



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Traffic Commission

Thursday, May 28, 2026, 8:30 AM

Regular Meeting
City of Rolling Hills

The meeting agenda is available on the City's website. The Traffic Commission meeting will be live-streamed on the City's website. View both the [agenda and the live-streamed video](#).

Members of the public may submit written comments by emailing the City Clerk's office at CityClerk@cityofrh.net. Your comments will become part of the official meeting record if received before 3pm on the day prior to the meeting. You must provide your full name, but please do not provide any other personal information that you do not want to be published.

View [recordings to Traffic Commission meetings](#) online.

AGENDA

1. Call to Order

2. Roll Call

3. Pledge of Allegiance

4. Approve Order of the Agenda

This is the appropriate time for the Chair or Commissioners to approve the agenda as is or reorder.

5. Blue Folder Items (Supplemental)

Blue folder (supplemental) items are additional back up materials to administrative reports, changes to the posted agenda packet, and/or public comments received after the printing and distribution of the agenda packet for receive and file.

6. Public Comment on Non-Agenda Items

This is the appropriate time for members of the public to make comments regarding items not listed on this agenda. Pursuant to the Brown Act, no action will take place on any items not on the agenda.

7. Consent Calendar

Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Chair or any Commissioner may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion. The Chair will call on anyone wishing to address the Traffic Commission on any Consent Calendar item on the agenda, which has not been pulled by Commissioners for discussion.

7.A. Approve Affidavit of Posting for the Traffic Commission Regular Meeting of May 28, 2026

RECOMMENDATION: Approve.

7.B. Approve the Minutes for the March 26, 2026 Traffic Commission Meeting

RECOMMENDATION: Approve as presented.

8. Excluded Consent Calendar Items

9. Presentation

9.A. Receive and file a report from the Los Angeles County Sheriff's Department, Lomita Station, on traffic statistics for the City of Rolling Hills for March-April 2026 (Verbal report)

RECOMMENDATION: Receive and file.

10. Discussion Items

10.A. Consideration of the relocation for a driveway apron and driveway at 9 Portuguese Bend Road (Zoning Case No. 22-81).

RECOMMENDATION: Forward Traffic Commissions recommendations to the Planning Commission and City Council for review and approval.

10.B. Follow-up to prior City Council discussion and direction regarding potential revisions or updates to the existing Rolling Hills Municipal Code overnight parking restriction ordinance.

RECOMMENDATION: Receive and file. Provide further direction to staff and/or recommendations to the City Council.

10.C. Consideration and discussion regarding potential speed limit pavement markings along Crest Road and other arterial roadways

RECOMMENDATION: Receive and file. Provide direction to staff.

11. Matters From Members of the Traffic Commission

11.A. Update from Rolling Hills Estates regarding recent speed limit changes on Palos Verdes Drive North

RECOMMENDATION: Receive and file.

12. Matters From Staff

13. Adjournment

Next regular meeting: Thursday, July 23, 2026 at 8:30 a.m. in the City Council Chamber, Rolling Hills City Hall, 2 Portuguese Bend Road, Rolling Hills, California, 90274.

Notice:

Documents pertaining to an agenda item received after the posting of the agenda are available for review in the City Clerk's office or at the meeting at which the item will be considered.

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting due to your disability, please contact the City Clerk at (310) 377-1521 at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility and accommodation for your review of this agenda and attendance at this meeting.



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 7.A.

Meeting Date: 5/28/2026

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Approve Affidavit of Posting for the Traffic Commission Regular Meeting of May 28, 2026

Background:

None.

Discussion:

None.

Fiscal Impact:

None.

Recommendation:

Approve.

Attachments:

1. CL_AGN_260528_TC_AffidavitofPosting



Administrative Report

7.A., File # 2026-157

Meeting Date: 5/28/2026

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §§
CITY OF ROLLING HILLS)

AFFIDAVIT OF POSTING

In compliance with the Brown Act, the following materials have been posted at the locations below.

Legislative Body Traffic Commission

Posting Type Regular Meeting Agenda

Posting Location 2 Portuguese Bend Road, Rolling Hills, CA 90274
City Hall Window
City Website: https://www.rolling-hills.org/government/agendas_meetings.php
<https://rollinghillsca.portal.civicclerk.com/>

Meeting Date & Time MAY 28, 2026 8:30am

As City Clerk of the City of Rolling Hills, I declare under penalty of perjury, the document noted above was posted at the date displayed below.

Christian Horvath, City Clerk

Date: May 22, 2026



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 7.B.

Meeting Date: 5/28/2026

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Approve the Minutes for the March 26, 2026 Traffic Commission Meeting

Background:

None.

Discussion:

None.

Fiscal Impact:

None.

Recommendation:

Approve as presented.

Attachments:

1. CL_MIN_260326_TC_F



1. Call to Order

The Traffic Commission of the City of Rolling Hills met on the above date at 8:30 a.m. Chair Wilson presiding.

2. Roll Call

Commissioners Present: Raine, Virtue, Varner, Bobit, Chair Wilson

Commissioners Absent:

Staff Present: Christian Horvath, Assistant to the City Manager / City Clerk
Téa Takaoka, Administrative Assistant

3. Pledge of Allegiance – Chair Wilson

4. Approve Order of the Agenda

Motion by Vice Chair Bobit, seconded by Commissioner Raine to approve the order of the agenda. Motion carried unanimously with the following vote:

AYES: Raine, Virtue, Varner, Bobit, Chair Wilson

NOES: None

ABSENT: None

5. Blue Folder Items (Supplemental) – None

6. Public Comments on Non-Agenda Items – None

7. Consent Calendar

7.A. Approve Affidavit of Posting for the Traffic Commission Regular Meeting of March 26, 2026

7.B. Approve the Minutes for the January 22, 2026 Traffic Commission Meeting

Motion by Commissioner Raine, seconded by Commissioner Virtue to approve the Consent Calendar. Motion carried unanimously with the following vote:

AYES: Raine, Virtue, Varner, Bobit, Chair Wilson

NOES: None

ABSENT: None

8. Excluded Consent Calendar Items – None

9. Presentation

9.A. Receive and file a report from the Los Angeles County Sheriff's Department, Lomita Station, on traffic statistics for the City of Rolling Hills for January-February 2026 (Verbal report)

Presentation by Los Angeles County Sheriff Deputy Mike Galosic.

Motion by Vice Chair Bobit, seconded by Commissioner Raine to receive and file. Motion carried unanimously with the following vote:

AYES: Raine, Virtue, Varner, Bobit, Chair Wilson
NOES: None
ABSENT: None

10. Discussion Items

10.A. Follow-up to previous discussion regarding existing Rolling Hills Municipal Code overnight parking restriction ordinance for possible revisions or updates.

Presentation by Assistant to the City Manager / City Clerk Horvath.

Public Comment: Arty Beckler

Motion by Commissioner Raine, seconded by Commissioner Virtue recommending the City Council approve revisions of RHMC 10.52.210 to read as follows: “no person shall stop, leave standing, or park any motor vehicle between the hours of 2 a.m. and 4.am, except for authorized emergency vehicles, City or Association approved construction staging sites, and/or the vehicle of any regularly licensed physician when engaged in making professional calls.” Motion carried unanimously with the following vote:

AYES: Raine, Virtue, Varner, Bobit, Chair Wilson
NOES: None
ABSENT: None

11. Matters From Members of the Traffic Commission

Public Comment: Arty Beckler

Commissioner Raine requested to agendize an item regarding potential municipal code language clarifications to parking regulations near equestrian paths. Staff noted the need to confer with the Association and Caballeros Club about which trails and streets could be in conflict with this directive.

Vice Chair Bobit inquired about speed limit striping on roadways coming back to the Commission. Staff noted that they were working on gathering information about pricing before bringing back at the next meeting.

Chair Wilson directed staff to look into the speed limit change on Palos Verdes Drive North.

12. Matters From Staff

Assistant to the City Manager / City Clerk Horvath updated Commissioners on the ADA completions to the tennis courts.

13. ADJOURNMENT: 9:21 A.M.

The meeting was adjourned at 9:21 a.m. to a regular meeting of the Traffic Commission scheduled to be held on Thursday, May 28, 2026, beginning at 8:30 a.m. in the City Council Chamber, Rolling Hills City Hall, 2 Portuguese Bend Road, Rolling Hills, California, 90274.

Respectfully submitted,

Christian Horvath, City Clerk

Approved,

Patrick Wilson, Chair



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 9.A.

Meeting Date: 5/28/2026

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Receive and file a report from the Los Angeles County Sheriff's Department, Lomita Station, on traffic statistics for the City of Rolling Hills for March-April 2026 (Verbal report)

Background:

The Los Angeles County Sheriff's Department (LASD) provides traffic enforcement and other public safety services for the City of Rolling Hills under a multi-jurisdictional contract with Rolling Hills Estates and Rancho Palos Verdes.

Supplemental traffic enforcement, utilizing deputies on overtime, is specific to the City of Rolling Hills. It is covered via a separate agreement with the LASD and funded through the COPS fund.

Hazardous citations are usually moving violations such as speeding, unsafe turning, following too closely, etc. Non-hazardous citations include broken taillights, seatbelt violations, no license plates, etc. Speeding tickets are usually issued using radar or lidar (light detection and ranging).

Discussion:

Regular Traffic Enforcement — March/April 2026:

- Citations: 37
- Violations: 37
- Hazardous Citations: 21
- Hazardous Violations: 21
- Non-Hazardous Citations: 16
- Non-Hazardous Violations: 16
- Radar Citations: 23

Traffic Collisions (year to date): None reported

DUI Arrests (year to date): 0

- DUI Citations: 0
- Actual DUI: 0

Supplemental Traffic Enforcement — March/April 2026:

Speeding Violations: 34

- Resident Cites: 14
- Non-Resident Cites: 20

Stop Sign Violations: 18

- Resident Cites: 6
- Non-Resident Cites: 12

Note: At the request of the Commission, staff typically include the previous Regional Law Committee's presentation from the LASD on Quarterly Traffic Enforcement stats and will continue to do so at each subsequent commission meeting. The May meeting was postponed until June — so it will be presented in July.

Fiscal Impact:

None.

Recommendation:

Receive and file.

