



Staff Report

City of Rolling Hills Estates

DATE: MAY 8, 2007

TO: MAYOR AND CITY COUNCIL

FROM: NIKI CUTLER, SENIOR PLANNER

SUBJECT: PENINSULA VILLAGE – SUMMARY OF ADDITIONAL TRAFFIC ENGINEERING ANALYSIS AND STAFF RECOMMENDATIONS

OVERVIEW

The purpose of this report is to provide a summary of additional traffic engineering analysis and staff recommendations related to the Peninsula Village project.

BACKGROUND

The Peninsula Village Draft Program Environmental Impact Report (Draft PEIR) analyzes potential impacts of the proposed project using the Institute of Transportation Engineers (ITE) trip generation rates for high-rise residential condominiums. At the Policy Development Session, the City Council directed staff to pursue additional traffic analysis of the proposed Peninsula Village project using the Los Angeles County condominium trip generation rate. Staff contracted with DKS Associates to analyze the development of 900 dwelling units, 720 dwelling units, 459 dwelling units, 300 dwelling units, and 133 dwelling units (consistent with the number of approved units) within the Peninsula Village area using the Los Angeles County trip generation rate. DKS's report is provided as Attachment 1 herein, and a summary of the analysis is provided below. Furthermore, the Council directed staff to pursue better diagrammatic depictions of mitigation measures proposed in the Draft PEIR. Accordingly, DKS Associates prepared aerial diagrams of each of the 12 intersections proposed for mitigation as included in their report.

DISCUSSION

Significantly Impacted Intersections – Draft PEIR

The Draft PEIR analyzes development of 900 dwelling units within the Peninsula Village area. The Draft PEIR indicates that five intersections would be significantly impacted in the A.M. peak period and eight intersections would be significantly impacted in the P.M. peak period. It should be noted that, that upon further review, DKS Associates indicates that the intersection of Hawthorne Boulevard/Indian Peak Road should have been identified as a significantly impacted intersection in the P.M. peak period in the Draft PEIR. Thus, the Draft PEIR should have considered nine significantly impacted intersections in the P.M. peak period. Significantly impacted intersections as identified in the Draft PEIR are as follows:

Impacted Intersections in the Draft PEIR

A.M. Peak Period	P.M. Peak Period
Silver Spur Road/Hawthorne Boulevard Silver Spur Road/Palos Verdes Drive North Hawthorne Boulevard/Palos Verdes Drive North Rolling Hills Road/Palos Verdes Drive North Hawthorne Boulevard/Pacific Coast Highway	Roxcove Drive/Silver Spur Road Crenshaw Boulevard/Silver Spur Road Deep Valley Drive/Silver Spur Road Indian Peak Road/Hawthorne Boulevard Silver Spur Road/Hawthorne Boulevard Silver Spur Road/Palos Verdes Drive North Crenshaw Boulevard/Palos Verdes Drive North Palos Verdes Drive East/Palos Verdes Drive North Rolling Hills Road/Palos Verdes Drive North

Significantly Impacted Intersections – Results of Additional Analysis

Compared to the Draft PEIR, the table below provides a comparison of the number of significantly impacted intersections in the A.M. and P.M. period peak periods using the Los Angeles County condominium trip generation rate for the various number of dwelling units analyzed.

Number of Impacted Intersections Using Revised Trip Generation Rates

	133 du's	300 du's	459 du's	720 du's	900 du's
A.M. Peak	1	3	4	7	7
P.M. Peak	2	9	9	10	10

du's=dwelling units

Compared to five impacted intersections in the A.M. period for the proposed project in the Draft PEIR, the 133 dwelling unit, 300 dwelling unit, and 459 dwelling unit scenarios provide a lesser impact. In the 133 dwelling unit scenario, only the intersection of Silver Spur Road/Palos Verdes Drive North is significantly impacted. The 300 dwelling unit scenario results in significant impacts to the intersections of Silver Spur Road/Palos Verdes Drive North, Rolling Hills Road/Palos Verdes Drive North, and Hawthorne Boulevard/Pacific Coast Highway. The 459 dwelling unit scenario results in significant impacts to the intersections identified in the 300 dwelling unit scenario plus Hawthorne Boulevard/Palos Verdes Drive North.

