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VIA EMAIL

February 11, 2026

City of Redondo Beach
Attn: City Clerk, Eleanor.Manzano@redondo.org
415 Diamond Street
Redondo Beach, CA 90277

Re: Supplemental Letter: Appeal to City Council of December 18, 2025 Planning Commission Action on Case No. 2025-0074, Relating to 401-417 South Pacific Coast Highway (APNs 7508012013, 7508012012, 7508012011, 7508012010, 7508012009)

Dear City Clerk:

We represent Wal2Wal Inc. and Redondo Seaside Living (together, "the Applicant") in connection with the above referenced project. This letter supplements our appeal dated December 22, 2025 ("Appeal"). As discussed therein, Resolution No. 2025-12-PCR-13 (the "Resolution") was a blatant violation of state housing laws that will subject the City to significant liability, should it not be overturned on appeal. For all of the reasons set forth herein, we respectfully request that the City grant the Appeal.

The City Relies on the Project for its Draft Revised Housing Element

As a preliminary matter, we note that the Project is now included in the City's proposed redlines to its Housing Element. Specifically, it is included in the section entitled, "Recent Housing Projects in Redondo Beach That Address Housing Shortage." This section includes a list of projects that demonstrate how the City is going to meet its RHNA numbers pursuant to Govt. Code § 65583.2. The redlines are proposed in response to the Court's ruling of the *New Commune* case in which the Court held that the City's overlay zoning district was not sufficient to satisfy the City's RHNA allocation. In other words, the City is now proposing to use the units in Project to satisfy its RHNA in lieu of the units that were in the overlay zone areas. It would be antithetical to deny the Project if the City is relying on it to satisfy state housing law and the Court's ruling. We sincerely hope that the inclusion of the Project in the redline is demonstrative of the City's intentions to comply with state housing laws, including granting the appeal to allow the Project to move forward.

Project Modifications

The Applicant is proposing an updated Project design to address some of the issues raised by the Planning Commission.[1] These modifications set forth in Exhibit A include:

- Expansion of the two level parking garage to increase the number of parking spaces from 105 to 129 total parking spaces, consisting of 61 parking spaces for residential uses and 68 parking spaces for commercial uses. This number of spaces aligns with the amount of required parking for the Project, such that the Applicant is no longer requesting a incentive/concession to reduce the amount of commercial parking spaces from 68 to 44 nor to allow overlap parking in a manner that deviates from the Redondo Beach Municipal Code (RBMC). The Applicant is able to achieve the required parking through use of tandem and compact parking spaces and reduction of the private storage areas, which are included in the waiver request.

- Modification of the driveway slope to accommodate a grade of 5% for the first 20 feet from the edge of the property line to increase visibility for pedestrians and drivers.

- Addition of secure bike parking on the ground level for bicycles, including cargo bikes.

- Increased the valet queuing space to accommodate at least 14 cars.

- Addition of bike racks on Pear Street and Pacific Coast Highway.

- Addition of "KEEP CLEAR" pavement markings at the Project access driveway.

As a result of these changes, the modified list of incentives/concessions and waivers is as follows (<u>underlined</u> language is new, ~~strikethrough~~ is deleted language):

Incentives/ Concessions

1. Increase FAR for mixed-use projects (commercial and residential) from 1.5 to 2.58 (RBMC § 10-5.915(a)(2));

~~2. Decrease in required commercial parking from 68 to 44 (RBMC § 10-5.1706(a)(1))~~

~~3. Incentive to RBMc 10-5.1706(d)(2) to allow for a shared parking program that differs from the requirements of the city's overlap (shared) parking requirements.~~

Waivers

1. Increase in number of stories from 3 to 4 (RBMC § 10-5.915(e)(2)).

[1] Although a modified design is proposed, we do not concede that the Planning Commission's denial was in any way compliant with the law for all of the reasons set forth in the Appeal.

2. Allow stairwell and elevator penthouse projections up to 15' - 7" above the permitted 45' height limit (RBMC § 10-5.1522(b)).

3. Reduce street side yard setback (Pearl Street) for a corner/reverse corner lot from 10'-0" to 6'-0". (RBMC § 10-5.915(f)(2)(a)).

4. Reduce setback along property lines abutting residential uses (starting at 2nd floor and above) from 7'-0" x floor number to same setbacks as ground floor for all floors (Govt Code § 65912.123(d)(3)(A)(ii)).

5. Reduce setback along property lines abutting non-residential uses from 15'-0" to 10'-0" (Govt Code § 65912.123(d)(3)(B)).

6. Waiver to RBMC § 10-5.1514(b) to reduce the required private storage space to 49, 400 cubic foot lockers to 49, 300 cubic foot lockers (a total of 14,700 cubic feet.)

7. Waiver to allow (12) tandem parking spaces for commercial and residential use.

8. Waiver to allow (6) compact parking spaces for residential use.

9. Wavier to allow use of valet parking at the discretion of Applicant.

Justification for Incentive

The Project Site's existing FAR limitation of 1.5:1 would permit a total floor area of 49,941 sf across the Project Site. The Project proposes a total of approximately 85,422 sf of building area, equal to a FAR of2.58:1. Accordingly, the applicant is requesting an incentive for an increase in floor area to a maximum of 85,422 sf (2.58:1 FAR) in lieu of 49,941 square feet. This increase permits the Project to expand the building envelope and provide additional building floor area, reducing the proportion of the cost of the affordable units and further enabling the provision of residential units. Increasing the FAR reduces the overall land, which is a fixed cost. By spreading out that cost over additional units (here, an increase of 22 units), the applicant is able to spread out that cost to accommodate the affordable units. Accordingly, the requested FAR increase provides an actual and identifiable cost reduction both per square foot and per unit, and because these cost reductions result from allocating shared, fixed costs across more units, these cost savings apply across the full unit mix, including the affordable units and supporting their inclusion in the project.

