

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Executive Summary has been prepared according to the California Environmental Quality Act (CEQA) Guidelines Section 15123 for the City of Rolling Hills Estates (City) Program Environmental Impact Report (EIR) for the proposed General Plan Amendment and Zone Change for the Peninsula Village Overlay Zone. This EIR has been prepared by the City of Rolling Hills Estates to analyze the proposed project's potential impacts on the environment; to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts.

1.2 SUMMARY OF PROJECT DESCRIPTION

The project consists of the creation of a new Peninsula Village Overlay Zone within a portion of the City's main commercial core. The purpose of the overlay zone is to provide for development of a mixed-use village, encouraging a range of housing opportunities in conjunction with the existing and future commercial/office uses. The Peninsula Village Overlay Zone is planned to be a mixed-use urban village combining high-density residences, office/service developments, and retail uses in a pedestrian-oriented environment.

Four distinct Districts have been identified within the proposed Peninsula Village Overlay Zone (PVOZ) area according to topography, access, and existing land uses. These four Districts are described below.

Development District 1

District 1 is bounded by the City of Rancho Palos Verdes corporate boundary on the north and Little Silver Spur Road on the south. The area is relatively flat, with a slight rising slope from Crenshaw Boulevard westerly to Dry Bank Drive. Access is from Silver Spur Road, Beechgate Drive, and Dry Bank Drive. Current development consists of commercial retail businesses, restaurants, and office uses. The intent of this district is to provide for mixed uses, incorporating professional office and limited services on lower levels, with high-density residential uses (maximum 40 dwelling units per acre [du/ac]) above.

Development District 2

District 2 encompasses one city block and is occupied by the Town & Country Shopping Center, bordered by Silver Spur Road on the north, Deep Valley Drive on the east and south, and Roxcove Drive on the west. The intent of District 2 is to recognize the importance of and encourage the continued use of the district to serve regional shopping needs while providing the ability for

redevelopment, including mixed uses. Development within this district would remain commercial, and no residential uses are proposed.

Development District 3

District 3 encompasses properties fronting Deep Valley Drive on the south, Dry Bank Drive on the west, and Silver Spur Road on the north. District 3 also has two subareas, District 3-A and District 3-B, described below. The intent of District 3 is to reinforce and encourage the pedestrian character and scale of properties along Deep Valley Drive and promote development of a mixed-use character. These properties serve as the focal point for pedestrian activity and retail shopping in the Peninsula Village area. The pedestrian character and scale of these properties will promote a “village” atmosphere and activity through building orientation, height, design, and pedestrian-oriented signage. Maximum allowable residential development within this district is between 35 du/ac and 40 du/ac.

Development District 3-A. District 3-A encompasses two parcels north of Silver Spur Road and south of Little Silver Spur Road. District 3-A has a maximum building height of 44 feet and required front, side, and rear minimum setbacks of 8 feet. Maximum allowable residential development within this district is 35 du/ac.

Development District 3-B. District 3-B encompasses two parcels on the southwest corner of Deep Valley Drive and Dry Bank Drive north of Indian Peak Road. District 3-B has a maximum building height of 54 feet, and the maximum allowable residential development within this district is 40 du/ac.

Development District 4

District 4 encompasses properties adjacent to Indian Peak Road and Crenshaw Boulevard. The properties within this district are located on the southern hill’s ridge and slope severely down toward Deep Valley Drive. Access to this district is from Crenshaw Boulevard and Indian Peak Road. This district is developed with limited office uses but is mostly undeveloped due to limited access and steep topography. The intent of this district is to provide for clustered high-density residential development specifically suited for steep slopes and to maintain portions of natural hillsides. Residential development within this district would be allowed to a maximum density of 35 du/ac.

Public Facilities District

The Public Facilities District encompasses three public facilities located within the Peninsula Village Overlay Zone. These uses are the Peninsula Center Library located on Silver Spur Road, the U.S. Post Office on Deep Valley Drive, and Levitt Park on the corner of Silver Spur Road and Crenshaw Boulevard. No changes to these land uses are proposed.

Design Guidelines

Design Guidelines have been developed by City staff with input from the local residents and the community and will serve as a general guide for the development and remodeling of buildings located in the Peninsula Village area. The Design Guidelines are located in Appendix B of this document. The proposed Design Guidelines would establish minimum standards for future development within the proposed Overlay Zone that encourage compatibility of uses, heights, setbacks, proportions, landscaping, materials, etc., in the design of new development. The intent of the Guidelines is to offer recommended solutions as a guide to property owners, architects, and developers when designing their projects. The design guidelines are applicable to building renovations and construction of new development projects within the Overlay Zone that require, at a minimum, the approval of a Precise Plan of Design.

The Guidelines may be implemented with some flexibility in their application to specific projects because not all principles may be appropriate for each project. Additionally, certain tradeoffs may be necessary in order to maintain an appropriate balance between public and private interests. However, the Planning Commission and/or City Council will determine whether each development project is generally consistent with the Design Guidelines and the intent of the development district as described above before approving a project.