Attachments:

1. PS_LAS_260518_TrafficStats_Reg_Mar-Apr2026_F
2. PS_LAS_260408_TrafficStats_Sup_Mar2026
3. PS_LAS_260505_TrafficStats_Sup_Apr2026

Los Angeles County Sheriff's Department
Lomita Sheriff's Station

Citation Summary Report

5/18/2026

From 3/1/2026 to 3/31/2026 City: ROLLING HILLS

Category	Quantity
Total Number of Citations	26
Total Number of Violations	26
Total Number of Hazardous Citations	18
Total Number of Hazardous Violations	18
Total Number of Non-Hazardous Citations	8
Total Number of Non-Hazardous Violations	8
Total Number of DUI Arrests	0
Total Number of DUI Citations	0
Total Actual DUI	0
Total Number of Parking Citations	0
Total Number of Radar Citations	18
Total Number of Pedestrian Citations	0
Total Number of Pedestrian Violations	0
Total Number of Bicycle Citations	0
Total Number of Bicycle Violations	0
Total Number of Safety Belt Citations	0
Total Number of Safety Belt Violations	0
Total Number of Child Restraint Citations	0
Total Number of Child Restraint Violations	0
Total Number of Financial Responsibility Citations	0

Los Angeles County Sheriff's Department
Lomita Sheriff's Station

Citation Summary Report

5/18/2026

From 4/1/2026 to 4/30/2026 City: ROLLING HILLS

Category	Quantity
Total Number of Citations	11
Total Number of Violations	11
Total Number of Hazardous Citations	3
Total Number of Hazardous Violations	3
Total Number of Non-Hazardous Citations	8
Total Number of Non-Hazardous Violations	8
Total Number of DUI Arrests	0
Total Number of DUI Citations	0
Total Actual DUI	0
Total Number of Parking Citations	0
Total Number of Radar Citations	5
Total Number of Pedestrian Citations	0
Total Number of Pedestrian Violations	0
Total Number of Bicycle Citations	0
Total Number of Bicycle Violations	0
Total Number of Safety Belt Citations	0
Total Number of Safety Belt Violations	0
Total Number of Child Restraint Citations	0
Total Number of Child Restraint Violations	0
Total Number of Financial Responsibility Citations	0

Mar-26

ROLLING HILLS TRAFFIC

26RE011114

DATE	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON-RESIDENT CITES	DEPUTY
3/6/2026	Crest Rd/Buggy Whip	Speed	44	1	0	Ochoa
	Crest Rd/Johns Canyon Rd	Speed	44	0	1	Ochoa
	Portuguese Bend Rd/Saddleback Rd	Stop Sign		0	1	Ochoa
	Crest Rd/Buggy Whip	Speed	46	1	0	Ochoa
	Crest Rd/Buggy Whip	Speed	45	0	1	Ochoa
	Crest Rd/Buggy Whip	Speed	51	0	1	Ochoa
	Portuguese Bend Rd/Saddleback Rd	Stop Sign		0	1	Ochoa
	Portuguese Bend Rd/Poppy Trail	Speed	45	0	1	Ochoa
	Portuguese Bend Rd/Saddleback Rd	Stop Sign		0	1	Ochoa
3/20/2026	Portuguese Bend Rd/Poppy Trail	Speed	45	0	1	Ochoa
	Portuguese Bend Rd/Poppy Trail	Speed	44	0	1	Ochoa
	Portuguese Bend Rd/Poppy Trail	Speed	47	1	0	Ochoa
	Portuguese Bend Rd/Blackwater Canyon	Stop Sign		0	1	Ochoa
	Portuguese Bend Rd/Blackwater Canyon	Stop Sign		1	0	Ochoa
	Portuguese Bend Rd/Blackwater Canyon	Stop Sign		1	0	Ochoa
3/26/2026	Crest Rd/Buggy Whip	Speed	44	1	0	Ochoa
	Crest Rd/Buggy Whip	Speed	43	1	0	Ochoa
	Crest Rd/Buggy Whip	Speed	48	0	1	Ochoa
	Crest Rd/Buggy Whip	Speed	44	1	0	Ochoa
	Portuguese Bend Rd/Saddleback Rd	Speed	45	0	1	Ochoa
	Portuguese Bend Rd/Saddleback Rd	Speed	45	0	1	Ochoa

Inventory List

5/5/2026

Apr-26

ROLLING HILLS TRAFFIC

26RE011167

DATE	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON-RESIDENT CITES	DEPUTY
4/6/2026	Portuguese Bend Rd/Blackwater Canyon Rd	Stop Sign		0	1	Galosic
	Portuguese Bend Rd/Blackwater Canyon Rd	Stop Sign		0	1	Galosic
	Crest Rd/John Canyon's Rd	Speed	45	0	1	Galosic
	Crest Rd/John Canyon's Rd	Speed	48	0	1	Galosic
	Crest Rd/John Canyon's Rd	Speed	47	1	0	Galosic
	Portuguese Bend Rd/Crest Rd	Stop Sign		0	1	Galosic
4/13/2026	Crest Rd/John Canyon's Rd	Speed	47	1	0	Galosic
	Crest Rd/Portuguese Bend Rd	Stop Sign		0	1	Galosic
	Crest Rd/John Canyon's Rd	Speed	58	0	1	Galosic
4/13/2026	Crest Rd/Buggy Whip Dr	Speed	48	1	0	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	43	1	0	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	50	0	1	Ochoa
	Crest Rd/Buggy Whip Dr	Speed	46	1	0	Ochoa
	Portuguese Bend Rd/Saddleback	Stop Sign		1	0	Ochoa
	Portuguese Bend Rd/Saddleback	Stop Sign		0	1	Ochoa
	Portuguese Bend Rd/Poppytrail	Speed	42	0	1	Ochoa
	Portuguese Bend Rd/Poppytrail	Speed	40	1	0	Ochoa
	Crest Rd/Portuguese Bend Rd	Stop Sign		0	1	Galosic

DATE	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON-RESIDENT CITES	DEPUTY
4/20/2026	Eastfield/Open Brand	Stop Sign		1	0	Galosic
	Eastfield/Open Brand	Stop Sign		0	1	Galosic
	Eastfield/Open Brand	Stop Sign		1	0	Galosic
	Eastfield/Open Brand	Stop Sign		0	1	Galosic
	Eastfield/Open Brand	Stop Sign		1	0	Galosic
4/27/2026	Crest Rd/John Canyon's Rd	Speed	45	0	1	Galosic
	Crest Rd/John Canyon's Rd	Speed	47	0	1	Galosic
	Crest Rd/John Canyon's Rd	Speed	49	1	0	Galosic
	Crest Rd/John Canyon's Rd	Speed	45	1	0	Galosic
	Crest Rd/John Canyon's Rd	Speed	45	0	1	Galosic
	Crest Rd/John Canyon's Rd	Speed	45	0	1	Galosic
	Crest Rd/John Canyon's Rd	Speed	48	0	1	Galosic
	Crest Rd/John Canyon's Rd	Sipeed	46	0	1	Galosic



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 10.A.

Meeting Date: 5/28/2026

To: Traffic Commission

From: Benjamin Johnson , Code Compliance Officer / Planning Technician

Thru: Whitney Berry, Planning Manager, Karina Bañales, City Manager

Subject: Consideration of the relocation for a driveway apron and driveway at 9 Portuguese Bend Road (Zoning Case No. 22-81).

Background:

In September 2022, an application was filed by Gregory and Melissa Willis, owners of 9 Portuguese Bend Road, requesting Site Plan Review for a swimming pool/spa, a new equestrian arena, a new stable, landscape and landscape improvements and grading. The project also included Conditional Use Permits for a 3,650 square foot (SF) riding arena, a 1,334 SF stable and relocation of the driveway apron. The project required Variances to allow encroachments into setbacks and the front yard and to exceed the allowable 20% coverage in the front yard for the driveway.

In November 2022, the Traffic Commission held a meeting to consider the applicant's request to relocate a driveway from the Northeast corner of the property, away from the intersection at Lower Blackwater Canyon Road and Portuguese Bend Road. The Traffic Commission approved the recommendations as presented.

In March 2023, the Planning Commission approved the overall project, which included the new driveway location (Attachment A). In April 2023, the City Council upheld the Planning Commission's approval by a 2-1 vote (Black absent, Pieper recused).

On April 13, 2026, the applicants submitted a new request to relocate the existing driveway nearest the intersection of Lower Blackwater Canyon Road and Portuguese Bend Road to the Portuguese Bend side of the intersection. The applicant is requesting this change so they can expand the already approved equestrian arena by 2,000 square feet, which will require Planning Commission and City Council approval.

Discussion:

There are three existing driveways and driveway aprons located on the property. One is located on the south corner of the property along Portuguese Bend Road, while another is located nearest the North corner of the property on Lower Blackwater Canyon Road. The driveway being discussed today is presently located on the Northeastern side of the lot on Lower Blackwater Canyon Road. The applicant is proposing relocating this driveway and driveway apron to the Southeastern side of the

property on Portuguese Bend Road.

To assist the Traffic Commission in its review of this request, the applicant was asked to stake the proposed apron location. The City's Traffic Engineer reviewed the plans and visited the property after the stakes were in place. Her comments are included in the attached report (Attachment B).

Neighbor Concerns

In response to the placement of the stakes, no neighbors or residents have voiced concerns regarding the proposal.

Fiscal Impact:

None.

Recommendation:

Forward Traffic Commissions recommendations to the Planning Commission and City Council for review and approval.

Attachments:

1. Attachment A - 2023-02_PC RESOLUTION_9PortugueseBendRd_ZC22-81_Stable_Garage_Pool_Willis_F_E
2. Attachment B - PL_ADR_260518_9PBR_ZC22-81_TrafficEngineer_Memo
3. Attachment C - PL_ADR_260504_9PBR_ZC22-81_RevisedSitePlan

RESOLUTION NO. 2023-02

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROLLING HILLS GRANTING APPROVAL OF ZONING CASE NO. 22-81 FOR A SITE PLAN REVIEW FOR 1) A 912-SQUARE-FOOT SWIMMING POOL/SPA, DETACHED GARAGE, 2) APPURTENANT STRUCTURES, HARDSCAPE, LANDSCAPE, AND 3) NON-EXEMPT GRADING; CONDITIONAL USE PERMITS FOR 1) AN EQUESTRIAN RIDING ARENA, 2) RELOCATION OF AN EXISTING DRIVEWAY APRON, 3) 1,334-SQUARE-FOOT RECONSTRUCTED STABLE ON THE SAME FOOTPRINT; AND VARIANCES FOR 1) STRUCTURES TO ENCROACH INTO THE REQUIRED SETBACKS AND FRONT YARD AND 3) TO EXCEED THE 20% FRONT YARD COVERAGE FOR THE DRIVEWAY, IN ZONING CASE NO. 22-81 LOCATED AT 9 PORTUGUESE BEND ROAD, (LOT 74-RH) (WILLIS)

THE PLANNING COMMISSION OF THE CITY OF ROLLING HILLS DOES HEREBY FIND, RESOLVE, AND ORDER AS FOLLOWS:

Section 1. On September 14, 2022, an application was duly filed by Gregory and Melissa Willis by their agent with respect to real property located at 9 Portuguese Bend Road, Rolling Hills (Lot 74-RH) requesting a Site Plan Review for a swimming pool/spa and non-exempt grading for a new equestrian arena, 530 cubic yards of grading, hardscape, landscape, and other improvements. Conditional Use Permits are requested for the reconstruction and use of a stable greater than 200 square feet, relocation of an existing driveway apron (that has already been approved by the Traffic Commission, and detached garage. Variances are requested for structures to encroach into the required setbacks and front yard, and reconfigured driveway to exceed the 20% maximum front yard setback area.