There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete." As discussed fully in the Appeal, the Planning Commission did not identify any specific adverse impact, nor any objective, identifiable written health of safety standard, policy or condition to justify its denial. Neither the existing structure nor any immediately adjacent structures are listed on the City, state, or federal register as a historic resource. There is no substantial evidence that

the proposed Project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

Justification for Waivers

Attached as Exhibit A are diagrams that show that the Project would be physically precluded if the waiver is not granted. These diagrams supplement the information previously submitted to the City, incorporated here. In summary:

- Waiver 1 (increase in stories): RBMC § 10-5.915(e)(2) limits the number of stories to three stories. The Project proposes 4 stories within the overall main building height limit of 45 feet. As Exhibit B demonstrates, imposing a three-story limit would preclude construction of 16 units and 20,650 sf. Accordingly, the requested waiver is necessary because without the increase in the number of stories, the Project would be physically precluded from being constructed as proposed.

- Waiver 2 (stair and elevator projection): RBMC § 10-5.1522(b) restricts the height limit to 45 feet. The Project proposes stairwell and elevator penthouse projections up to 15 feet and 7 inches above the height limit. As demonstrated by Exhibit B, limiting projections above the height limit would preclude elevator and stairwell access to the roof. The Fire Department requires the occupiable roof level to be accessible by stair and the accessibility laws. The waiver is required due to the inability to lower the minimum overrun height for the elevator shaft and stair tower. Lowering the height would result in physically precluding access to the rooftop. Accordingly, the requested waiver is necessary because without the increase in height the Project would be physically precluded from being constructed as proposed.

- Waivers 3, 4 and 5 (setbacks): The Project seeks a wavier from RBMC § 10-5.915(F)(2)(A) to reduce the side yard setback – street side (Pearl Street) from 10 feet to 6 feet. As shown in Exhibit B, if this setback reduction was not granted, the Project could not be built as proposed because of the loss of bedrooms in three of the units. This would preclude development of the Project as proposed. Similarly, the Project seeks a waiver to deviate from the setbacks along the rear and side yards from 7'-0" x floor number to same setbacks as ground floor for all floors (Govt Code § 65912.123(d)(3)(A)(ii)).As shown in Exhibit B, if this setback reduction was not granted, it would preclude the development of 13 units and adjacent private open space, which would reduce the density. This would preclude development of the Project as proposed. Finally, the Project seeks to reduce the setback along property lines abutting non-residential uses from 15'-0" to 10'-0" (Govt Code § 65912.123(d)(3)(A)(ii)). As shown in Exhibit B, if this setback reduction was not granted, it would preclude the development of 480 sf of common open space, building circulation and 103 sf of private open space. This would preclude development of the Project as proposed. Accordingly, the requested waiver is necessary because without modified setback the Project would be physically precluded from being constructed as proposed.

- Wavier 6 (storage): The Project seeks to reduce the required private storage space required by RBMC § 10-5.1514(b) from 49, 400 cubic foot lockers to 49, 300 cubic foot lockers (a total of 12,838 cubic feet.) As demonstrated by Exhibit B, imposing the storage requirement would result in the loss of eight parking spaces. Accordingly, the requested waiver is necessary because without the reduction in storage space the Project would be physically precluded from being constructed as proposed.

- Waiver 7 (tandem parking): The Project seeks to use 10 tandem parking spaces for commercial and residential uses. As demonstrated in Exhibit B, prohibiting tandem parking would reduce the number of parking spaces proposed by the Project by 10 parking spaces, which would preclude development of the Project as proposed. Accordingly, the requested waiver is necessary because without the tandem parking the Project would be physically precluded from being constructed as proposed.

- Waiver 8 (compact parking: The Project seeks to allow 13compact parking spaces for residential use. As demonstrated in Exhibit B, prohibiting parking spaces would reduce the number of parking spaces proposed by the Project by 13spaces, which would preclude development of the Project as proposed. Accordingly, the requested waiver is necessary because without the tandem parking the Project would be physically precluded from being constructed as proposed.

- Waiver 9 (valet parking): The Project seeks to allow valet parking, as needed, to accommodate the tandem parking spaces. For the residential uses, tandem parking spaces will be assigned to a single unit, such that valet parking is not permitted. For the commercial uses, the Applicant, proposes to offer valet parking as needed. The Project proposes 14 valet queuing spaces for valet. Without the option for valet, the Project could be precluded for using tandem spaces for commercial uses. Accordingly, use of the valet is needed for development of the Project as proposed.

Rebuttal of Resolution

The Appeal discusses in detail the reasons that the Planning Commission's decision was in error, including because it did identify any specific adverse impact, nor any objective, identifiable written health of safety standard, policy or condition to justify its denial. That, alone, is enough to grant the Appeal. Even so (and though the burden of proof is on the City, attached as Exhibit C hereto is a Focused Local Transportation Assessment ("EPD Report") prepared by expert EPD Solutions which rebuts the baseless allegations in the Resolution. The EPD report includes the following analysis:

- Calculation of the Project's trip generation.