Streetscape Plan

The proposed Streetscape Plan identifies key areas in the proposed Overlay Zone where design treatments would collectively unify the proposed Overlay Zone. This Plan establishes both the detail of the materials within the area and the overall character of the development districts. The purpose of the proposed Streetscape Plan would be to clearly establish needed improvements to pedestrian facilities, way-finding opportunities, street-crossing treatment, sidewalk improvements, and other key elements that tie the districts together. Specific streetscape plan features and their proposed locations are located in Section 3.0, along with Figures 3.4 through 3.9, which depict the Streetscape Plan for the proposed project.

1.3 ALTERNATIVES

The following alternatives to the proposed project were selected for consideration, including the No Project Alternative and alternative development scenarios:

- Alternative 1: No Project/No Build Alternative
- Alternative 2: No Project/General Plan Alternative
- Alternative 3: Residential in District 2
- Alternative 4: Residential West of Dry Bank Drive
- Alternative 5: Reduced Project Alternative

The No Project/No Build Alternative is environmentally superior to the proposed project because there are no physical impacts that would result from implementation of this alternative. If there were no changes to the existing conditions on site, there would be no increase in traffic, noise,

construction, or operational air emissions, or additional population causing an impact to library services. The CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, “the EIR also identify an environmental superior alternative among the other alternatives” (CEQA Guidelines Section 15126.6[e][2]).

The Reduced Project Alternative is superior with regard to aesthetics, air quality, land use and planning, noise, population and housing, public services and utilities, recreation and open space, and traffic and circulation impacts. The Reduced Project Alternative would result in a reduction in traffic impacts and, in this regard, is superior to the proposed project, which would result in significant impacts at one intersection even after mitigation. The trip generation of the Reduced Project Alternative is less than the proposed project trip generation. The Reduced Project Alternative would not have any significantly impacted intersections compared with the proposed project. All study area intersections would operate with an improved or equivalent level of service with implementation of the Reduced Project Alternative compared with the proposed project.

Other impacts associated with the proposed project would not be reduced with alternative development scenarios. For example, short-term air quality and hazardous impacts as a result of demolition and grading would not vary substantially under any of the build alternatives. Similar impacts would occur for the entire build alternative with regard to biological resources, cultural resources, geology and soils, hazards, and hydrology.

The alternatives analysis is described in greater detail in Chapter 5.0, Alternatives.

1.4 AREAS OF CONTROVERSY

Pursuant to Section 15123 of the State CEQA Guidelines, an EIR shall identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. Comments on the Notice of Preparation (NOP) from agencies and the public were received by the lead agency and are located in Appendix A of this PEIR. Concerns raised by agencies and the public include the following. Each of these issues is addressed in Section 4.0 of this PEIR.

- Increase in density
- Increase in traffic, noise, and air pollution
- Adequacies of public services such as fire, schools, and library services
- Slope stability
- Nighttime lighting
- Construction site security

1.5 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The proposed project will result in significant unavoidable adverse impacts related to air quality, library services, and traffic and circulation. Chapter 8.0 provides a detailed summary of the impacts that are considered significant and unavoidable after all mitigation is applied. These impacts are also described in detail in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, and

Impacts and Mitigation Measures. A brief description of each significant unavoidable impact is provided below.

Air Quality

Short-Term Cumulative Air Quality. The proposed project would temporarily contribute criteria pollutants to the area during project construction. A number of individual projects in the vicinity may be under construction simultaneously with a project within the PVOZ. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction may result in substantial short-term increases in air pollutants. The proposed overlay emissions, when considered in light of other projects under construction, would contribute to a significant short-term cumulative air quality impact.

Long-Term Regional Air Quality. Development associated with implementation of the proposed PVOZ would result in an overall increase in stationary and mobile source emissions in the City that would exceed the SCAQMD daily thresholds for the project area because it would result in more emissions from building equipment as well as vehicle trips associated with people living in and visiting the area. Air quality calculations considered build out of the PVOZ by 2025. Emissions for land uses under the proposed overlay would exceed the South Coast Air Quality Management District (SCAQMD) daily emissions thresholds for all criteria pollutants except SO_x even with mitigation incorporated.

Cumulative Regional Air Quality. The South Coast Air Basin (Basin) is in nonattainment for PM₁₀, PM_{2.5}, and O₃ at the present time. The proposed project, in conjunction with other planned developments in the area, would contribute to the existing nonattainment status in the Basin. Therefore, the proposed project would exacerbate nonattainment of ambient air quality standards (AAQS) in the Basin and contribute to significant cumulative long-term air quality impacts.

Transportation and Circulation

The following project intersection impact cannot be mitigated. Therefore, this project impact remains significant and adverse.

Weekday Peak Hour

- **Hawthorne Boulevard/PCH:** Feasible improvements have been identified that would reduce the project's impact to a less than significant level. However, because improvements to this intersection are under the control of the City of Torrance and Caltrans, the impact at this intersection would remain significant.

Cumulative Weekday Peak Hour

In 2025, the Hawthorne Boulevard/PCH intersection would be significantly impacted due to planned growth in the area even without the project. The project would contribute to the

significant cumulative impacts at this intersection. For the reason cited above, this impact would remain significant and adverse.