Section 2. The property is zoned RAS-1 and has a net lot area of 1.07 acre (46,610 square feet). It is on a corner lot located at the intersection of Portuguese Bend Road and Lower Blackwater Canyon. The property includes a 50-foot-wide roadway easement along Portuguese Bend Road and a 30-foot-wide roadway easement along Lower Blackwater Canyon Road. The lot is relatively flat and has one building pad. The lot is developed with a 3,809-square-foot main residence, 544-square-foot detached garage, 1,589-square-foot legal non-conforming guesthouse with attached trellis, 1,334-square-foot stable, 690-square-foot pool/spa, 30-square-foot pool equipment, 114-square-foot water feature, 140-square-foot storage sheds, and 200-square-foot service yard. The existing hardscape includes a 1,540-square-foot parking pad that is accessible from two main driveways connecting to Portuguese Bend Road and Lower Blackwater Canyon Road. There is a third driveway on Lower Blackwater Canyon Road that provides access to the stable.

The overall Project includes items subject to Administrative Review: interior and exterior remodel, 521 square feet of additions to the main residence, a new 820-square-foot accessory dwelling unit (ADU), reconfiguration of hardscape and landscape, and removal of existing walkways and sheds. There are other items that are part of the Administrative Review that include new fountains, water features, maximum three-foot-high walls, patio, fire pit, and a

reconfigured pool deck, but these items are also subject to Discretionary Approval due to their locations in the setbacks.

Section 3. On July 17, 2012, the Planning Commission adopted Resolution No. 2012-14 approving a Variance in Zoning Case No. 819 to permit construction of an addition to encroach into the rear yard setback and to retain a shed in the rear yard setback.

According to the Los Angeles County Assessors Office, the main house was built in 1936. However, there are several building permits that date from 1957 to present for improvements, additions, and construction.

Section 4. The Planning Commission conducted duly noticed public hearings to consider the application at its field trip meeting and regular meeting on February 21, 2023. Neighbors within a 1,000-foot radius were notified of the public hearings and a notice was published in the Daily Breeze on February 11, 2023. The applicants and their agent were notified of the public hearings in writing by first class mail and the agent was in attendance at the hearings. Evidence was heard and presented from all persons interested in affecting said proposal. The project was continued to the March 21, 2023 evening Planning Commission meeting.

Section 5. The Project is exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15303, Class 3 (New Construction or Conversion of Small Structures), which exempts the construction and location of a limited number of new, small facilities or structures, including accessory structures, including but not limited to garages, carports, patios, swimming pools and fences. Here, the Project includes a detached garage, reconstruction of a stable and loft on the existing footprint, a new pool/spa to replace the existing pool/spa, a new equestrian riding arena, and a reconfigured driveway and apron. Accordingly, the Project qualifies for the exemption pursuant to Section 15303. Further, no exceptions to the exemption apply; there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The site has already been graded and existing structures are on site.

Section 6. Site Plan Review Findings. A Site Plan Review is required for grading pursuant to RHMC Section 17.46.020.A.2.a requires a Site Plan Review for the construction of a swimming pool and spa 800 square feet or greater. The Applicants are requesting a Site Plan Review for a 912 square foot swimming pool and spa. RHMC Section 17.46.020.A requires a Site Plan Review for non-exempt grading and the construction of new buildings or structures. With respect to the Site Plan Review for the proposed development, the Planning Commission hereby makes the following findings:

A. The project complies with and is consistent with the goals and policies of the General Plan and all requirements of the zoning ordinance.

The Project, is consistent with the purposes and objectives of the General Plan because the it is consistent with similar amenities in the community. The Applicants are proposing to demolish the existing 544-square-foot swimming pool and build a new 912-square-foot pool and spa north of the existing pool footprint, and the spa shifted east of the existing pool footprint.

Here, the Project is consistent with Land Use Element (LUE) Policy 2.4 as the proposed location of the pool is on an area that has already been developed for recreational use, so that the improvements will not impact the view or privacy of surrounding neighbors. The Project is consistent with LUE Policy 1.1 as it will not change the lot size, and consistent with LUE Goal 2, which aims to accommodate development that is compatible with and complements existing land uses. Here, the Project is compatible with existing land uses as other properties in the same zone have a swimming pool and spa. Lastly, by constructing the new swimming pool, spa, and riding ring arena, the Project is consistent with Open Space and Conservation Element Goal 2, which aims for expanded opportunities for outdoor recreation.

B. The project substantially preserves the natural and undeveloped state of the lot by minimizing building coverage. Lot coverage requirements are regarded as maximums, and the actual amount of lot coverage permitted depends upon the existing buildable area of the lot.

The buildable area on the lot is restricted due to the topography and the configuration of the lot. The proposed development has been considered, and the proposed development will not adversely affect or be materially detrimental to adjacent uses, buildings, or structures. The proposed development will be on an existing building pad which will be least intrusive to surrounding properties. Further, the Project is of sufficient distance from nearby residences so views and privacy of surrounding neighbors will not be impacted. The Project will incorporate landscaping which will screen development. The lot is 1.07 acres and 100% disturbed, but the Project includes a reconstructed stable and riding ring arena which furthers the City's goal to remain an equestrian community.

C. The project is harmonious in scale and mass with the site, the natural terrain and surrounding residences.

The proposed development, as conditioned, is harmonious in scale and mass with the site, and is consistent with the scale of the neighborhood when compared to residences in the vicinity of said lot. The development plan takes into consideration the visibility of the Project from Portuguese Bend Road and Lower Blackwater Canyon Road as landscaping is provided to screen development from neighboring properties. The site is already 100% disturbed and the Project will be harmonious with the natural terrain and surrounding residences.

D. The project preserves and integrates into the site design, to the greatest extent possible, existing topographic features of the site, including surrounding native vegetation, mature trees, drainage courses and land forms (such as hillsides and knolls).

The site is already developed with a single-family residence, guesthouse, swimming pool/spa, stable, driveways, and improvements. The Applicants are proposing to relocate

The property is zoned RAS-1 and has a net lot area of 1.07 acre (46,610 square feet). It is on a corner lot located at the intersection of Portuguese Bend Road and Lower Blackwater Canyon. The property includes a 50-foot-wide roadway easement along Portuguese Bend Road and a 30-foot-wide roadway easement along Lower Blackwater Canyon Road. The lot is relatively flat and has one building pad. The lot is developed with a 3,809-square-foot main

residence, 544-square-foot detached garage, 1,589-square-foot legal non-conforming guesthouse with attached trellis, 1,334-square-foot stable, 690-square-foot pool/spa, 30-square-foot pool equipment, 114-square-foot water feature, 140-square-foot storage sheds, and 200-square-foot service yard. The existing hardscape includes a 1,540-square-foot parking pad that is accessible from two main driveways connecting to Portuguese Bend Road and Lower Blackwater Canyon Road. There is a third driveway on Lower Blackwater Canyon Road that provides access to the stable.

a pool and spa and rebuild the stable in the same location. The location of structures minimizes lot disturbance by using an existing pad that has already been graded. Native vegetation and mature trees will be preserved to the extent feasible.

E. Grading has been designed to follow natural contours of the site and to minimize the amount of grading required to create the building area.

Grading for the new equestrian riding ring arena is proposed at the northeastern portion of the parcel along the fence. The grading for the arena will be minimal as the property has been completely disturbed. Grading will be balanced onsite and will follow the natural contours of the existing site to the extent feasible.

F. Grading will not modify existing drainage channels nor redirect drainage flow, unless such flow is redirected into an existing drainage course.

The property is relatively flat and existing drainage will remain as there will be minimal grading. Drainage will continue to flow in the existing drainage course.

G. The project preserves surrounding native vegetation and mature trees and supplements these elements with drought-tolerant landscaping which is compatible with and enhances the rural character of the community, and landscaping provides a buffer or transition area between private and public areas.

A conceptual landscape plan has been prepared and has been reviewed by the City's landscape consultant. Landscaping will meet the requirements of the water efficient landscape ordinance and incorporate low impact development practices. Surrounding native vegetation and mature trees will not be affected and new landscaping will be considerate of the environment and will enhance the rural character of the community.

H. The project is sensitive and not detrimental to the convenience and safety of circulation for pedestrians and vehicles.

The main driveway will be relocated away from the intersection of Portuguese Bend Road and Lower Blackwater Canyon Road making it a safer scenario. The relocated driveway apron has been reviewed by the City Traffic Engineer and approved by the Traffic Commission. Walkways and driveways on the property will be redesigned to provide for the convenience and safety of pedestrians and vehicles. The driveway for the stable and corral will be redesigned to eliminate pavers and provide for a more permeable surface, which complies with stormwater requirements.

I. The project conforms to the requirements of the California Environmental Quality Act (CEQA).

The Project is exempt from the CEQA Guidelines pursuant to Section 15303, Class 3 (New Construction or Conversion of Small Structures), which exempts the construction and location of a limited number of new, small facilities or structures, including accessory structures, including but not limited to garages, carports, patios, swimming pools and fences. Here, the Project includes construction of several accessory structures and associated minimal grading that will be balanced on site. Accordingly, the Project qualifies for the exemption pursuant to Section 15303. Further, no exceptions to the exemption apply; there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The site has already been graded and existing structures are on site.

Section 7. Conditional Use Permits. Section 17.16.040(A)(5) of the Rolling Hills Municipal Code (RHMC) permits approval of an equestrian riding arena, relocation of an existing driveway apron, and reconstruction of a stable on the same footprint subject to the conditions in Section 17.16.210(A). With respect to the Conditional Use Permits, the Planning Commission finds as follows:

A. That the proposed conditional use is consistent with the General Plan.

The granting of Conditional Use Permits for the Project is consistent with the purposes and objectives of the Zoning Ordinance and General Plan because the use is consistent with similar uses in the community, and meets all the applicable code development standards for such use. The property is adequately sized to accommodate such use. The proposed use is appropriately located in that it will be sufficiently separated from nearby structures used for habitation or containing sleeping quarters. Development would be constructed in furtherance of the General Plan goal of promoting and encouraging equestrian uses. The new riding ring arena is proposed to be located on the property so that it will not be in close proximity to the existing residence or other residences in the area. All other proposed appurtenant structures are common amenities in Rolling Hills.