- Determination of whether a detailed level of service (LOS) analysis is required.

- Focused safety and circulation assessment of the Project driveway and the nearby signalized intersection of Pacific Coast Highway and Pearl Street.

  - Evaluation of 95th-percentile queuing at the intersection of Pacific Coast Highway and Pearl Street.

  - Safety assessment based on crash data obtained from the *University of California, Berkeley Transportation Injury Mapping System (TIMS).*

- Shared parking analysis based on the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 6th Edition*.

The EPD Study provides substantial evidence that there would be no specific adverse impact related to traffic, pedestrian safety, circulation, or access issues. Relying on adopted standards, including the City's own Transportation Impact Study Guidelines for Land Use Plans and Projects (May 2021), the EPD Study concludes:

- The Project's estimated weekday peak hour trip generation (approximately 17 weekday AM peak-hour trips and 20 weekday PM peak-hour trips) does not meet the City's threshold requiring preparation of a full Local Transportation Assessment. Accordingly, a detailed level of service analysis is not required. This means that the number of trips generated is so low that it would not have any specific adverse impacts.

- The Project access is expected to operate acceptably with respect to circulation, queuing, and safety. The queuing analysis indicates that forecasted queue lengths at the intersection of Pacific Coast Highway and Pearl Street correspond to fewer than four vehicles under both Existing Conditions and Existing Plus Project Conditions, with Project-generated traffic resulting in increases of less than one vehicle. In addition, the implementation of "KEEP CLEAR" pavement markings at the Project access driveway would maintain unobstructed ingress and egress for vehicles entering and exiting the site and avoid any potential queue spillback impacts.

- The safety assessment did not identify any notable or recurring collision patterns attributable to the proposed Project access, and the Project's pedestrian circulation design is not expected to create pedestrian safety concerns.

- The Project would reduce the number of driveways on the site from four to one. Currently, there are four driveways on Pacific Coast Highway, which have the potential to create pedestrian/vehicular conflicts. The Project will eliminate all of the driveways on Pacific Coast Highway, thereby eliminating that potential conflict. The Project will add a singular point of access of Pearl Street, which will have a 5% grade for at least 20 feet from Pearl Street, thereby eliminating any potential pedestrian and vehicular conflicts.

- The Project would not result in impacts to emergency vehicle operations along Pacific Coast Highway or Pearl Street, because Project is forecast to generate a relatively small number of vehicle trips (approximately 17 weekday AM peak hour trips and 20 weekday PM peak hour trips) and would result in minimal changes to

> intersection queuing conditions. As such, Project-related traffic is not expected to impede emergency vehicle operations along Pacific Coast Highway or Pearl Street. In emergency situations, motorists are required to yield the right-of-way to responding emergency vehicles.

The EPD Study, therefore, directly rebuts the Planning Commission's unsubstantiated findings regarding a hypothetical specific adverse impacts.

Further, although the Project has been modified (as discussed above) to accommodate 129 parking spaces, even if that were not the case, the EPD Report demonstrates that an on-site parking supply of 105 spaces would have been sufficient to accommodate parking demand under both weekday and weekend conditions based on Institute of Transportation Engineers (ITE) Parking Generation data. As a result, the Project would not generate spillover parking on adjacent public streets or affect coastal access with respect to parking. The 129 parking spaces now proposed also would not create spillover parking impacts, in direct contravention of the Planning Commission's unsubstantiated findings.

The Applicant has worked hard to modify the Project to address potential concerns raised by the Planning Commission, even though it is not required to do so by law. This demonstrates the Applicant's good faith and its commitment to being a good community member. For all of the reasons set forth herein, we respectfully request that the City Council grant the Appeal.

Sincerely,

Elisa Paster

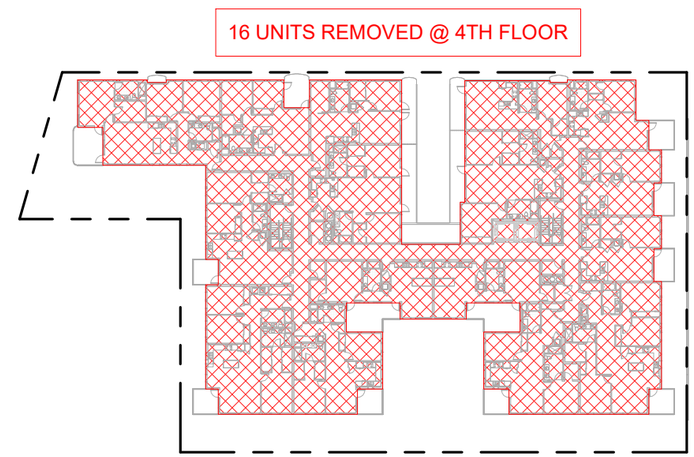
Elisa Paster
Managing Partner
of RAND PASTER & NELSON, LLP

Cc:
Mike Witzansky, City Manager
Marc Wiener, AICP, Community Development Director
Sean Scully, Planning Manager
Steve Giang, Senior Planner