1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A identifies the project environmental impacts, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. The table also identifies cumulative impacts resulting from maximum build out of the proposed project in conjunction with the approved and pending cumulative projects. Environmental topics addressed in this EIR include: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Environmental Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services and Utilities, and Transportation and Circulation.

Refer to Section 2.4 of this EIR for a discussion of additional effects found not to be significant through preliminary analysis and the scoping process.

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
|---|---|--|
| 4.1: AESTHETICS | | |
| The proposed project would not result in any potentially significant impacts related to aesthetics, and no mitigation measures are necessary. | | |
| 4.2: AIR QUALITY | | |
| Impacts to sensitive receptors in the project vicinity from potential fugitive dust emissions associated with construction of individual projects within the PVOZ | <p>4.2-1 Prior to issuance of a grading permit for any development within the PVOZ, the project applicant shall submit grading plans and contractor agreements that list SCAQMD Rules 402 and 402 requirements for review and approval by the City Building Official. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below.</p> <p>The applicable Rule 403 measures are as follows:</p> <ul style="list-style-type: none"> • Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). • Water active sites at least twice daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving. • Cover or maintain at least two feet of freeboard on all trucks hauling dirt, sand, soil, or other loose materials in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and top of the trailer). • Pave construction access roads at least 100 feet onto the site from the main road. • Reduce traffic speeds on all unpaved roads to 15 mph or less. | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| <p>Impacts to sensitive receptors in the project vicinity from potential fugitive dust emissions associated with construction of individual projects within the PVOZ</p> | <p>4.2-2 Prior to issuance of a grading permit for any development within the PVOZ, the project applicant shall submit grading plans and contractor agreements that list dust suppression measures in the SCAQMD <i>CEQA Air Quality Handbook</i> during project grading and construction. The applicant shall be responsible for the implementation of the following dust suppression measures:</p> <ul style="list-style-type: none"> • Revegetate disturbed areas as quickly as possible. • Suspend excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. • Sweep streets once per day if visible soil materials are carried to adjacent streets (water sweepers with reclaimed water are recommended). • Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip. • Minimize the area disturbed by clearing, grading, earthmoving, or excavation operations at all times. • During clearing, grading, earthmoving, excavation, or transportation of cut-and-fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease. • During construction, water trucks or sprinkler systems shall be used to keep all areas subject to vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the late morning, after work is completed for the day, and whenever winds exceed 15 mph. • Immediately after clearing, grading, earthmoving, or excavation is completed, the entire area of disturbed soil shall be treated until the area is paved or otherwise developed so that dust generation will not occur. • Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. • Trucks transporting soil, sand, cut-and-fill materials, and/or construction debris to or from the site shall be tarped or maintain 6 inches of freeboard from the point of origin. | <p>Less than significant</p> |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| Impacts to air quality from construction-related vehicles and equipment | 4.2-3 Prior to issuance of a grading permit for any development within the PVOZ, the project applicant shall submit grading plans and contractor agreements to the City Building Official for review and approval that indicate that construction equipment used on site have low-emission factors and high energy efficiency and that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications. | Less than significant |
| Impacts to air quality from construction-related vehicles and equipment | 4.2-4 Prior to issuance of a grading permit for any development within the PVOZ, the project applicant shall submit grading plans and contractor agreements to the City Building Official for review and approval that include statements that: (1) work crews will shut off equipment when not in use; (2) during smog season (May through October), the overall length of the construction period will be extended to minimize the occurrence of vehicles and equipment operating at the same time and thereby decreasing the size of the area prepared each day; and (3) the construction contractors will time construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through-traffic lanes adjacent to the site. If necessary, a flagperson shall be retained to maintain safety adjacent to existing roads. The construction contractors shall also support and encourage ridesharing and transit incentives for their construction crews. | Less than significant |
| Impacts resulting from application of architectural coatings | 4.2-5 Prior to issuance of a grading permit for any development within the PVOZ, the project applicant shall submit grading plans and contractor agreements to the City Building Official for review and approval that include a statement that the project will comply with SCAQMD rules and regulations regarding the use of architectural coatings. | Less than significant |
| Cumulative air quality impacts from fugitive dust and pollutant emissions | Mitigation Measures 4.2-1 through 4.2-5 | Significant and unavoidable |
| Long-term project regional air quality impacts | 4.2-6 Prior to issuance of a grading permit for any development within the PVOZ, the project applicant shall submit construction plans and contractor agreements to the City Building Official for review and approval that include a statement that buildings will comply with Title 24 of the California Code of Regulations regarding energy conservation standards. The following measures shall be incorporated into project building plans, where feasible: <ul style="list-style-type: none"> • Trees will be planted to provide shade and shadow to buildings. • Solar or low-emission water heaters shall be used with combined space/water heater units. | Significant and unavoidable |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| | <ul style="list-style-type: none"> • Double-paned glass or window treatment for energy conservation shall be used in all exterior windows. • Buildings shall be oriented north/south where feasible. | |
| Cumulative long-term regional air quality impacts | Mitigation Measure 4.2-6 | Significant and unavoidable |
| 4.3: BIOLOGICAL RESOURCES | | |
| Potential biological impacts to sensitive natural communities, and species within the City's Ecological Overlay Zone | 4.3-1 Prior to approval of any development or issuance of a grading or building permit within the Ecological Overlay Zone, the project applicant shall provide a biological resources evaluation documenting the existing site conditions, potential presence, absences of sensitive natural communities, species, and mitigation (as appropriate), and compliance within the guidelines in the Conservation Element of the General Plan with respect to this zone. The evaluation shall be prepared by a qualified biologist and reviewed and approved by the Planning Director or designee. | Less than significant |
| 4.4: CULTURAL AND PALEONTOLOGICAL RESOURCES | | |
| Impacts to unknown subsurface archaeological resources resulting from construction earth-movement activities | 4.4-1 Prior to issuance of a grading permit for a project within the Peninsula Overlay Zone, the City Engineer shall verify that the applicant has contracted with a certified archaeologist to monitor all trenching and excavation activities. Should any archaeological resources be identified during the grading, trenching, or excavation, the certified archaeologist shall (1) ascertain the significance of the resource; (2) establish protocol with the City to protect such resources; (3) ascertain the presence of additional resources; and (4) provide additional monitoring of the site, if deemed appropriate. Upon completion of the project grading, the qualified archaeologist shall submit a follow-up report to the City Planning Department. This report shall provide adequate documentation of any resources found within the project area and shall follow guidelines presented in the Office of Historic Preservation "Archaeological Resource Management Reports (ARMR): Recommended Contents and Format" Preservation Planning Bulletin. | Less than significant |
| Impacts to unknown subsurface archaeological resources resulting from construction earth-movement activities | 4.4-2 If human remains are encountered during construction of a project within the Peninsula Overlay Zone, the contractor shall notify the County Coroner of the find immediately. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be prehistoric, the Coroner is required to notify the Native American Heritage Commission (NAHC), which | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| | will determine and notify a Most Likely Descendant (MLD). With the permission of the owner of the land or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. | |