B. The nature, condition and development of adjacent uses, buildings and structures have been considered, and that the use will not adversely affect or be materially detrimental to these adjacent uses, building or structures.

The nature, condition, and development of adjacent structures have been considered, and the project will not adversely affect or be materially detrimental to these adjacent uses, buildings, or structures because the proposed uses are of sufficient distance from nearby residences so as to not impact the view or privacy of surrounding properties. Development will be constructed on portions of the Property that are already graded and developed. Development will be screened and will not impact the view or privacy of surrounding neighbors. Development will permit neighbors to enjoy their property without deleterious infringement on neighboring property rights. There is a path designated for pedestrian and equestrian use that runs from the stable and proposed riding ring arena to the residence and to Lower Blackwater Canyon Road.

C. That the site for the proposed conditional use is of adequate size and shape to accommodate the use and buildings proposed.

The project is harmonious in scale and mass with the site, the natural terrain, and surrounding residences because the proposed uses comply with the low profile residential development pattern of the community and areas will remain open and unobstructed. The lot is sufficient to accommodate the proposed development.

D. That the proposed conditional use complies with all applicable development standards of the zone district.

The proposed conditional uses comply with all applicable development standards of the zone district, including the specified conditions for a stable and riding ring arena identified in Section 17.16.210(A) of the Zoning Ordinance.

E. That the proposed use is consistent with the portions of the Los Angeles County Hazardous Waste Management Plan relating to siting and siting criteria for hazardous waste facilities.

The proposed conditional uses are consistent with the portions of the Los Angeles County Hazardous Waste Management Plan relating to siting criteria for hazardous waste facilities because the project site is not listed on the current State of California Hazardous Waste and Substances Sites List.

F. That the proposed conditional use observes the spirit and intent of this title.

The proposed development meets the spirit and intent of this title in that it is a residential amenity enjoyed by other properties in the City. The use is consistent with the residential character of the City.

Section 8. Variance Findings. Section 17.38.050 sets forth the required findings for granting a variances for 1) structures to encroach into the required setbacks and front yard; 2) for the relocated driveway to exceed the 20% allowable in the front setback and front yard. With respect to these requests for a Variances, the Planning Commission finds as follows:

A. That there are exceptional or extraordinary circumstances or conditions applicable to the property that do not apply generally to other properties in the same vicinity and zone.

There are extraordinary circumstances applicable to this property. Unlike most properties in the RAS-1 Zone, the lot consists of an unusual lot configuration that is already developed, 100% disturbed, a total three driveways, and existing structures encroach into the required setbacks. The configuration of the existing lot creates hardship because the buildable area of the lot is limited.

B. That such variance is necessary for the preservation and enjoyment of substantial property rights possessed by other properties in the same vicinity and zone but which is denied the property in question.

Granting the requested variances to allow the structures to encroach into the required setbacks, easements, and front yard will facilitate construction of appurtenant structures on the property. The proposed stable and horse arena will be located on an existing pad area that has been designated for equestrian use. The encroachment of the structures in the setbacks and front yard will result in a minor increase and having a stable and corral is a property right enjoyed by other properties in the vicinity. Due to the site restrictions, there is no room for the new driveway and driveway apron to be moved out of the front setbacks. Therefore, the front yard coverage of 61.9% becomes necessary. The City requires a 20 foot driveway, but the project proposes a 24 foot wide and over 200 feet long driveway that provides access to the proposed new garage.

C. That the granting of such variance will not be materially detrimental to the public welfare or injurious to properties or improvements in the vicinity.

Granting variances for the structures to encroach into the required setbacks and front yard will not be detrimental to the public welfare and will not be injurious to properties in the vicinity; a stable and riding arena along with other residential appurtenant structures are allowed in the Rolling Hills community. Further, the project will be consistent with other development in the area.

D. That in granting the variance, the spirit and intent of this title will be observed.

The granting of the variances will allow for development that is harmonious in scale and mass with the site, the natural terrain, and surrounding residences and will not give the property an over-built look.

E. That the variance does not grant special privilege to the applicant.

The variance does not grant special privileges for the Applicants, the proposed driveway relocation makes the site more accessible, and results in a common amenity enjoyed by many properties throughout the City and a more accessible lot. The project, together with the variance, will be compatible with the objectives, policies, general land uses, and programs specified in the General Plan.

F. That the variance is consistent with the portions of the County of Los Angeles Hazardous Waste Management Plan relating to siting and siting criteria for hazardous waste facilities.

Granting variances for the project will be consistent with the applicable portions of the Los Angeles County Hazardous Waste Management Plan related to siting criteria for hazardous waste facilities. The project site is not listed on the current State of California Hazardous Waste and Substances Sites List.

G. That the variance request is consistent with the General Plan of the City of Rolling Hills.

Approvals granting the variances to allow the structures to encroach into the required setbacks and front yard area will be consistent with the General Plan of the City of Rolling Hills, which allows and encourages residential and equestrian uses.

Section 9. Based upon the foregoing findings, and the evidence in the record, the Planning Commission hereby approves Zoning Case No. 22-81 subject to the following conditions:

A. The Site Plan, Conditional Use Permit, and Variance approvals shall expire within two years from the effective date of approval as defined in RHMC Sections 17.46.080, 17.42.070, and 17.38.070 of the Zoning Ordinance unless otherwise extended pursuant to the requirements of these sections.

B. If any condition of this resolution is violated, the entitlement granted by this resolution shall be suspended and the privileges granted hereunder shall lapse and upon receipt of written notice from the City, all construction work being performed on the subject property shall immediately cease, other than work determined by the City Manager or his/her designee required to cure the violation. The suspension and stop work order will be lifted once the Applicant cures the violation to the satisfaction of the City Manager or his/her designee. In the event that the Applicant disputes the City Manager or his/her designee's determination that a violation exists or disputes how the violation must be cured, the Applicant may request a hearing before the City Council. The hearing shall be scheduled at the next regular meeting of the City Council for which the agenda has not yet been posted; the Applicant shall be provided written notice of the hearing. The stop work order shall remain in effect during the pendency of the hearing. The City Council shall make a determination as to whether a violation of this Resolution has occurred. If the Council determines that a violation has not occurred or has been cured by the time of the hearing, the Council will lift the suspension and the stop work order. If the Council determines that a violation has occurred and has not yet been cured, the Council shall provide the Applicant with a deadline to cure the violation; no construction work shall be performed on the property until and unless the violation is cured by the deadline, other than work designated by the Council to accomplish the cure. If the violation is not cured by the deadline, the Council may either extend the deadline at the Applicant's request or schedule a hearing for the revocation of the entitlements granted by this Resolution pursuant to Chapter 17.58 of the Rolling Hills Municipal Code (RHMC).

C. All requirements of the Building and Construction Ordinance, the Zoning ordinance, and of the zone in which the subject property is located must be complied with unless otherwise a variance to such requirement has been approved.

D. The lot shall be developed and maintained in substantial conformance with the site plan on file at City Hall and approved by the Planning Commission on February 21, 2023 except as otherwise provided in these conditions. The working drawings submitted to the Department of Building and Safety for plan check review shall conform to the approved development plan.

All conditions of the Site Plan Review, Conditional Use Permit, and Variance approvals shall be incorporated into the building permit working drawings, and where applicable complied with prior to issuance of a grading or building permit from the building department.

The conditions of approval of this Resolution shall be printed onto a separate sheet and included in the building plans submitted to the Building Department for review and shall be kept on site at all times.

Any proposed modifications and/or changes to the approved project, including resulting from field conditions, shall be discussed with staff so that staff can determine whether the modification is minor or major in nature. Minor modifications are subject to approval by the City Manager or his or her designee. Major modifications are subject to approval by the Planning Commissioner after a public hearing. Applicant shall not implement modifications or changes to the approved project without the appropriate approval from the City Manager or designee or the Planning Commission, as required.

E. Prior to submittal of final working drawings to Building and Safety Department for issuance of building and grading permits, the plans for the project shall be submitted to City staff for verification that the final plans are in compliance with the plans approved by the Planning Commission.

F. A licensed professional preparing construction plans for this project for Building Department review shall execute a Certificate affirming that the plans conform in all respects to this Resolution approving this project and all of the conditions set forth herein and the City's Building Code and Zoning Ordinance.

Further, the person obtaining a building and/or grading permit for this project shall execute a Certificate of Construction stating that the project will be constructed according to this Resolution and any plans approved therewith.

G. Structural lot coverage of the lot shall not exceed 9,398 square feet or 20.1% of the net lot area, in non-conformance with lot coverage limitations by 0.1% (20% maximum). The existing flatwork coverage is 16,960 square feet, and the Project proposes a decrease of -5,212 square feet (-11.2%), total 11,745 square feet or 25.2%. The total lot coverage proposed, including structures and flatwork, shall not exceed 22,139 square feet or 45.8% of the net lot area in non-conformance with lot coverage limitations by 10.5% (35% maximum). The existing total structural and flatwork coverage is 25,410 square feet (54.5%). The Project proposes to decrease the existing structural and flatwork coverage by a total of -4,074 square feet (-8.6%). Although the existing structural and flatwork exceeds the maximum allowable 35%, the Project actually lowers the existing flatwork by 11.2%. The proposed total structural and flatwork is 22,139 square feet (45.8%).

H. The entire lot is 100% disturbed. Grading for this project shall not exceed 265 cubic yards of cut and 265 cubic yards of fill for a total of 530 cubic yards balanced on site.

I. The residential building pad is proposed at 100% or 55,610 square feet.

J. A driveway access shall be provided per the Fire Department requirements and the apron of the driveway shall be roughened and the first 20 feet of the driveway shall not exceed 7% in slope.

K. Access to the stable and to the corral shall be decomposed granite or 100% pervious roughened material; it shall not be wider than 12 feet.

L. The stable and riding ring arena shall at all times comply with the conditions set forth in Section 17.16.210(A) and 17.18.060(A) of the RHMC. The detached garage shall not have a kitchen or kitchenette and no sleeping quarters or renting of the structure shall be permitted.

M. A minimum of five-foot level path and/or walkway, which does not have to be paved, shall be provided around the entire perimeter of all of the proposed structures, including the detached garage and stable, or as otherwise required by the Fire Department.