WAIVER #1 - STORIES

1. WAIVER TO RBMC 10-5.915(e)(2) TO INCREASE THE NUMBER OF STORIES FROM THREE (3) TO FOUR (4).

RBMC § 10-5.915(e)(2) LIMITS THE NUMBER OF STORIES TO THREE STORIES. THE PROJECT PROPOSES 4 STORIES WITHIN THE OVERALL MAIN BUILDING HEIGHT LIMIT OF 45 FEET. AS EXHIBIT B DEMONSTRATES, IMPOSING A THREE-STORY LIMIT WOULD PRECLUDE CONSTRUCTION OF 16 UNITS AND 20,650 SF. ACCORDINGLY, THE REQUESTED WAIVER IS NECESSARY BECAUSE WITHOUT THE INCREASE IN NUMBER OF STORIES THE PROJECT WOULD BE PHYSICALLY PRECLUDED FROM BEING CONSTRUCTED AS PROPOSED.



1 4th FLOOR PLAN
1" = 60'-0"

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WAIVER 1 - EXHIBIT

NIVASA LIVING MIXED-USE
401-417 PACIFIC COAST HWY
REDONDO BEACH, CA 90277

1/26/2026

1" = 60'-0"

By: Author

Project No:
2518

ADR-1

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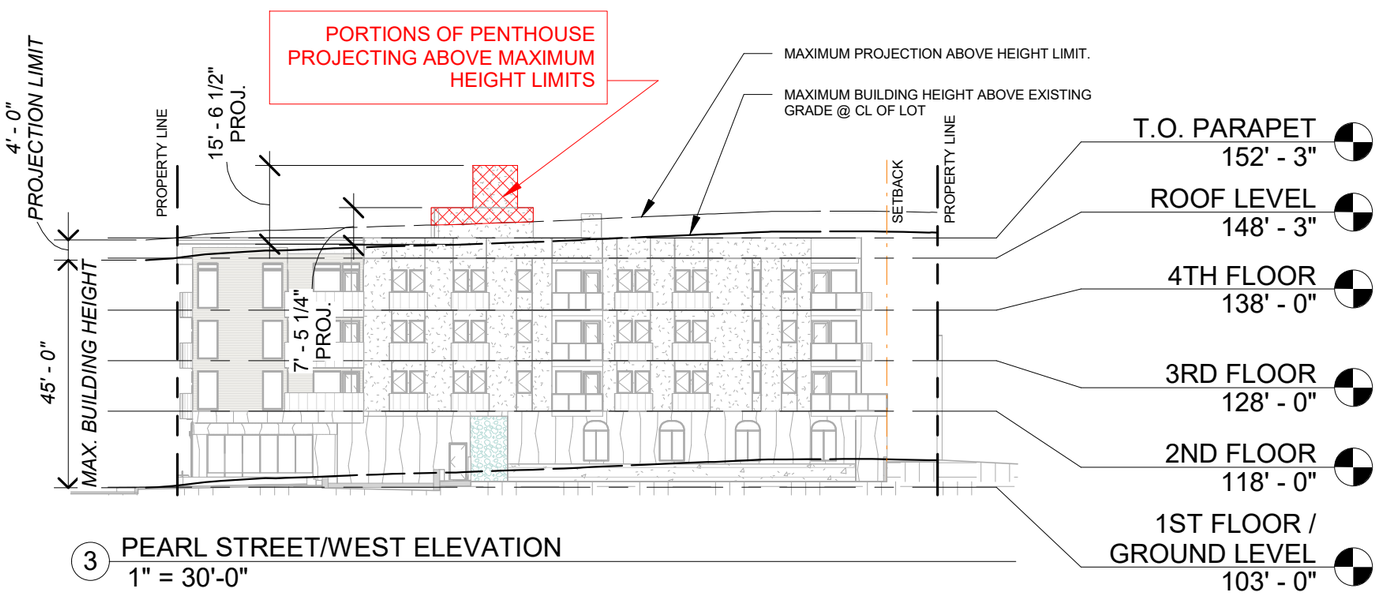
WAIVER #2 - STAIR & ELEVATOR PROJECTION

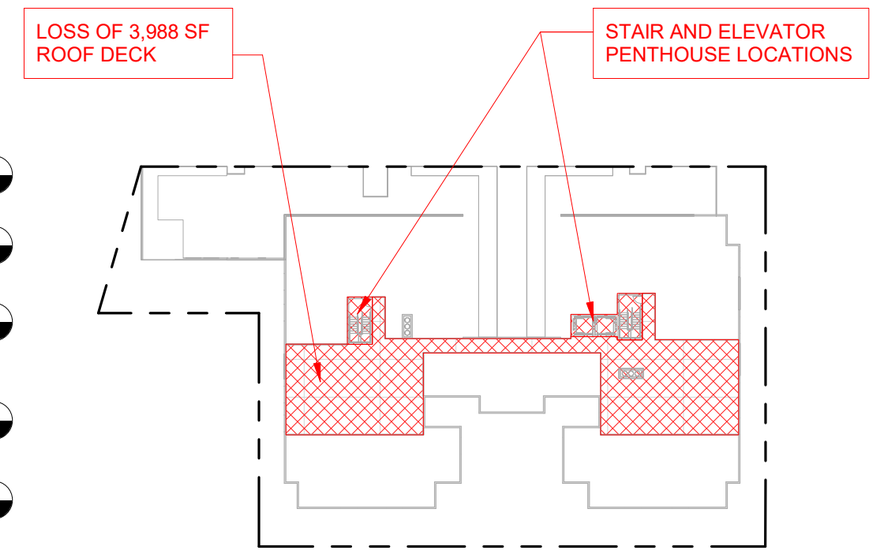
2. WAIVER TO RBMC 10-5.1522(b) TO ALLOW FOR PROJECTIONS ABOVE THE PERMITTED HEIGHT (STAIRWELL AND ELEVATOR PENTHOUSE) BY A MAXIMUM OF 15'-7" ABOVE THE PERMITTED 45' HEIGHT LIMIT.