The 720 dwelling unit and 900 dwelling unit scenarios provide a greater impact (seven impacted intersections) in the A.M. period peak hour when compared to the proposed project analyzed in the Draft PEIR. In addition to mitigation required for the five significantly impacted intersections indicated in the Draft PEIR, mitigation is also required in the A.M. peak period at Crenshaw Boulevard/Pacific Coast Highway and Crenshaw Boulevard/Palos Verdes Drive North for these scenarios.

In the P.M. period, the 133 dwelling unit scenario provides significant impacts to the intersections of Crenshaw Boulevard/Silver Spur Road and Silver Spur Road/Palos Verdes Drive North only. The 300 dwelling unit and 459 dwelling unit scenarios result in the same nine significantly impacted intersections as the proposed project in the Draft PEIR. The P.M. period for the 720 dwelling unit and 900 dwelling unit scenarios results in significant impacts to one additional intersection (Crenshaw Boulevard/Pacific Coast Highway) compared to the Draft PEIR.

The following summarizes the intersections that would be significantly impacted in the revised analysis in the A.M. and P.M. peak periods based on the 720 dwelling unit and 900 dwelling unit scenarios (i.e., the scenarios with the most impacted intersections):

**Impacted Intersections Using Revised Trip Generation Rates
(Based on 720 and 900 dwelling units)**

A.M. Peak Period
Silver Spur Road/Hawthorne Boulevard <i>(impact eliminated in 133 du, 300 du, and 459 du scenarios)</i>
Silver Spur Road/Palos Verdes Drive North
Hawthorne Boulevard/Palos Verdes Drive North <i>(impact eliminated in 133 du and 300 du scenarios)</i>
Crenshaw Boulevard/Palos Verdes Drive North <i>(impact eliminated in 133 du, 300 du, and 459 du scenarios)</i>
Crenshaw Boulevard/Pacific Coast Highway <i>(impact eliminated in 133 du, 300 du, and 459 du scenarios)</i>
Rolling Hills Road/Palos Verdes Drive North <i>(impact eliminated in the 133 du scenario)</i>
Hawthorne Boulevard/Pacific Coast Highway <i>(impact eliminated in the 133 du scenario)</i>
P.M. Peak Period
Roxcove Drive/Silver Spur Road <i>(impact eliminated in the 133 du scenario)</i>
Crenshaw Boulevard/Silver Spur Road
Deep Valley Drive/Silver Spur Road <i>(impact eliminated in the 133 du scenario)</i>
Indian Peak Road/Hawthorne Boulevard <i>(impact eliminated in the 133 du scenario)</i>
Silver Spur Road/Hawthorne Boulevard <i>(impact eliminated in the 133 du scenario)</i>
Silver Spur Road/Palos Verdes Drive North
Hawthorne Boulevard/Palos Verdes Drive North <i>(impact eliminated in the 133 du scenario)</i>
Crenshaw Boulevard/Palos Verdes Drive North <i>(impact eliminated in the 133 du scenario)</i>
Palos Verdes Drive East/ Palos Verdes Drive North <i>(impact eliminated in the 133 du scenario)</i>
Rolling Hills Road/Palos Verdes Drive North <i>(impact eliminated in the 133 du scenario)</i>
Crenshaw Boulevard/Pacific Coast Highway <i>(impact eliminated in 133 du, 300 du, and 459 du scenarios)</i>

DKS Associates continues to examine impacts to the Dapplegray School/Palos Verdes Drive North intersection which required acquisition of new traffic counts. Related results and analysis will be delivered to the City Council on Monday, May 7, 2007.