| Impacts to historical resources from development/redevelopment activities | 4.4-3 Prior to approval of a project within the Peninsula Village Overlay Zone, a qualified architectural historian shall be retained by the project applicant to conduct a Historical Resources Assessment to evaluate architectural resources within the project for listing in the National Register and the California Register and for local significance. Any architectural resources that are identified will be photographed, documented, and evaluated on a Department of Parks and Recreation (DPR) Primary Record form (DPR 523A), a Building, Structure, and Object Record form (DPR 523B), and a Location Map (DPR 523J). The assessment shall be reviewed and approved by the Planning Director or designee and minimization or avoidance measures incorporated in the CEQA documentation for that project. | Less than significant |
| Impacts to paleontological resources during excavation activities | 4.4-4 As part of the environmental review for each individual future project, a qualified paleontologist shall be retained by the project applicant to evaluate the project's potential to encounter paleontological resources. The paleontological assessment shall be viewed and approved by the Planning Director, and any minimization and/or avoidance measures identified in the assessment shall be incorporated in the CEQA documentation for the project and/or project conditions of approval. | Less than significant |
| Impacts to paleontological resources during excavation activities | 4.4-5 Prior to issuance of a grading permit for a project within the Peninsula Overlay Zone, the City Engineer shall review and approve a Paleontological Resources Impact Mitigation Program (PRIMP). The PRIMP shall be prepared and implemented to mitigate potential impacts to paleontological resources that may be present on the surface and to depth within the Monterey Formation or at depths below 10 feet within alluvial or colluvial sediments. The PRIMP shall contain the components listed below. <ul style="list-style-type: none"> • A preconstruction field assessment shall be conducted to locate fossils at surface exposures. Salvage of fossils from known localities, including processing standard samples of matrix for the recovery of small vertebrate fossils, must be accomplished prior to excavation. • Monitoring of excavation activities by a qualified paleontological monitor | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| | <p>will be conducted in areas identified as likely to contain paleontological resources. The monitor should be equipped to salvage fossils and/or matrix samples as they are unearthed in order to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment in the area of the find in order to allow removal of abundant or large specimens.</p> <ul style="list-style-type: none"> • Because the underlying sediments may contain abundant fossil remains that can only be recovered by a screening and picking matrix, it is recommended that these sediments occasionally be spot screened through one-eighth- to one-twentieth-inch mesh screens to determine whether microfossils exist. If microfossils are encountered, additional sediment samples (up to 6,000 pounds) shall be collected and processed through one-twentieth-inch mesh screens to recover additional fossils. • A section that discusses preparation of any recovered specimens to a point of identification and permanent preservation. This includes the washing and picking of mass samples to recover small invertebrate and vertebrate fossils and the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the storage cost for the developer. • A section should be included that discusses the identification and curation of specimens into a museum repository with permanent retrievable storage. • A report of findings with an appended itemized inventory of specimens shall be prepared after the completion of grading. | |
| 4.5: GEOLOGY AND SOILS | | |
| Site preparation impacts | <p>4.5-1 Prior to approval of any future projects within the Peninsula Village Overlay Zone, a Preliminary Geotechnical Report shall be prepared as part of the project approval process to establish the on-site and off-site geological soils conditions. The geotechnical study must also evaluate potential geologic/soils constraints and impacts on site and to off-site properties and identifies appropriate mitigation measures to be incorporated into the design of the project. The Preliminary Geotechnical Report shall be prepared by a registered geotechnical engineer and shall be reviewed and approved by the City or Engineer or his designee.</p> | Less than significant |
| Soil stability impacts | <p>4.5-2 Prior to issuance of any building permits for projects within the Peninsula Village Overlay Zone, a detailed Geotechnical Site Investigation shall be conducted. These investigations shall evaluate liquefaction potential, lateral</p> | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| | <p>spreading hazards, landslide potential, soil expansiveness, and other soil constraints and shall determine appropriate design consistent with the most current California Building Code. A corrosion engineer shall design measures for corrosion protection. Site-specific final design evaluation and grading plan review shall be performed by the project geotechnical consultant prior to the start of grading to verify that recommendations developed during the geotechnical design process are appropriately incorporated into the project plan. Design and grading construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final report, subject to review by the City Engineer or designee, prior to issuance of grading permits.</p> | |
| Seismic design impacts | <p>4.5-3 Prior to the issuance of building permits, the City of Rolling Hills Estates Building Official (or designee) and the City of Rolling Hills Estates Engineer or designee shall review and approve final design plans to ensure that earthquake-resistant design has been incorporated into final site drawings in accordance with the most current California Building Code and the recommended seismic design parameters of the Structural Engineers Association of California for each proposed project within the PVOZ. Ultimate site seismic design acceleration shall be determined by the project structural engineer during the project design phase.</p> | Less than significant |
| 4.6: HAZARDS AND HAZARDOUS MATERIALS | | |
| Wildland fire impacts | <p>4.6-1 Prior to approval of any new project or issuance of grading or building permits for existing structures, each applicant for a project within the Peninsula Overlay Zone shall:</p> <ul style="list-style-type: none"> • Undergo a preliminary environmental assessment to determine the nature of additional study required with respect to fire hazards • Provide an evaluation of wildfire risk by a knowledgeable professional to determine the nature and extent of risk. Evidence of any required mitigation monitoring shall be submitted to the City Planning Department and County Fire Department for review and approval. | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| Hazardous materials impacts | <p>4.6-2 Prior to approval of any new project, or issuance of grading or building permits for existing structures, each applicant for a project within the Peninsula Overlay Zone shall retain an environmental professional to conduct a Phase I Environmental Site Assessment in accordance with current USEPA standards to determine whether disturbance of existing structures would release hazardous materials into the environment. Structures shall be surveyed for asbestos, lead-based paint, PCBs, and other common hazardous materials prior to renovation or demolition activities by qualified environmental professionals. The applicant shall comply with all applicable existing local, State, and federally mandated site assessment, remediation, removal, and disposal requirements for, but not limited to, soil, surface water, groundwater contamination, asbestos, LBP, and PCBs. The Phase I assessment shall be provided to the Planning Director for his/her review and approval.</p> | Less than significant |
| 4.7: HYDROLOGY AND WATER QUALITY | | |
| Water quality impacts during construction | <p>4.7-1 Prior to issuance of a grading permit for any project within the Peninsula Overlay Zone, the City Building Official shall ensure that construction plans for the project include features meeting the applicable construction activity best management practices (BMPs) and erosion and sediment control BMPs published in the <i>California Stormwater BMP Handbook—Construction Activity</i> or equivalent. The construction contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) or Erosion Control Plan (ECP) to the City Building Official, as applicable that includes the BMP types listed in the handbook that are appropriate to the proposed project. The SWPPP or ECP shall be prepared by a registered civil engineer. The SWPPP or ECP shall reduce the discharge of pollutants to the maximum extent practicable using BMPs, control techniques and systems, design and engineering methods, and such other provisions as appropriate. A copy of the SWPPP or ECP shall be kept at the project site.</p> <p>For projects that shall disturb one acre or more of soil, the construction contractor shall provide a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board (SWRCB) and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) number to the City Building Official.</p> | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| Water quality impacts during operation | 4.7-2 Prior to issuance of a building permit for any priority project within the Peninsula Overlay Zone, the project applicant shall provide the City Building Official with a storm water management plan that meets SUSMP requirements for review and approval. The storm water management plan shall identify all of the nonstructural and structural BMPs that shall be implemented as part of the project in order to reduce impacts to water quality to the maximum extent practicable by addressing typical land use pollutants and pollutants that have impaired the Machado Lake Watershed. | Less than significant |