THIS EXHIBIT SHOWS THAT COMPLIANCE WITH THE 4' PROJECTION LIMIT, WOULD RESULT IN NEITHER THE ELEVATORS NOR THE STAIRS BEING ABLE TO PROVIDE ACCESS TO THE ROOF LEVEL. THE FIRE DEPARTMENT REQUIRES THE ROOF LEVEL TO BE ACCESSIBLE BY STAIR AND THE ACCESSIBILITY LAWS REQUIRE THE OCCUPIED ROOF DECK TO BE ACCESSED BY ELEVATOR. THE WAIVER IS REQUIRED DUE TO THE INABILITY TO LOWER THE MINIMUM OVERRUN HEIGHT FOR THE ELEVATOR SHAFT AND STAIR TOWER. LOWERING THE HEIGHT WOULD RESULT IN PHYSICALLY PRECLUDING ACCESS TO THE ROOFTOP AND OTHER AMENITIES REQUIRED FOR DWELLING UNITS AND LOSS OF DENSITY BONUS UNITS BY LOWERING FLOOR-TO-FLOOR HEIGHTS OR ELIMINATING A LEVEL.

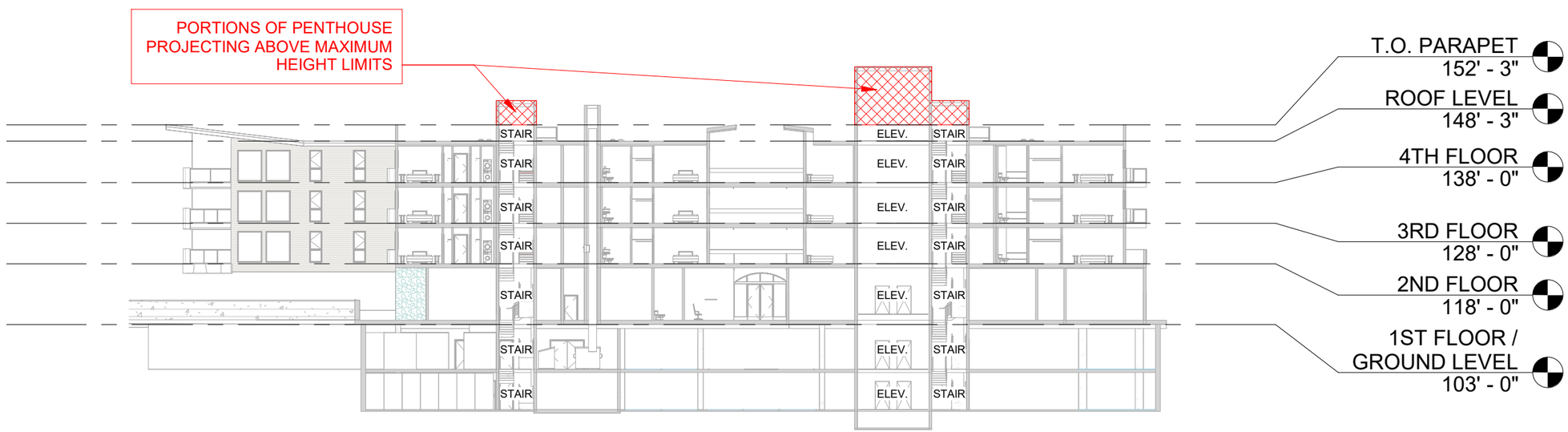
THEREFORE, REQUEST WAIVER TO ALLOW PROJECTIONS UP TO 15' 7" ABOVE THE PERMITTED HEIGHT LIMIT IN ORDER TO PROVIDE ADEQUATE ROOF ACCESS.