N. The applicant shall comply with all requirements of the Low Impact Development requirements for storm water management on site (RHMC Chapter 8.32).

O. Hydrology, soils, geology and other reports, as required by the Building and Public Works Departments, and as may be required by the Building Official, shall be prepared.

P. Prior to issuance of a final construction approval of the project, all graded slopes shall be landscaped. Prior to issuance of building permit, the landscaping plan shall meet the requirements of the City, shall be submitted to the City in conformance with Fire Department Fuel Modification requirements, and shall be approved by the City's landscape consultant.

Q. The project shall be landscaped, and continually maintained in substantial conformance with the landscaping plan on file approved by the City's landscape consultant. A detailed landscaping plan shall provide that any trees and shrubs used in the landscaping scheme for this project shall be planted in a way that screens the project development from adjacent streets and neighbors, such that shrubs and trees as they mature do not grow into a hedge or impede any neighbors views and the plan shall provide that all landscaping be maintained at a height no higher than the roof line of the nearest project structure. In addition, the landscaping plan shall provide for screening of development with vegetation not to exceed 10 feet in height, and that the vegetation used for screening shall be planted in an off-set manner, so as to prevent it, as it grows from forming a solid hedge. The landscaping plan shall utilize to the maximum extent feasible, plants that are native to the area, are water-wise and are consistent with the rural character of the community. Plants listed as high hazardous plants under RHMC Section 8.30.015 are prohibited.

R. The applicant shall submit a landscaping performance bond or other financial obligation, to be kept on deposit by the City, in the amount of the planting plus irrigation plus 15%. The bond shall be released no sooner than two years after completion of all plantings, subject to a City staff determination that the plantings required for the project are in substantial conformance with approved plans and are in good condition.

The landscaping shall be subject to the requirements of the City's Water Efficient Landscape Ordinance, (Chapter 13.18 of the RHMC).

Pursuant to Chapter 8.30 of the RHMC, the property shall at all times be maintained free of dead trees and vegetation.

S. The setback lines and roadway easement lines in the vicinity of the construction for this project shall remain staked throughout the construction. A construction fence may be required.

T. Perimeter easements, including roadway easements and trails, if any, shall remain free and clear of any improvements to advance equestrian use and emergency preparedness for evacuation within the City. Where RHCA has demonstrated authority over the easement, the City's Planning Director may grant relief from this condition upon satisfactory proof of permission from RHCA and a legitimate showing that there is no need for the condition to advance equestrian uses and emergency preparedness.

U. Minimum of 65% of any construction materials must be recycled or diverted from landfills. The hauler of the materials shall obtain City's Construction and Demolition permits for waste hauling prior to start of work and provide proper documentation to the City.

V. *During construction*, conformance with the air quality management district requirements, storm water pollution prevention practices, county and local ordinances and engineering practices so that people or property are not exposed to undue vehicle trips, noise, dust, objectionable odors, landslides, mudflows, erosion, or land subsidence shall be required.

W. *During construction*, to the extent feasible, all parking shall take place on the project site, on the new driveway and, if necessary, any overflow parking may take place within the unimproved roadway easements along adjacent streets, and shall not obstruct neighboring driveways, visibility at intersections or pedestrian and equestrian passage. During construction, to the maximum extent feasible, employees of the contractor shall car-pool into the City. To the extent feasible, a minimum of 4' wide path, from the edge of the roadway pavement, for pedestrian and equestrian passage shall be available and be clear of vehicles, construction materials and equipment at all times.

X. *During construction*, the property owners shall be required to schedule and regulate construction and relate traffic noise throughout the day between the hours of 7 AM and 6 PM, Monday through Saturday only, when construction and mechanical equipment noise is permitted, so as not to interfere with the quiet residential environment of the City of Rolling Hills.

Y. Prior to demolition of the existing structures, an investigation shall be conducted for the presence of hazardous chemicals, lead-based paints or products, mercury and asbestos-containing materials (ACMs). If hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, remediation shall be undertaken in compliance with California environmental regulations and policies.

Z. The property owner and/or his/her contractor/applicant shall be responsible for compliance with the no-smoking provisions in the Municipal Code. The contractor shall not use tools that could produce a spark, including for clearing and grubbing, during red flag warning conditions. Weather conditions can be found at: http://www.wrh.noaa.gov/lox/main.php?suite=safety&page=hazard_definitions#FIRE. It is the sole responsibility of the property owner and/or his/her contractor to monitor the red flag warning conditions.

AA. Development shall drain in accordance with the approved grading and drainage plan. Drainage dissipaters shall be constructed outside of any easements. The drainage system shall be approved by the Department of Building and Safety. If an above ground swale and/or dissipater is required, it shall be designed in such a manner as not to cross over any equestrian trails or discharge water onto a trail, shall be stained in an earth tone color, and shall be screened from any trail, road and neighbors' view to the maximum extent practicable, without impairing the function of the drainage system.

AB. *During construction*, dust control measures shall be used to stabilize the soil from wind erosion and reduce dust and objectionable odors generated by construction activities in accordance with South Coast Air Quality Management District, Los Angeles County and local ordinances and engineering practices.

AC. *During construction*, an Erosion Control Plan containing the elements set forth in Section 7010 of the 2016 County of Los Angeles Uniform Building Code shall be followed to minimize erosion and to protect slopes and channels to control storm water pollution.

AD. The property owners shall be required to conform to the Regional Water Quality Control Board and County Health Department requirements for the installation and maintenance of storm water drainage facilities and septic tank.

AE. The applicant shall pay all of the applicable Building and Safety and Public Works Department fees and Palos Verdes Peninsula Unified School District fees, if any.

AF. Prior to final inspection of the project, "as graded" and "as constructed" plans and certifications shall be provided to the Planning Department and the Building Department to ascertain that the completed project is in compliance with the Planning Commission approved plans. In addition, any modifications made to the project during construction, shall be depicted on the "as built/as graded" plan.

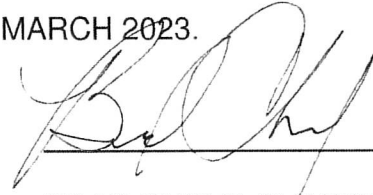
AG. The applicants shall execute an Affidavit of Acceptance of all conditions of the Site Plan Review approval, or the approval shall not be effective.

AH. All conditions of this Resolution, when applicable, must be complied with prior to the issuance of a grading or building permit from the Building and Safety Department

AI. Any action challenging the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Section 17.54.070 of the Rolling Hills Municipal Code and Code of Civil Procedure Section 1094.6.

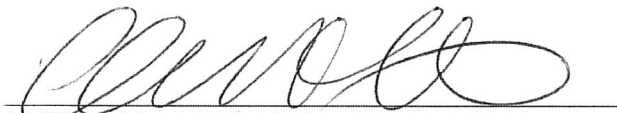
AJ. The main driveway shall not exceed 24 feet in width and landscaping shall be provided between the main driveway and the front fence. Prior to plan check submittal, the driveway location and landscaping shall be reviewed and approved by the Planning Department for conformance with this condition.

PASSED, APPROVED AND ADOPTED THIS 21st DAY OF MARCH 2023.



BRAD CHELF, CHAIRPERSON

ATTEST:



CHRISTIAN HORVATH, CITY CLERK

Any action challenging the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Section 17.54.070 of the Rolling Hills Municipal Code and Civil Procedure Section 1094.6.

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §§
CITY OF ROLLING HILLS)

I certify that the foregoing Resolution No. 2023-02 entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROLLING HILLS GRANTING APPROVAL OF ZONING CASE NO. 22-81 FOR A SITE PLAN REVIEW FOR A 912-SQUARE-FOOT SWIMMING POOL/SPA, DETACHED GARAGE, APPURTENANT STRUCTURES, HARDSCAPE, LANDSCAPE, AND NON-EXEMPT GRADING; CONDITIONAL USE PERMITS FOR AN EQUESTRIAN RIDING ARENA, RELOCATION OF AN EXISTING DRIVEWAY APRON, 1,334-SQUARE-FOOT RECONSTRUCTED STABLE ON THE SAME FOOTPRINT; AND VARIANCES FOR STRUCTURES TO ENCROACH INTO THE REQUIRED SETBACKS AND FRONT YARD, TO EXCEED THE MAXIMUM 35% LOT COVERAGE, AND TO EXCEED THE 20% FRONT YARD COVERAGE FOR THE DRIVEWAY, IN ZONING CASE NO. 22-81 LOCATED AT 9 PORTUGUESE BEND ROAD, (LOT 74-RH) (WILLIS)

was approved and adopted at a regular meeting of the Planning Commission on MARCH 21, 2023, by the following roll call vote:

AYES: Cooley, Douglass, Kirkpatrick, Chair Chelf

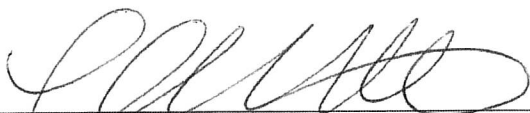
NOES: None

ABSENT: Cardenas

ABSTAIN: None

and in compliance with the laws of California was posted at the following:

Administrative Offices.