| Water quality impacts during operation | 4.7-3 Prior to issuance of a building permit for any priority project within the Peninsula Overlay Zone, the project applicant shall provide the City Building Official with a BMP maintenance plan, consistent with SUSMP requirements, for review and approval. This plan shall include a statement from the applicant accepting responsibility for all Structural and Treatment Control BMP maintenance until the time the property is transferred. All future transfers of the property to a private or public owner shall have conditions requiring the recipient to assume responsibility for the maintenance of any structural or Treatment Control BMP. The condition of transfer shall include a provision requiring the property owner to conduct a maintenance inspection at least once a year and retain proof of inspection. In addition, educational materials indicating locations of storm water facilities and how maintenance can be performed shall accompany first deed transfers. | Less than significant |
| Drainage impacts during operation | 4.7-4 Prior to issuance of a building permit for any project within the Peninsula Overlay Zone, the project applicant shall submit a final drainage plan to the City Building Official for review and approval. The drainage plan shall include any on-site structures and/or modifications of existing drainage facilities necessary to accommodate increased runoff resulting from the proposed project and shall indicate project contributions to the regional storm water drainage system. The drainage plan shall show all structural BMPs consistent with the project storm water management plan. | Less than significant |
| 4.8: LAND USE | | |
| The proposed project would not result in any potentially significant impacts related to land use and no mitigation measures are necessary. | | |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| 4.9: NOISE | | |
| Noise impacts during operation | <p>4.9-1 Site-specific acoustical analyses shall be required prior to constructing sensitive outdoor land uses within the following areas:</p> <ul style="list-style-type: none"> • Within 114 feet of the Silver Spur Road centerline • Within 111 feet of the Crenshaw Boulevard centerline <p>Site-specific acoustical analyses shall be required prior to constructing sensitive indoor land uses within the following areas:</p> <ul style="list-style-type: none"> • Within 382 feet of the Silver Spur Road centerline • Within 371 feet of the Crenshaw Boulevard centerline • Within 144 feet of the Indian Peak Road centerline • Within 114 feet of the Deep Valley Drive centerline • Within 103 feet of the Dry Bank Drive centerline | Less than significant |
| Noise impacts during operation | <p>4.9-2 A site-specific acoustical analysis shall be required if sensitive land uses such as the proposed residences are sited within 280 feet of loading/unloading areas within 126 feet of commercial HVAC equipment.</p> | Less than significant |
| Noise impacts during construction | <p>4.9-3 Construction will be limited to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturdays. In accordance with the City of Rolling Hills standards, no construction activities are permitted outside of these hours, and no construction is permitted on Sundays or federal holidays without a special work permit. At the time of plan check, prior to issuance of grading and building permits, the Planning Department shall verify that construction hour limitations are noted on building and grading plans.</p> | Less than significant |
| 4.10: POPULATION AND HOUSING | | |
| Population increase impacts | <p>4.10-1 Subsequent to approval of the proposed project, the Planning Director shall coordinate with SCAG to revise its growth projections for the City, particularly pertaining to the SCAG Compass Blueprint Priority Areas.</p> | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| 4.11: PUBLIC SERVICES AND UTILITIES | | |
| Security impacts during construction | 4.11-1 Prior to issuance of grading or building permits for any project within the Peninsula Village Overlay Zone, the applicant shall provide a Construction Site Security Plan to ensure that adequate security measures are provided to limit the potential for theft, vandalism, or other criminal activities during construction, the Plan shall be submitted for approval by the Planning Director. The Security Plan shall include, but is not limited to, appropriate fencing, safety lighting, on-site security, alarm system, and locking mechanisms for equipment and storage units. | Less than significant |
| Transit access impacts during operation | 4.11-2 Prior to the approval of any new development adjacent to the existing bus stop on Deep Valley Drive and Peninsula Center Library, the project applicant shall provide evidence to the Public Works Director that the bus stop parking spaces have been retained or that a suitable alternative configuration acceptable to PVTD has been identified. The bus stop shall be identified on the project plans. | Less than significant |
| Transit capacity impacts during operation | 4.11-3 Prior to the approval of any new development within the Peninsula Village Overlay Zone, the applicant shall consult with the Palos Verdes Peninsula Transit Authority to determine whether public transit facilities would be impacted during construction or operation of the development. If transit facilities are impacted the applicant shall coordinate with PVPTA regarding appropriate measures such as relocation or replacement of facilities and evidence of this coordination with and approval by PVPTA shall be provided to the Planning Director. If developer fees are necessary, the developer will submit payment to the Palos Verdes Peninsula Transit Authority. If relocation of transit services is necessary, the developer will coordinate appropriate relocation measures with the Palos Verdes Peninsula Transit Authority. Evidence of the transit capacity analysis, payment of appropriate fees, or relocation of transit services, shall be provided to the Public Works Director for review. | Less than significant |
| Sewer capacity impacts during operation | 4.11-4 Prior to the approval of any development within the Peninsula Village Overlay Zone the applicant shall consult with the County Sanitation Districts of Los Angeles County to confirm available trunk sewer capacity exists to serve the project. If developer fees are necessary, the developer will submit payment to the County Sanitation Districts of Los Angeles County. Evidence of the sewer capacity analysis and payment of appropriate fees shall be provided to the Public Works Director for review. | Less than significant |
| Solid waste impacts during operation | 4.11-5 A Solid Waste Management Plan for any future construction activities of new development within the proposed Peninsula Village Overlay Zone shall be developed and submitted to the Public Works Director for review and approval prior to the issuance of grading or building permits. Each plan shall identify | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| | <p>methods to promote recycling and reuse of construction materials as well as safe disposal consistent with the policies and programs outlined by the CIWMB. Each plan shall identify methods of incorporating storage and collection of recyclables as well as source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and AB 939.</p> | |
| Solid waste impacts during operation | <p>4.11-6 For any future development within the proposed Peninsula Village Overlay Zone, prior to issuance of building permits, the applicant shall provide evidence to the Public Works Director that adequate storage space for the collection and loading of recyclable materials has been included in the design of buildings as well as waste collection points throughout the project site to encourage recycling.</p> | Less than significant |
| Library services impacts during operation | <p>4.11-7 Prior to approval of any development within the PVOZ, the project applicant shall provide evidence to the Planning Director of coordination with the PVLDD regarding potential demand for library services and appropriate measures to address this demand. Measures may include provision of additional storage space for inventory, library equipment, or materials.</p> | Less than significant |
| Teen annex impacts during operation | <p>4.11-8 Prior to issuance of any building permits for any redevelopment project in The Village Shopping Center, the applicant shall coordinate with the PVLDD to find an adequate site to relocate the Teen Annex. Evidence of this coordination shall be provided to the Planning Director.</p> | Less than significant |
| 4.12: RECREATION AND OPEN SPACE | | |
| Impacts to parks | <p>4.12-1 Prior to issuance of a building permit for any project within the Peninsula Village Overlay Zone, the Planning Director shall review the site plan and require land dedication or the appropriate in-lieu-of fees required by Section 16.08 of the Municipal Code.</p> | Less than significant |
| 4.13: TRANSPORTATION AND CIRCULATION | | |
| Impacts to unsignalized intersections | <p>4.13-1 Traffic Signals. Prior to the completion of CEQA compliance for individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required or establish fair-share contributions. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine whether traffic volumes warrant the construction of traffic signals at the intersections of Roxcove Drive/Silver Spur Road, Deep Valley Drive/Silver Spur Road, and Silver Spur Road/Palos Verdes Drive North or establish the project's fair-share contribution to a future signal warrant. Once traffic volumes meet the peak-hour signal warrant, the project applicant or the City shall install traffic signals at the</p> | Less than significant |