3 PEARL STREET/WEST ELEVATION
1" = 30'-0"



1 ROOF PLAN
1" = 60'-0"



2 PENTHOUSE EXHIBIT SECTION
1" = 30'-0"

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WAIVER 2 - EXHIBIT

NIVASA LIVING MIXED-USE
401-417 PACIFIC COAST HWY
REDONDO BEACH, CA 90277

1/26/2026

As indicated

By: Author

Project No:
2518

ADR-2

2/11/2026 12:07:50 PM

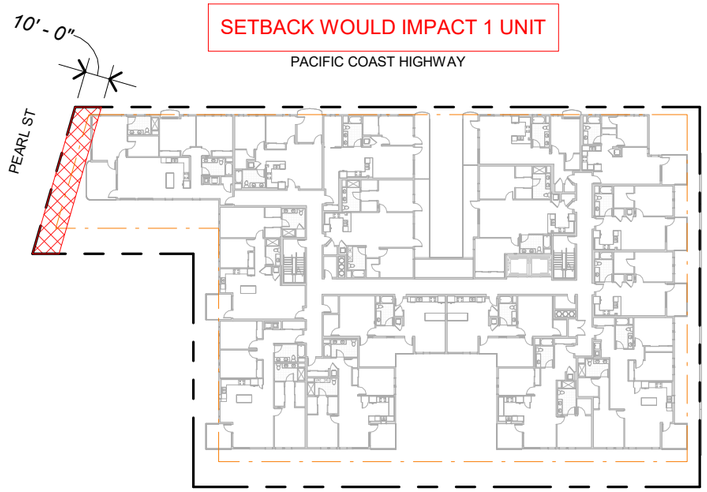
WAIVER #3 - STREET SIDE YARD SETBACK

3. WAIVER TO RBMC 10-5.915(f)(2)(a) TO REDUCE THE SIDE YARD SETBACK-STREET SIDE (PEARL STREET) OF A CORNER OR REVERSE CORNER LOT FROM 10 FEET TO 6 FEET.

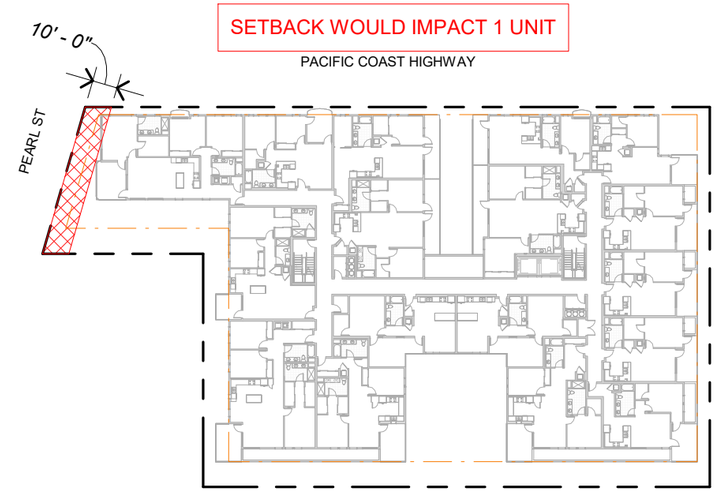
THE BUILDING REQUIRES A PORTION OF THE BUILDING TO EXTEND TO WITHIN 6'-0" OF THE STREET SIDE YARD ALONG PEARL STREET IN ORDER TO PROVIDE THE UNIT FLOOR AREA.

THIS EXHIBIT SHOWS THAT COMPLIANCE WITH THE SETBACK REQUIREMENT WOULD RESULT IN A LOSS OF A BEDROOM FOR 3 UNITS. THIS EXHIBIT ALSO SHOWS THAT APPROXIMATELY 74% OF THE BUILDING FRONTAGE STILL COMPLIES WITH THE 10' - 0" SETBACK REQUIREMENT.

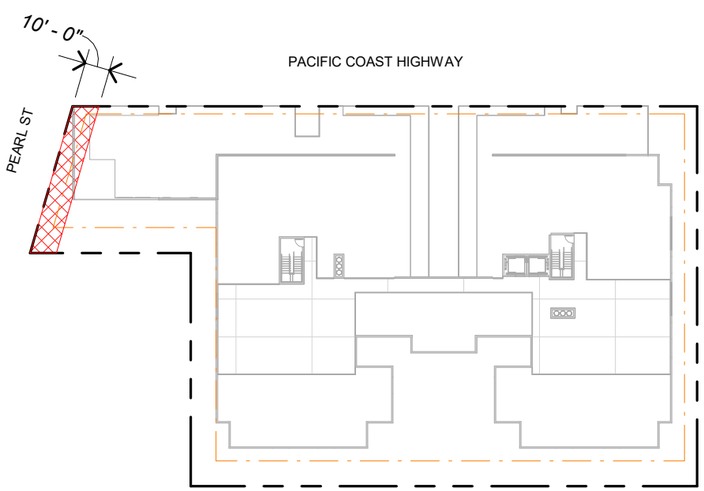
THEREFORE, REQUEST WAIVER OF BUILDING SETBACK TO ALLOW A STREET SIDE YARD SETBACK OF 6' - 0" FOR 16% OF BUILDING FRONTAGE ALONG PEARL STREET.



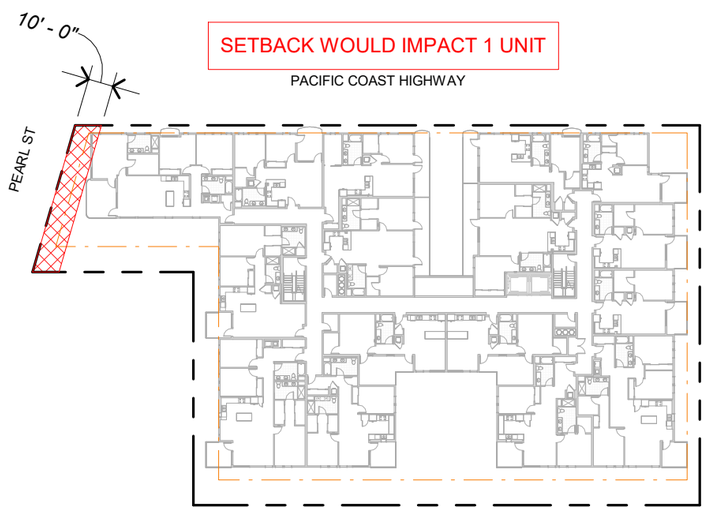
4 4TH FLOOR PLAN
1" = 60'-0"