Mitigation Measures

When taken together, 12 intersections require mitigation in the A.M. and P.M. peak periods in the 720 dwelling unit and 900 dwelling unit scenarios. The table below provides a list of each of the 12 impacted intersections and provides a general description of the proposed mitigation measure (complete descriptions are provided in the Draft PEIR/DKS's additional analysis). It should be noted that, as discussed above, significant impacts to some intersections will be eliminated in scenarios providing less than 720 dwelling units. The Council may also wish to reference the attached aerial diagrams for visual depictions of proposed mitigation.

The table below also includes staff's related comments for each proposed mitigation measure based on the following general criteria:

- That the mitigation measure is consistent with common traffic engineering and past City practice;
- That the mitigation measure does not require acquisition of property outside of the City right-of-way or jurisdiction without consent of the adjacent City and/or private property owner; and
- That all improvements can be appropriately engineered.

Intersection	Mitigation Measure	Staff comments
Roxcove Drive/Silver Spur Road	Install traffic signal when traffic volumes meet signal warrant.	Staff believes this mitigation measure is acceptable.
Crenshaw Boulevard/Silver Spur Road	On the southbound approach on Crenshaw Boulevard, re-stripe the second through lane to a shared through and right turn lane.	Staff believes this mitigation measure is acceptable.
Deep Valley Drive/Silver Spur Road	Install traffic signal when traffic volumes meet signal warrant.	Staff believes this mitigation measure is acceptable.
Indian Peak Road/Hawthorne Boulevard	On the southbound approach on Hawthorne Boulevard, re-stripe the right turn lane to become a shared through/right turn lane.	Staff believes this mitigation measure is acceptable. It should be noted that the elimination of on-street parking on the east side of Hawthorne Boulevard between Indian Peak Road and Silver Spur Road is assumed as part of this mitigation measure. The three through lanes would merge back into two lanes on Hawthorne Boulevard north of Silver Spur Road.
Hawthorne Boulevard/Silver Spur Road	On the westbound approach on Silver Spur Road, add a second (dual) left turn lane and right turn lane; On the northbound approach on Hawthorne Boulevard, add a second (dual) left turn lane and re-stripe the right turn lane to a shared through/right turn lane; On the southbound approach on Hawthorne Boulevard, add a second (dual) left turn lane.	Staff believes this mitigation measure is acceptable provided that adequate lane widths can be provided.
Silver Spur Road/Palos Verdes Drive North	On the northbound approach on Silver Spur Road, add a second left turn lane and convert the existing right turn lane to a free right turn lane; On the eastbound approach on Palos Verdes Drive North, re-stripe 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.	It should be noted that some intersection widening within existing right-of-way would be required for this mitigation measure. Staff believes this mitigation measure is acceptable provided that there are no impacts to Silver Spur Park.
Hawthorne Boulevard/Palos Verdes Drive North	On the southbound approach on Hawthorne Boulevard, add a second (dual) left turn lane; On the westbound approach on Palos Verdes Drive North, add a second (dual) left turn lane and re-stripe the right turn lane to a shared through/right turn lane; On the eastbound approach on Palos Verdes Drive North, re-stripe the shared through/left turn lane to a left turn lane and add another through lane.	Staff believes this mitigation measure is acceptable provided that it can be appropriately engineered, specifically related to the provision of an appropriate return lane on westbound Palos Verdes Drive North west of the intersection.

