0	-	64	64	0	-	0	64	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left [2]	0	1	-	0	0	1	-	0	0	1	-	121	121	1	121	0	121	1	121
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1602	1	820	112	1714	1	877	89	1803	1	923	21	1824	1	934	0	1824	1	934
Comb. T-R		1	820			1	877			1	923			1	934			1	934
SB Right	38	0	-	3	41	0	-	3	44	0	-	0	44	0	-	0	44	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	63	0	-	4	67	0	-	2	69	0	-	0	69	0	-	0	69	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	101	0	0	0	108	0	0	0	110	6	6	0	116	0	6	0	116
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	38	0	-	3	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left [2]	0	0	-	0	0	0	-	0	0	0	-	40	40	0	-	0	40	0	-
Comb. L-T		0	-			0	-			0	-			1	43			1	43
WB Thru	0	0	-	0	0	0	-	0	0	0	-	3	3	0	-	0	3	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [2]	0	0	-	0	0	0	-	0	0	0	-	36	36	1	36	0	36	1	36
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	875			N-S:	936			N-S:	982			N-S:	993			N-S:	993
		E-W:	101			E-W:	108			E-W:	110			E-W:	156			E-W:	156
		SUM:	976			SUM:	1044			SUM:	1092			SUM:	1149			SUM:	1149
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[3]	0.551			[3]	0.596			[3]	0.628			[3]	0.666			[3]	0.666
Level of Service:			A				A				B				B				B

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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N-S St: Western Avenue
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Project: Ponte Vista Project/1-103861-1
File Name: CMA18
Counts by: City Traffic Counters

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

Date: 11/19/2013
Date of Count: 2010
Projection Year: 2017

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	75	1	75	5	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1]	1306	1	653	91	1397	1	699	53	1450	1	725	23	1473	2	507	0	1473	2	507
Comb. T-R		1	653			1	699			1	725			1	507			1	507
NB Right [2]	0	0	-	0	0	0	-	0	0	0	-	48	48	0	-	0	48	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left [2]	0	1	-	0	0	1	-	0	0	1	-	81	81	1	81	0	81	1	81
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1140	1	583	80	1220	1	624	62	1282	1	655	26	1308	1	668	0	1308	1	668
Comb. T-R		1	583			1	624			1	655			1	668			1	668
SB Right	26	0	-	2	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	72	0	-	5	77	0	-	0	77	0	-	0	77	0	-	0	77	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	130	0	0	0	139	0	0	0	139	5	5	0	144	0	5	0	144
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	58	0	-	4	62	0	-	0	62	0	-	0	62	0	-	0	62	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left [2]	0	0	-	0	0	0	-	0	0	0	-	43	43	0	-	0	43	0	-
Comb. L-T		0	-			0	-			0	-			1	47			1	47
WB Thru	0	0	-	0	0	0	-	0	0	0	-	4	4	0	-	0	4	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [2]	0	0	-	0	0	0	-	0	0	0	-	43	43	1	43	0	43	1	43
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	658			N-S:	704			N-S:	735			N-S:	748			N-S:	748
		E-W:	130			E-W:	139			E-W:	139			E-W:	187			E-W:	187
		SUM:	788			SUM:	843			SUM:	874			SUM:	935			SUM:	935
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[3]	0.425			[3]	0.462			[3]	0.483			[3]	0.524			[3]	0.524
Level of Service:			A				A				A				A				A

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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David P. Waite
310.284.2218
dwaite@coxcastle.com

November 21, 2013

File No. 067699

VIA EMAIL AND U.S. MAIL

Renee Dake Wilson, President
Los Angeles City Planning Commission
200 N. Spring Street
RM 395
c/o James K. Williams, Commission Executive Assistant
Los Angeles, CA 90012

Re: CPC-2012-2558-GPA-ZC-SP-CA
ENV-2005-4516-EIR
Ponte Vista - 26900 S. Western Avenue
November 14, 2013 Determination – No Appeal

Dear President Dake Wilson and Members of the City Planning Commission:

This office represents SFI Bridgeview, LLC, the applicant in the above-referenced project ("Ponte Vista" or the "Project").

The Project was before the City Planning Commission ("CPC") on November 14, 2013 (the "November 14th Hearing"). At the close of the November 14th Hearing, the CPC voted unanimously to recommend approval of the Project's various entitlements, including the Ponte Vista at San Pedro Specific Plan, General Plan Amendment, Zone Change and certification of the Project EIR. In its motion recommending approval of the Project, the CPC made some minor revisions to the Project. These Project revisions recommended by the CPC are acceptable to the applicant, and, as such, the applicant is not appealing any portion of the CPC's determination.

Per the Los Angeles Municipal Code, the requested General Plan Amendment automatically proceeds from the CPC to the Mayor's office for a Mayoral recommendation to City Council, regardless of the CPC's recommendation. LAMC §11.5.6 C and D. The Applicant-initiated Zone Change and Specific Plan requests automatically proceed from the CPC to City Council unless the CPC recommends denial of the requests in whole or in part. LAMC §12.32 D. If the CPC recommends denial in whole or in part, the applicant must appeal the denial to City Council for Council to consider the application. Given that the CPC recommended approval of the Project, there is no appeal, as the entire Project automatically proceeds to City Council.

To confirm there is no confusion about the status of the Project or the intentions of the applicant, we are providing this letter to make clear that the applicant is not appealing the CPC determination, and the entire Project should automatically proceed to the City Council.

Very truly yours,

David P. Waite

David P. Waite

DPW/amd
067699\5846893v2
cc: Michael Bostrom, Office of the City Attorney
Lisa Webber, Deputy Director of Planning
Henry Chu, City Planner, Major Projects