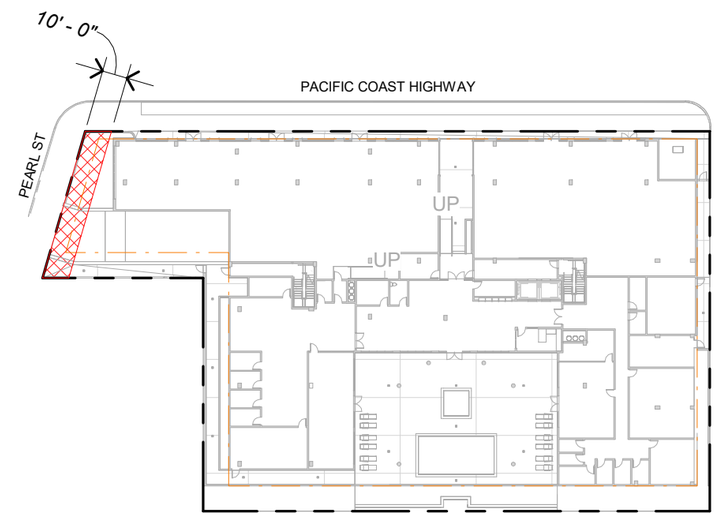
2 2ND FLOOR PLAN
1" = 60'-0"



5 ROOF PLAN
1" = 60'-0"



3 3RD FLOOR PLAN
1" = 60'-0"



1 1ST FLOOR/ GROUND LEVEL
1" = 60'-0"

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WAIVER 3 - EXHIBIT

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REDONDO BEACH, CA 90277

1/26/2026
1" = 60'-0"
By: Author
Project No:
2518

ADR-3

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WAIVER #4 - SETBACK ABUTTING RESIDENTIAL USES

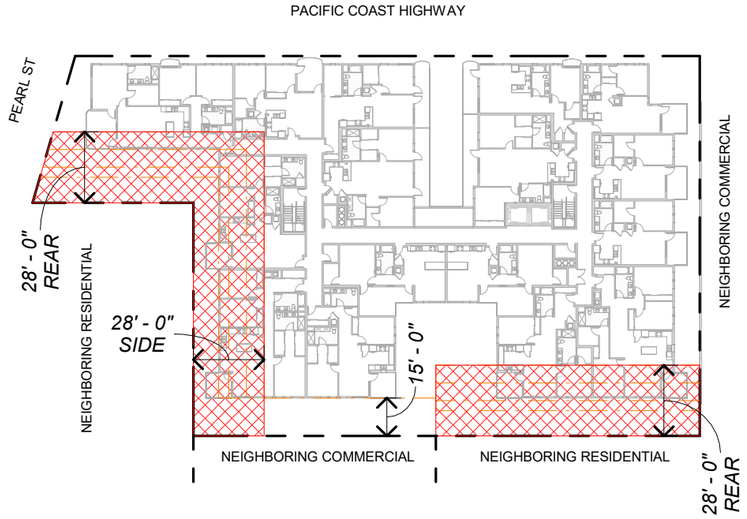
4. WAIVER TO GOVERNMENT CODE SECTION 65912.123(d)(3)(A)(ii) TO REDUCE THE SETBACK ALONG PROPERTY LINES (PORTION OF REAR & SIDE YARD) THAT ABUT A PROPERTY THAT CONTAINS A RESIDENTIAL USE STARTING AT THE SECOND FLOOR AND EACH SUBSEQUENT FLOOR IN AN AMOUNT EQUAL TO SEVEN FEET MULTIPLIED BY THE FLOOR NUMBER.

IN ORDER TO PROVIDE THE SQUARE FOOTAGE NEEDED TO ACCOMMODATE THE DENSITY BONUS UNITS AND THEIR PRIVATE OPEN SPACE REQUIREMENTS, THE BUILDING REQUIRES A REDUCED SETBACK ALONG AREAS ABUTTING RESIDENTIAL USES.

THIS EXHIBIT SHOWS THAT COMPLIANCE WITH THE SETBACK REQUIREMENT WOULD RESULT IN A LOSS OF 13 UNITS AND THEIR ADJACENT PRIVATE OPEN SPACE FOR A TOTAL OF ONLY 36 UNITS. THIS EXHIBIT ALSO SHOWS THAT AT LEVELS 2 AND ABOVE, THE BUILDING MAINTAINS A 15' SETBACK ALONG THE ENTIRE REAR YARD.