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| Traffic safety impacts during construction | <p>applicable intersections.</p> <p>4.13-2 Construction Traffic Safety. Prior to the issuance of grading permits for individual development projects within the PVOZ, the applicant shall provide a construction traffic management plan that addresses truck and emergency access routes, parking areas, and equipment storage area. The City Traffic Engineer shall review the plan for consistency with the City’s Municipal Code and shall approve the plan.</p> | Less than significant |
| Parking and circulation impacts during operation | <p>4.13-3 Parking and Circulation. Prior to the approval of individual development projects within the PVOZ, the applicant shall provide a project-specific parking and circulation analysis that identifies parking requirements and any needed circulation improvements to ensure traffic safety. The parking analysis shall be consistent with the existing reciprocal parking agreement between the Palos Verdes Library District, the Village Shopping Center, and the City of Rolling Hills Estates. The City Traffic Engineer shall review the analysis for consistency with the City’s Zoning Code and Standard Design Plans and shall approve the analysis.</p> | Less than significant |
| Level of service impacts at Crenshaw Boulevard/Silver Spur Road | <p>4.13-4 Crenshaw Boulevard/Silver Spur Road. Prior to the approval of individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required or establish fair-share contributions. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine whether traffic volumes warrant improvements to the intersection of Crenshaw Boulevard/Silver Spur Road or establish the project’s fair-share contribution to the improvements. If so, the applicant or the City shall restripe the second through lane to a shared through and right-turn lane on the southbound approach on Crenshaw Boulevard.</p> | Less than significant |
| Level of service impacts at Silver Spur Road/Hawthorne Boulevard | <p>4.13-5 Silver Spur Road/Hawthorne Boulevard. Prior to approval of individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required or establish fair-share contributions. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine whether traffic volumes warrant improvements to the intersection of Silver Spur Road/Hawthorne Boulevard or establish the project’s fair-share contribution to the improvements. If so, the applicant or the City shall:</p> <ul style="list-style-type: none"> • Add a second (dual) left-turn lane and a right-turn lane on the westbound approach on Silver Spur Road. This would require restriping the existing and proposed lanes to the following dimensions: 10-foot-wide left-turn | Less than significant |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| | <p>lanes; 11-foot-wide inside through lanes (approach and return lanes); and 12-foot-wide outside through lanes (approach and return lanes).</p> <ul style="list-style-type: none"> • Add a second (dual) left-turn lane and restripe the right-turn lane to a shared through and right-turn lane on the northbound approach on Hawthorne Boulevard. This would require removal of on-street parking along Hawthorne Boulevard on the northbound approach and departure lanes. • Add a second (dual) left-turn lane on the southbound approach on Hawthorne Boulevard. This would require removal of the existing raised median and restriping the northbound return lanes on Hawthorne Boulevard. | |
| <p>Level of service impacts at Silver Spur Road/Palos Verdes Drive North</p> | <p>4.13-6 Silver Spur Road/Palos Verdes Drive North. Prior to the approval of individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required or establish fair-share contributions. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine whether traffic volumes warrant improvements to the intersection of Silver Spur Road/Palos Verdes Drive North or establish a fair-share contribution to the improvements. If so, the applicant or the City shall:</p> <ul style="list-style-type: none"> • Convert the existing right-turn lane to a free right-turn lane on the northbound approach on Silver Spur Road. • Restripe the shared through and left-turn lane to an exclusive left-turn lane; add a through lane; and convert the existing right-turn lane to a free right-turn lane on the eastbound approach on Palos Verdes Drive North. | <p>Less than significant</p> |
| <p>Level of service impacts at Hawthorne Boulevard/Palos Verdes Drive North</p> | <p>4.13-7 Hawthorne Boulevard/Palos Verdes Drive North. Prior to the approval of individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required or establish fair-share contributions. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine whether traffic volumes warrant improvements to the intersection of Hawthorne Boulevard/Palos Verdes Drive North or establish a fair-share contribution to the improvements. If so, the applicant or the City shall:</p> <ul style="list-style-type: none"> • Add a second (dual) left-turn lane on the southbound approach on Hawthorne Boulevard. | <p>Less than significant</p> |