CHRISTIAN HORVATH, CITY CLERK

Memorandum

TO: Karina Banales, City Manager

FROM: Vanessa Munoz, PE, TE Consultant City Traffic Engineer

DATE: May 14, 2026

SUBJECT: 9 Portuguese Bend Road Driveway

This memorandum is in response to the City's request to review and provide input regarding the proposed driveway relocation for the residence located at 9 Portuguese Bend Road. The existing driveway is currently located at the intersection of Portuguese Bend Road and Blackwater Canyon Road and is proposed to be relocated (see attached photo of existing driveway). The proposed new driveway location is along Portuguese



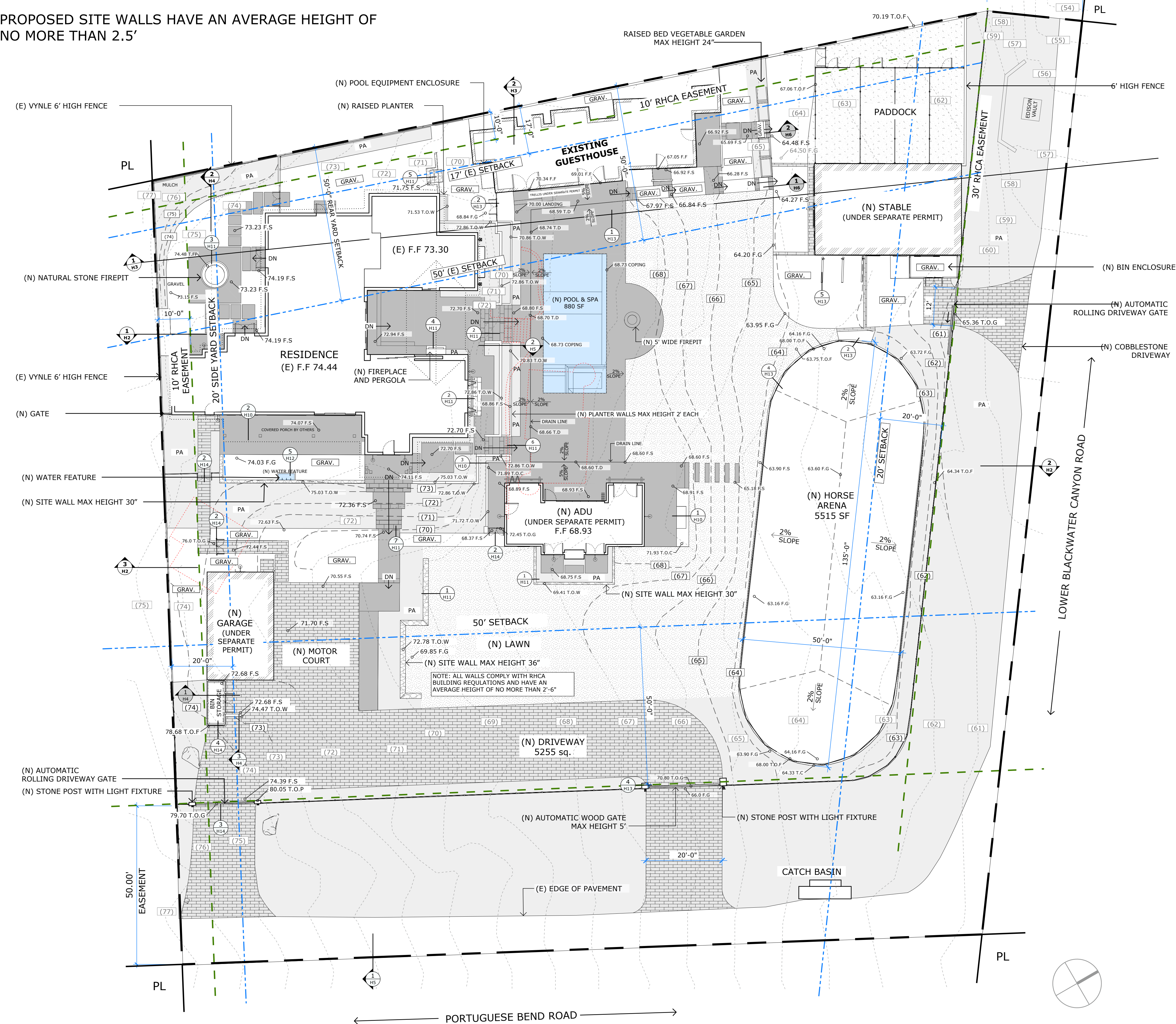
Bend Road, approximately 50-feet south of its intersection with Blackwater Canyon Road. The proposed driveway configuration includes a 20-foot-wide driveway aisle and a 27-foot-wide driveway apron.

On Wednesday, May 13, 2026, a field visit was conducted to evaluate the proposed driveway location and width. Based on field observations and engineering judgment, the proposed driveway location represents an improvement over the existing driveway location and provides adequate sight distance for vehicular access. Therefore, the proposed driveway location is considered acceptable.

WILLIS RESIDENCE

9 PORTUGUESE BEND ROAD ROLLING HILLS, CA 90274

PROPOSED SITE WALLS HAVE AN AVERAGE HEIGHT OF NO MORE THAN 2.5'



OVERALL SITE PLAN
SCALE 1/16" = 1'-0"

PROJECT INFORMATION

OWNER: GREG AND MELISSA WILLIS
ADDRESS: 9 PORTUGUESE BEND ROAD
ROLLING HILL, CA.
APN: 7569-014003
LEGAL: LOT # 74 ROLLING HILLS, M.B.
201-29-35
NET LOT AREA: 46,610 SF
ZONE:
OCCUPANCY: R-3
CONST. TYPE: V-B/ U

STORIES: 1 STORY
HIGH FIRE SEVERITY ZONE: VHFHSZ

AUTOMATIC FIRE SPRINKLER SYSTEM:
(YES/NO)

MAX. LOT COVERAGE:

MAX. HEIGHT:
FRONT YARD SETBACK: 50'

SIDE YARD SETBACK: 20'

REAR YARD SETBACK: 50'

REQ'D PARKING:

MATERIALS

- LAWN
- PLANTER WITH MULCH
- STONE VENEER
- CONCRETE
- LIMESTONE TILE
- ARENA SAND
- PAVERS
- EARTH

ABBREVIATIONS

- | | |
|----------|-----------------------|
| APPROX | APPROXIMATELY |
| C.L. | CENTER LINE |
| CONC | CONCRETE |
| DN | DOWN |
| (E) | EXISTING |
| GRAV. | GRAVAL |
| MIN | MINIMUM |
| (N) | NEW |
| PA | PLANTED AREA |
| PL | PROPERTY LINE |
| RET | RETAINING |
| SECT | SECTION |
| T&G | TONGUE AND GROOVE |
| TYP | TYPICAL |
| F.S | FINISHED SURFACE |
| F.G | FINISHED GRADE |
| F.F | FINISH FLOOR |
| T.C | TOP OF CURB |
| T.D | TOP OF DRAIN |
| T.P | TOP OF PERGOLA |
| T.WF | TOP OF WATER FEATURE |
| T.O.C | TOP OF COUNTER |
| T.O.F | TOP OF FENCE |
| T.O.F(E) | TOP OF FENCE EXISTING |
| T.O.G | TOP OF GATE |
| T.FP | TOP OF FIREPIT |
| T.O.L | TOP OF LANDING |
| T.O.P | TOP OF POST |
| T.O.W | TOP OF WALL |

SCOPE OF WORK

- 1 NEW POOL AND SPA WITH NEW EQUIPMENT AND EQUIPMENT ENCLOSURE
- 2 NEW OUTDOOR GRILLS (3)
- 3 NEW DRIVEWAY, PATIO AND FLATWORK THROUGHOUT
- 4 NEW AUTOMATIC ENTRYWAY GATES
- 5 NEW PERGOLA
- 6 NEW FIREPLACE AND FIREPIT WITH DEDICATED GAS
- 7 NEW WATER FEATURES (2)
- 8 REPLACE EXISTING 3 RAIL FENCE
- 9 NEW HORSE ARENA
- 10 NEW HORSE TIED DOWN
- 11 NEW TRASH ENCLOSURE
- 12 NEW SITE WALLS
- 13 NEW LANDSCAPE AND LANDSCAPE LIGHTING THROUGHOUT

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| H 04 | BACKYARD AND TRASH ENCLOSURE ELEVATION |
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| C-4 | GRADING & DRAINAGE PLAN (SOUTH AREA) |
| C-5 | DETAILS |
| C-6 | EROSION CONTROL PLAN |
| C-7 | EROSION CONTROL DETAILS |
| C-8 | EROSION CONTROL NOTES |

SYMBOLS

NORTH ARROW

ELEVATION

SECTION

DETAILS

PROPERTY LINE

SETBACK

EASEMENTS

EXISTING REMOVED

ROOFLINE

EXISTING CONTOURS

PROPOSED CONTOURS

VICINITY MAP



FAIR
STUDIO

PROJECT ADDRESS:
9 PORTUGUESE BEND
ROAD, ROLLING
HILLS, CA 90274

CLIENT
GREG AND MELISSA
WILLIS

LANDSCAPE
ARCHITECT
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310.378.1355
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PALOS VERDES
ESTATES, CA 90274

INTERIOR
DESIGNER:
NORMAN DESIGN
GROUP
24540 Hawthorne
BLVD. Torrance, CA
310.378.1111

CIVIL ENGINEER:

DATE	DESCRIPTION
April 7, 2026	Date Modified
April 7, 2026	Date Published

SHEET TITLE
SITE PLAN



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 10.B.

Meeting Date: 5/28/2026

To: Traffic Commission

From: Christian Horvath, Assistant to the City Manager / City Clerk

Thru: Karina Bañales, City Manager

Subject: Follow-up to prior City Council discussion and direction regarding potential revisions or updates to the existing Rolling Hills Municipal Code overnight parking restriction ordinance.

Background:

At the May 22, 2025, Traffic Commission meeting, the Commission requested that this item be continued for further discussion based on input provided by LA County Battalion Chief Butorovich, specific to ingress/egress, public safety, and the City of Los Angeles Ordinance regarding parking restrictions within canyons during Red Flag Events.

At the July 24, 2025, Traffic Commission meeting, the Commission considered all information presented and unanimously recommended that the City Council consider an Ordinance excluding street parking on Red Flag days.

On August 11, 2025, the City Council unanimously created a limited Ad Hoc Council Subcommittee to discuss potential Red Flag Warning Municipal Code changes related to parking and potential prohibition on high-risk outdoor activities, and also directed the Traffic Commission to review all existing parking ordinances for possible revisions or updates and to bring information back to the City Council for further consideration

At the September 24, 2025, Traffic Commission meeting, staff was directed to evaluate conflicting rules or inconsistencies with the municipal code, look at similar communities as mentioned (Hidden Hills, Bradbury, and La Habra Heights), and return with high-level recommendations for the Commission to consider.

At the January 22, 2026 Traffic Commission meeting, the Commission reviewed Municipal Code sections from Hidden Hills, Bradbury, and La Habra Heights to compare with the Rolling Hills Municipal Code (RHMC). After discussion, the Commission directed staff to bring back more equitable and enforceable language that updates the existing municipal code on overnight parking.

At the March 26, 2026 Traffic Commission meeting, the Commission approved a motion recommending the City Council approve revisions of RHMC 10.52.210 to read as follows: “no person

shall stop, leave standing, or park any motor vehicle between the hours of 2 a.m. and 4 a.m., except for authorized emergency vehicles, City or Association approved construction staging sites, and/or the vehicle of any regularly licensed physician when engaged in making professional calls.”

Staff presented the Commission's recommendations at the April 27, 2026 City Council meeting. After discussion, the City Council unanimously voted on a motion (with one member absent) directing the Traffic Commission to re-evaluate combining Municipal Code Sections 10.52.250 and 10.52.210 with updated language, including a maximum limit of 48-hour parking restrictions, as well as possible allowances for City- and Association-approved parking passes when reasonable.