Crenshaw Boulevard/Palos Verdes Drive North	On Crenshaw Boulevard, re-stripe the no. 2 northbound through lane to a shared through/right turn lane and provide signal overlapping; On the southbound approach on Crenshaw Boulevard, re-stripe the right turn lane to a shared through/right turn lane, and provide a third return lane on the other side of the intersection to merge back to two lanes; Coordinate signals on Palos Verdes Drive North.	Staff believes the mitigation described for southbound Crenshaw Boulevard and signal coordination is acceptable. Staff believes that the mitigation described for northbound Crenshaw Boulevard is suboptimal as it may result in vehicles blocking the inside through/right turn lane and the intersection during P.M. peak hours. This may be alleviated with signal coordination along Palos Verdes Drive North. Staff has requested that DKS Associates review this intersection to determine if alternate mitigation is feasible.
Palos Verdes Drive East/Palos Verdes Drive North	Add a right turn overlap in the southbound direction on Palos Verdes Drive East, and prohibit U-turns in the eastbound direction on Palos Verdes Drive North.	Staff believes this mitigation measure is acceptable.
Rolling Hills Road/Palos Verdes Drive North	On east and west bound approaches on Palos Verdes Drive North, re-stripe the right turn lane to a shared through/right turn lane; Coordinate signals on Palos Verdes Drive North.	Staff believes this mitigation measure is acceptable.
Crenshaw Boulevard/Pacific Coast Highway	On Crenshaw Boulevard, provide a northbound right turn overlap phase.	Staff believes this mitigation measure is acceptable, provided it is acceptable to the City of Torrance.
Hawthorne Boulevard/Pacific Coast Highway	On the northbound approach on Hawthorne Boulevard, add a right turn lane.	Staff believes this mitigation measure is acceptable, provided it is acceptable to the City of Torrance and the affected property owner.

The Traffic and Safety Commission reviewed the mitigation measures proposed in the Draft PEIR at a meeting held on November 16, 2006. Minutes of that meeting are included as Attachment 2 herein.

PROPOSED COMMERCIAL BUILD-OUT

In addition to the number of dwelling units, build-out of commercial square footage proposed in the Peninsula Village project also affects the traffic analysis. The project description for the Draft PEIR considers commercial build out of the commercial district as follows:

Peninsula Village Commercial District Build-out		
	West of Dry Bank	East of Dry Bank
Existing Conditions	1,225,554 sf	909,324 sf
Proposed Peninsula Village Overlay	1,674,544 sf	643,597 sf
Change from Existing Conditions	+448,890 sf	-265,727 sf

The Draft PEIR assumes that there would be a loss of 265,727 square foot of commercial use in the Peninsula Village area (i.e., east of Dry Bank Drive) with implementation of the Peninsula Village project as commercial development transitioned to residential. The Peninsula Village

project also considered provisions for additional commercial development west of Dry Bank Drive of 448,890 square feet. Thus, a net gain of 183,163 square feet of commercial development was envisioned for the commercial district in the Draft PEIR.

The Council may wish to reconsider the commercial development build out proposed as part of the refined Peninsula Village project. Should proposed commercial development be modified, it may be appropriate to direct further revision to the traffic analysis. If directed by the Council, staff will consult with LSA Associates regarding the appropriate commercial development to consider. The Council may also wish to note that staff has distributed an RFQ to qualified consultants for a commercial district economic analysis. When completed, this analysis may be useful to the Council in determining the amount of commercial space that should be considered in the revised Draft PEIR.

RECOMMENDATION

Staff recommends that the City Council revise the project description to be analyzed in a revised Draft PEIR for the Peninsula Village project by:

- Establishing the Peninsula Village boundaries as those areas on the south side of Deep Valley Drive between The Avenue of the Peninsula and Silver Spur Road, including the former McDonald's property at 981 Silver Spur Road;
- Maintaining the ability to construct residential development within the Peninsula Village boundaries at a density of 22 dwelling units per acre (du/ac);
- Removing the Mixed-Use Overlay designation and the ability to construct residential development on all commercial district areas outside of the Peninsula Village boundaries.

Staff also recommends that the City Council discuss and consider modifying the amount of commercial development to be considered in the revised Draft PEIR.

Attachments

1. Traffic Analysis of Residential Alternatives for the Peninsula Village Overlay Zone (DKS Associates)
2. Traffic and Safety Committee Minutes (November 16, 2007)

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