| Potential Environmental Effect | Mitigation Measure | Level of Significance After Mitigation |
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| | <ul style="list-style-type: none"> • Add a second (dual) left-turn lane and restripe the right-turn lane to a shared through and right-turn lane on the westbound approach on Palos Verdes Drive North. • Restripe the shared through and left-turn lane to a left-turn lane and add another through lane on the eastbound approach on Palos Verdes Drive North. | |
| Level of service impacts at Crenshaw Boulevard/Palos Verdes Drive North | <p>4.13-8 Crenshaw Boulevard/Palos Verdes Drive North. Prior to the approval of individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required or establish fair-share contributions. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine whether traffic volumes warrant improvements to the intersection of Crenshaw Boulevard/Palos Verdes Drive North or establish a fair-share contribution to the improvements. If so, the applicant or the City shall:</p> <ul style="list-style-type: none"> • Restripe the No. 2 northbound through lane on Crenshaw Boulevard to a shared through and right-turn lane and provide right turn overlap phasing. • Restripe the right-turn lane to a shared through and right-turn lane on the southbound approach on Crenshaw Boulevard; and provide a third return lane on the other side of the intersection that will merge back to two lanes. | Less than significant |
| Level of service impacts at Palos Verdes Drive East/Palos Verdes Drive North | <p>4.13-9 Palos Verdes Drive East/Palos Verdes Drive North. Prior to the approval of individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required or establish fair-share contributions. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine if traffic volumes warrant improvements to the intersection of Palos Verde Drive East/Palos Verdes Drive North or establish a fair-share contribution to the improvements. If so, the applicant or the City shall add a right turn overlap in the southbound direction and prohibit U-turns in both the eastbound and westbound directions.</p> | Less than significant |
| Level of service impacts at Rolling Hills Road/Palos Verdes Drive North | <p>4.13-10 Rolling Hills Road/Palos Verdes Drive North. Prior to the approval of individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required or establish a fair-share contribution. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine whether traffic volumes warrant improvements to the intersection of</p> | Less than significant |