Discussion:

The two Rolling Hills Municipal Code sections the City Council asked to combine with updated language and allowances are:

10.52.210 All-night parking prohibited.

No person shall stop, stand or park a vehicle on any road for a period of time longer than one hour between the hours of two a.m. and four a.m. of any day, except authorized emergency vehicles and the vehicle of any regularly licensed physician when engaged in making professional calls. (Ord. 261 § 1(part), 1996).

10.52.250 Parking over seventy-two hours prohibited.

No person who owns or has possession, custody or control of any vehicle shall park such vehicle upon any road for more than a consecutive period of seventy-two hours. (Ord. 261 § 1(part), 1996).

The Commission may also want to consider the following ordinance as well:

10.52.350 - Vehicle removal—Over seventy-two hours.

A Deputy Sheriff may remove a vehicle from a road when such vehicle is left parked or standing for seventy-two hours in violation of this title. (Ord. 261 § 1(part), 1996).

The City Council also discussed the issuance of permits to allow for instances where a vehicle could potentially remain parked beyond a predetermined allowable time. The City of Bradbury has the following language in its Municipal Code, which the Commission may want to evaluate:

Sec. 4.01.1000. (c) Upon application to the City Manager, or designee, on a form created for such purpose, any resident may be granted authority to park on the streets or portions of streets described in subsections (a) or (b) adjacent to their property for the duration provided in this subsection to allow out-of-town visitors to park in front of the residence which they are visiting for a limited time period during the hours otherwise prohibited by subsections (a) or (b).

(1) Parking passes shall be issued by the City Manager or designee.

(2) To obtain a parking pass, each applicant shall furnish their name and address, the license number of the vehicle, the date of issuance and the day the parking pass is valid. Such pass shall be placed in the interior of the vehicle in such a manner as to be clearly visible to traffic enforcement officers.

(3) The vehicle parking pass shall be issued and shall include the identifying license number of the vehicle and the location at which the applicant desires to park the vehicle.

(4) The parking pass shall be valid for a maximum of five days. Prior to expiration of a vehicle parking pass issued under this section, the applicant may apply for and be granted a new vehicle parking pass for three days if the applicant still qualifies under the conditions set forth

herein. In no event shall more than two vehicle parking passes be issued to an applicant within a 30-day period.

(5) The City Council shall, by resolution, establish a fee for issuance of a vehicle parking pass.

Fiscal Impact:

None.

Recommendation:

Receive and file. Provide further direction to staff and/or recommendations to the City Council.

Attachments:

None



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 10.C.

Meeting Date: 5/28/2026

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Consideration and discussion regarding potential speed limit pavement markings along Crest Road and other arterial roadways

Background:

At the July 24, 2025 Traffic Commission meeting, Vice Chair Bobit inquired about the potential of adding speed limit pavement markings along Crest Road to help calm speeding. The Traffic Engineer noted that pavement marking could only be utilized adjacent to existing speed limit signage. The Traffic Commission requested that staff agendize a discussion for the next meeting.

At the September 25, 2026 Traffic Commission Meeting, Traffic Engineer Munoz prepared a high-level summary and recommendation memorandum (Attachment A). The Commission discussed the merits of potentially adding pavement markings on one or multiple arterial roads within the City limits and directed staff to evaluate effectiveness, the potential number of markings that would correlate to existing signage, and the cost for implementation, and return with information and recommendations.

Discussion:

The city's three arterial roads have the following number of speed limit signs:

Portugese Bend Road (PBR):

Southbound - 4 regular, 3 warning (all warning signs from Crest Road downhill)

Northbound - 3 regular, 3 warning (all warning signs from Crest Road downhill)

Crest Road:

Eastbound - 4 regular

Westbound - 4 regular

Eastfield Drive:

Southbound - 2 regular*, 2 warning

Northbound - 3 regular*, 4 warning

Staff observations:

- Many signs are too low to the ground and do not meet recommendations.
- There is most likely a lack of proper repetitive signage.
- Crest Road West (between Eastfield and PBR) has only one sign just past Eastfield.
- Crest Road West (between PBR and gate) has 3 signs, all before Buggy Whip. These could be spaced better and/or add signage between Buggy Whip and Johns Canyon.
- Crest Road East (between the gate and PBR) has only 2 signs.
- Crest Road East (between PBR and Eastfield) has only 2 signs.
- * Eastfield Drive Northbound will be getting an additional sign per the previous direction.
- * Eastfield Drive Southbound will be getting an additional sign per the previous direction — may recommend a third.

Projected cost for RHCA to add stencils:

Speed Limit MPH Stencil

- 8' stencil with two coats of glass bead paint (minimum of x4 = \$1,500.00)
- Each additional stencil — \$250.00

Fiscal Impact:

Unknown at this time.

Recommendation:

Receive and file. Provide direction to staff.

Attachments:

1. Attachment A CL_AGN_250925_TC_PavmntMark_SuppSpeedLimit_EngReport

Memorandum

TO: Karina Banales, City Manager

FROM: Vanessa Munoz PE, TE, City Traffic Engineer

DATE: September 16, 2025

SUBJECT: Pavement Markings as Supplemental Speed Limit Controls on Major Arterials

This memorandum addresses the City's request for review and comment on the use of pavement markings in conjunction with regulatory speed limit signs (R2-1) along the major arterials of Portuguese Bend, Crest Road, and Eastfield Drive.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance on this topic. Section 3A.01, *Functions and Limitations*, states: *"In some cases, markings are used to supplement other traffic control devices such as signs, signals, and other markings."* Section 3B.20, *Pavement Word, Symbol, and Arrow Markings*, further notes that pavement markings *"... may be used as determined by engineering judgment to supplement signs and/or to provide additional emphasis for regulatory, warning, or guidance messages."*

The key term "may" indicates that the use of pavement markings to supplement regulatory signs, including speed limit signs, is optional and left to engineering judgment.

Based on this guidance, I recommend the City's use of numerical pavement markings to supplement speed limit signs (R2-1). If implemented, this measure could enhance driver awareness and reinforce compliance with posted speed limits along Portuguese Bend, Crest Road, and Eastfield Drive.



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 11.A.

Meeting Date: 5/28/2026

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Update from Rolling Hills Estates regarding recent speed limit changes on Palos Verdes Drive North

Background:

At the March 26, 2026 Traffic Commission meeting, Chair Wilson requested staff look into the recent proposed speed limit changes for Palos Verdes Drive North.

Discussion:

This request for lowering speed limits along Palos Verdes Drive North was reviewed by the Rolling Hills Estates (RHE) Traffic and Safety Committee over several months. Beginning in February 2025, the Committee evaluated potential approaches. In May 2025, they discussed findings and supported the proposed changes, while requesting additional information on costs and sign placement. In September 2025, the Committee assessed existing signage and recommended updates, including the installation of higher-visibility signs, and in December 2025, they voted on recommended sign updates from regular to higher visibility edge-lit signs in three (3) locations.

The recommended speed limits were not lowered based on the traditional 85th percentile speed survey methodology. Instead, the committee recommended utilizing the provisions of Assembly Bill 43 (AB 43), which allows jurisdictions to establish lower speed limits based on additional safety considerations beyond prevailing vehicle speeds. AB 43 permits agencies to consider factors such as surrounding land uses, safety conditions, and areas with higher concentrations of pedestrians and bicyclists when determining appropriate speed limits.

The updated speed limits were adopted by the City Council in October 2025, followed by a reading of the ordinance in November, and in December, the Council approved the recommended sign replacements (Attachments A & B).

Fiscal Impact:

None.

Recommendation:

Receive and file.

Attachments:

1. Attachment A - 251028_RHE_PVDN_SpeedLimits_StaffReport
2. Attachment B - 251216_RHE_PVDN_SpeedLimits_StaffReport



STAFF REPORT

DATE: OCTOBER 28, 2025

TO: MAYOR AND CITY COUNCIL

FROM: KIRSTEN GRAHAM, PUBLIC WORKS MANAGER

SUBJECT: TRAFFIC & SAFETY COMMITTEE ACTION ITEM: INTRODUCTION OF ORDINANCE NO. 756 AMENDING AND RESTATING MUNICIPAL CODE CHAPTER 10.12 AND ORDINANCE NO. 757 ADOPTING SPEED LIMITS IN SPECIAL SPEED ZONES

OVERVIEW

The following is a request for the City Council to approve Ordinance No. 756, amending and restating municipal code chapter 10.12 ensuring consistency with state law and Ordinance No. 757, adopting speed limits in special speed zones, reducing the speed limit from 45 to 40 mph from the east city entrance to Palos Verdes Drive North and from 40 to 35 mph from Palos Verdes Drive East to Hawthorne Boulevard.

BACKGROUND AND DISCUSSION

The Traffic and Safety Committee first discussed reducing the posted speed limit along Palos Verdes Drive North (PVDN) between Palos Verdes Drive East (PVDE) and Hawthorne Boulevard at its February 2025 meeting. The discussion was prompted by the adoption of Assembly Bill 43 (AB 43), which allows jurisdictions greater flexibility to set speed limits based on roadway context and safety rather than the traditional 85th-percentile standard.

Staff noted that PVDN is posted at 35 mph west of Hawthorne Boulevard, consistent with Palos Verdes Estates, and 45 mph east of PVDE, consistent with Lomita and Los Angeles. The 40-mph segment between PVDE and Hawthorne Boulevard was identified as a candidate for reduction to 35 mph to improve consistency and safety. Willdan Engineering provided a memorandum confirming that such a reduction is allowable under AB 43.

At its May 19, 2025, meeting, the Committee reviewed detailed findings from the 2021 Citywide Engineering and Traffic Survey (E&TS) – 2025 Amendment (Attachment 5), which verified that both proposed reductions (45 to 40 mph between Lomita and PVDE, and 40 to 35 mph between PVDE and Hawthorne) are supported by field data and consistent with AB 43. No additional studies are required, and the changes will be incorporated into the E&TS upon Council approval.

Following discussion, the Committee voted to recommend the proposed speed limit reductions, pending additional information regarding sign placement and public notification options.

At its September 17, 2025, meeting, the Committee revisited the item to review a sign survey and cost estimate for sign replacement and requested that staff evaluate additional options for sign placement, sign type, and public notification, which are presented herein for Council consideration.

Existing Conditions

Segment	Jurisdiction	Current Speed Limit
West of Hawthorne Blvd.	Palos Verdes Estates	35 MPH
Between Hawthorne Blvd. and PVDE	Rolling Hills Estates	40 MPH
East of PVDE to Lomita Boundary	Rolling Hills Estates	45 MPH (continues into Lomita)

Data Summary

- Total existing speed limit signs: 17
- Signs requiring replacement: 9
- Signs to remain (“25 MPH When Children Are Present”): 7
- Estimated replacement cost for nine (9) signs: \$2,700–\$5,000
- Note: One existing 45 mph sign at the Lomita boundary will be removed or replaced as appropriate.