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| | <p>Rolling Hills Road/Palos Verdes Drive North or establish a fair-share contribution for these improvements. If so, the applicant or the City shall restripe the right-turn lane to a shared through and right-turn lane on both eastbound and westbound approaches on Palos Verdes Drive North. This measure would add capacity to the intersection only, and the second through lanes would merge back to one lane on both approaches. In addition, merge lanes already exist on both east- and westbound return lanes. The applicant or the City shall also coordinate the traffic signal with Crenshaw Boulevard/Palos Verdes Drive North and Palos Verdes Drive East/Palos Verdes Drive North to ensure efficient traffic operations at this signal.</p> | |
| <p>Level of service impacts at Hawthorne Boulevard/Pacific Coast Highway</p> | <p>4.13-11 Hawthorne Boulevard/Pacific Coast Highway. Prior to the approval of individual development projects within the PVOZ, the City Traffic Engineer shall review individual project descriptions to determine the extent of traffic analysis required. The City Traffic Engineer shall review traffic analyses prepared by project applicants to determine whether traffic volumes warrant improvements to the intersection of Hawthorne Boulevard/Pacific Coast Highway. A fair-share contribution for individual development impacts to this intersection shall be collected by the City and submitted to the lead agency for future improvements at this intersection. The lead agency will be the City of Torrance, Caltrans, or the South Bay Council of Governments. The Proposed Overlay would contribute 28.8 percent of the “new” traffic at the intersection in 2025.</p> | <p>Significant and unavoidable</p> |