A speed limit sign survey conducted along PVDN between Hawthorne Boulevard and the City limits identified a total of 17 speed limit signs. Of these, seven are posted as “25 MPH When Children Are Present” and do not require replacement, and one can be reused. The remaining nine signs would be replaced to reflect the updated speed limits. The estimated cost reflects sign panel replacement only. Existing poles will be evaluated on a case-by-case basis; however, preliminary review indicates that pole replacement is not anticipated at this time.

Proposed Signage and Implementation

Segment	Jurisdiction	Current Speed Limit
Between Hawthorne Blvd. and PVDE	Rolling Hills Estates	35 MPH
East of PVDE to Lomita Boundary	Rolling Hills Estates	40 MPH (continues into Lomita)

- Size: Most existing signs measure 30 in × 36 in, which is slightly larger than the standard (24 in × 30 in) for single-lane roads. The existing larger size is recommended for visibility and consistency.

- Placement: Current sign locations are properly placed; additional signage may be added if desired, though excessive signage could detract from the corridor's rural character. Minor tree trimming is recommended to improve sign visibility.
- Reuse: One existing 40 mph sign located east of Dapplegray Elementary School can be reused and relocated to face westbound traffic at the City's eastern limit.

Enhanced Visibility Options

All new signs will feature retroreflective sheeting, which enhances nighttime visibility by reflecting light back toward its source, typically vehicle headlight, allowing drivers to see the signs more clearly in low-light conditions.

To further improve driver awareness, several supplemental visibility measures were evaluated:

- Measure 1: Flashing LED Speed Limit Signs – Solar-powered units that can flash continuously or from dusk to dawn. Placement feasibility is limited by canopy shade. Approximate cost: \$2,500 each, plus installation.
- Measure 2: Speed Feedback Signs – Solar-powered displays that show approaching vehicle speeds in a steady-burn format (no flashing or color changes). May be combined with speed limit signs. Approximate cost: \$10,000 each, plus installation.
- Measure 3: Pavement Markings – Optional "Speed Limit" pavement markings can supplement posted signs where appropriate.
- Measure 4: Replace two 24"x36" signs with 30"x36" signs

Compliance

Additional treatments are not required under the California Manual on Uniform Traffic Control Devices (CA MUTCD), and the proposed replacement signs will provide adequate visibility and full compliance with current standards. Due to placement constraints and shading from the existing tree canopy, solar-powered units and illuminated displays are not recommended throughout the route; however, two potential locations have been identified on Attachment 6, one replacement and one new location.

Temporary Messaging and Public Awareness

To help inform motorists of the new posted speed limits, staff recommends temporary public awareness measures during the first month following implementation. Changeable message signs (CMS) may be deployed near each end of the corridor, one near Hawthorne Boulevard and one near Palos Verdes Drive East (PVDE).

The CMS units could be programmed to display an advisory message notifying drivers of the new speed limits. Suitable messaging and placement would be determined by staff prior to deployment. As the CMS units are City-owned, the cost would primarily consist of Public Works staff time for setup and removal.

Additional short-term options to draw attention to the new speed limits include:

- Red or orange flags mounted above new signs in a “V” formation; or
- A temporary “NEW” plaque installed above the speed limit sign.

Either option, when used in combination with the CMS deployment, should provide adequate notice to the community. The cost between the “NEW” plaque and red/orange flag options is comparable and minimal, limited to materials and staff installation time.

Speed Limit Implementation Ordinances

To implement updated speed limits, two ordinances are proposed for adoption. Ordinance No. 756 amends and restates Municipal Code Chapter 10.12 to align with current state law. Ordinance No. 757 establishes revised speed limits in special speed zones, reducing the limit from 45 to 40 mph between the east City entrance and Palos Verdes Drive North, and from 40 to 35 mph between Palos Verdes Drive East and Hawthorne Boulevard.

FISCAL IMPACT

The cost to implement the proposed speed limit reductions along Palos Verdes Drive North (PVDN) is estimated between \$2,700 and \$5,000 for the replacement of nine (9) speed limit signs. This includes sign panel replacement only; existing poles are expected to remain in place following staff review.

If the City Council elects to add enhanced visibility measures, total costs would range from \$5,000 to \$25,000, depending on the combination of improvements selected (e.g., flashing LED signs, speed feedback signs, or pavement markings).

Costs are included in the existing Public Works operating budget for street sign repairs and maintenance services.

PUBLIC OUTREACH

The agenda and staff report for this item were posted and noticed as required.

RECOMMENDATION

Staff recommend that the City Council:

1. Introduce for a first reading, Ordinance No. 756 and Ordinance No. 757;
2. Direct staff to bring back Ordinance No. 756 and Ordinance No. 757 for a second reading and adoption at the City Council meeting of November 18, 2025; and
3. Provide direction regarding any additional signage or supplemental visibility measures.

Attachments:

- A. *Proposed Ordinance No. 756*
- B. *Proposed Ordinance No. 757*

- C. Speed Limit Table*
- D. 2021 Engineering and Traffic Survey*
- E. 2021 Engineering and Traffic Survey – 2025 Amendment*
- F. Map*



STAFF REPORT

DATE: DECEMBER 16, 2025

TO: MAYOR AND CITY COUNCIL

FROM: KIRSTEN GRAHAM, PUBLIC WORKS MANAGER

SUBJECT: TRAFFIC & SAFETY COMMITTEE ACTION ITEMS: 1) SPEED LIMIT SIGN RECOMMENDATIONS AND 2) RIGHT-TURN ON RED AT THE NORTHWEST CORNER OF PALOS VERDES DRIVE NORTH AND PALOS VERDES DRIVE EAST

OVERVIEW

The Traffic and Safety Committee reviewed two traffic control items at its December 10, 2025 meeting and is forwarding recommendations to the City Council for consideration. The first item pertains to the installation of new and replacement speed limit signs along Palos Verdes Drive North (PVDN) to implement the speed limit reductions previously approved by the City Council under Ordinance Nos. 756 and 757. The Committee reviewed the sign inventory, proposed locations, and visibility considerations, and recommends proceeding with installation to support compliance with the newly adopted speed limits.

The second item concerns a resident-initiated request for a “No Right Turn on Red” restriction at the northwest corner of the Palos Verdes Drive North and Palos Verdes Drive East intersection. After reviewing the City’s Deputy Traffic Engineer’s analysis related to sight distance and operational safety, the Committee recommends establishing the restriction to reduce conflict points and enhance driver and pedestrian visibility.

BACKGROUND AND DISCUSSION

Speed Limit Sign Installation on Palos Verdes Drive North

Following the City Council’s adoption of new speed limits on Palos Verdes Drive North (PVDN) under Ordinance Nos. 756 and 757, staff returned to the Committee with a sign inventory and field assessment to identify locations where new or replacement signage is needed to implement the updated speed zones. The City’s Deputy Traffic Engineer evaluated the corridor and recommended installing three High-Visibility edge lit speed limit signs (solar-powered signs with illuminated edges designed to enhance visibility and improve driver awareness). These locations were selected to provide appropriate spacing and compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD).

At its December 10, 2025 meeting, the Traffic and Safety Committee considered the following recommendations and took two separate actions:

- Motion 1: Approve the installation of three speed limit signs as recommended by the Deputy Traffic Engineer.
Vote: Passed 7–0.
- Motion 2: Direct staff to install an additional edge lit speed limit sign in front of City Hall to enhance driver awareness of the newly adopted speed limit.
Vote: Passed 5–2.

Together, these actions provide the complete set of signage needed to implement the City Council approved speed limits and promote greater driver compliance along the corridor.

Right Turn on Red Restriction at PVDN & PVDE (Northwest Corner)

The City received a resident request to consider installing a “No Right Turn on Red” (NRTOR) restriction at the northwest corner of the intersection of Palos Verdes Drive North (PVDN) and Palos Verdes Drive East (PVDE). The concern raised relates to limited sight visibility and the potential for conflicts between right-turning vehicles and eastbound traffic on PVDN.

The City’s Deputy Traffic Engineer evaluated the request, including sight-distance constraints and operational safety considerations, and concluded that a NRTOR restriction would enhance safety at this location. Based on this analysis, the Traffic and Safety Committee voted to recommend that the City Council approve installation of the restriction to improve intersection safety.

At its meeting, the Traffic and Safety Committee considered this recommendation and took the following action:

- Motion: Approve the installation of a “No Right Turn on Red” (NRTOR) restriction at the northwest corner of the intersection of Palos Verdes Drive North (PVDN) and Palos Verdes Drive East (PVDE) as recommended by the Deputy Traffic Engineer.
Vote: Passed 7–0.

Public Outreach Plan

The committee recommends a public outreach plan to inform drivers of the updates including four weeks of changeable message sign, this will have to be coordinated between the project timelines to ensure the sign can be used for both projects.

FISCAL IMPACT

The installation costs of the four speed limit signs recommended by the Traffic and Safety Committee are estimated at approximately \$2,500 per sign, inclusive of fabrication, materials, and labor. The total estimated cost for these installations is \$10,000.

The installation of the “No Right Turn on Red” (NRTOR) sign at the northwest corner of Palos Verdes Drive North and Palos Verdes Drive East is estimated at \$500–\$750, depending on final sign type, mounting requirements, and field conditions.

Sufficient funding for both items is available within the Public Works Department’s FY 2025–26 Operating Budget for traffic control and sign maintenance. No additional appropriations are required.

PUBLIC OUTREACH

The agenda and staff report for this item were posted and noticed as required.

RECOMMENDATION

Staff recommend that the City Council:

1. Approve the Traffic and Safety Committee’s recommendation to install three speed limit signs along Palos Verdes Drive North (PVDN) as reviewed and recommended by the City’s Traffic Engineering Deputy; and
2. Approve the Committee’s recommendation to install an additional edge lit speed limit sign in front of City Hall to enhance visibility of the newly adopted speed limit; and
3. Approve the installation of a “No Right Turn on Red” sign at the northwest corner of Palos Verdes Drive North and Palos Verdes Drive East based on the safety analysis provided by the City’s traffic engineering consultant; and
4. Authorize staff to proceed with procurement and installation of the signs.

Attachments:

- A. [Link to December 10, 2025 Traffic and Safety Committee Agenda Item 5A](#)
- B. *Map – Recommended Sign Placement Location Map and Examples of High-Visibility Edge-Lit Signs*

Recommended Sign Placement Location Map



High-Visibility Edge-Lit Sign Examples