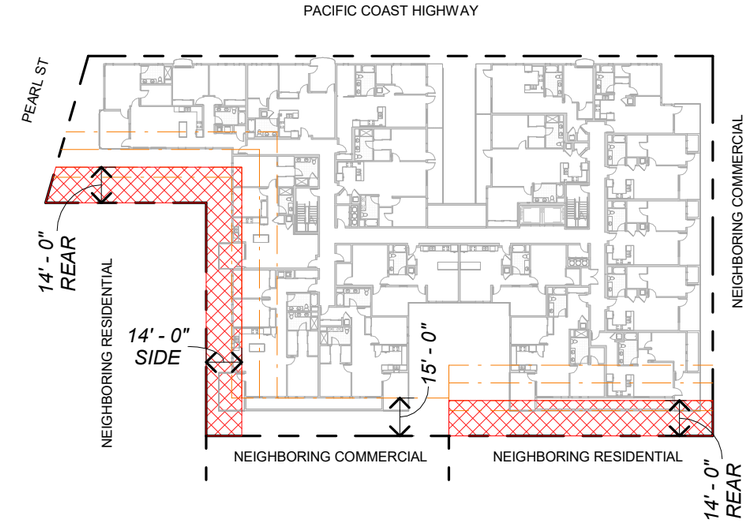
THEREFORE, REQUEST WAIVER OF BUILDING SETBACK TO ALLOW 10' -0" MIN. ALONG NEIGHBORING RESIDENTIAL PROPERTIES IN ORDER TO CONSTRUCT 49 UNITS AS PERMITTED UNDER AB2011 AND AB1287 DENSITY BONUS.

SETBACK WOULD IMPACT 5 UNITS



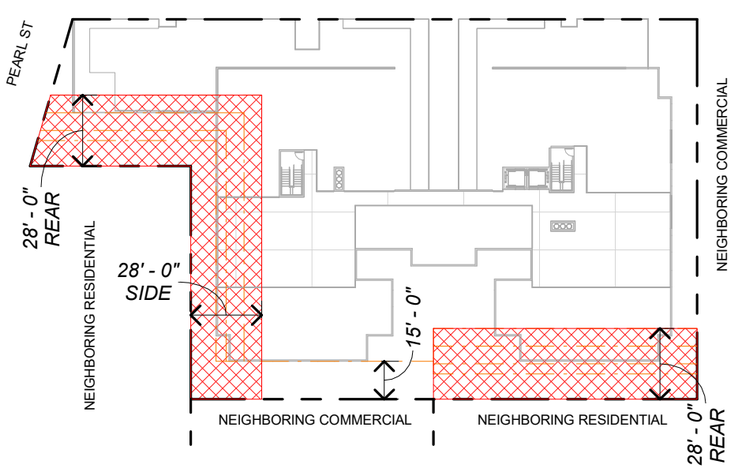
4 4TH FLOOR PLAN
1" = 60'-0"

SETBACK WOULD IMPACT 4 UNITS



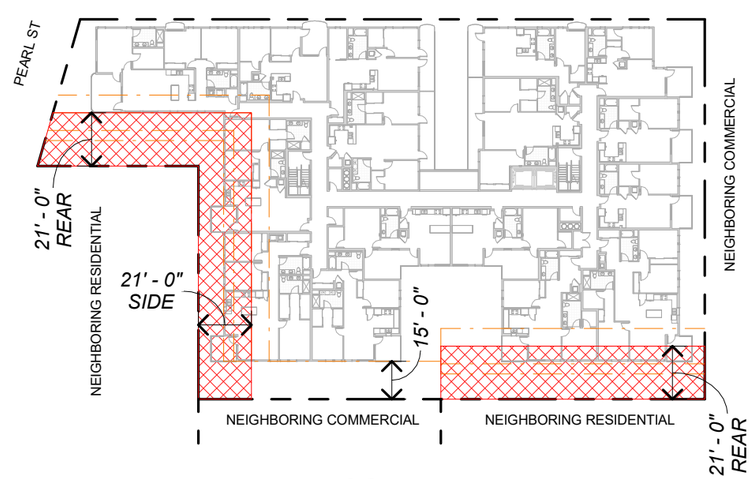
2 2ND FLOOR PLAN
1" = 60'-0"

SETBACK WOULD IMPACT ROOF DECK COMMON SPACE



5 ROOF PLAN
1" = 60'-0"

SETBACK WOULD IMPACT 4 UNITS



3 3RD FLOOR PLAN
1" = 60'-0"

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WAIVER 4 - EXHIBIT

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1/26/2026
1" = 60'-0"
By: Author
Project No:
2518

ADR-4

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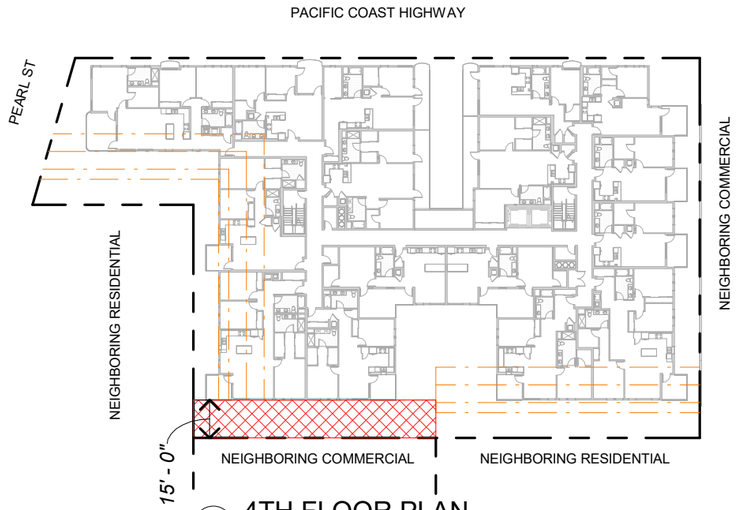
WAIVER #5 - SETBACK ABUTTING NON-RESIDENTIAL USES

5. WAIVER TO GOVERNMENT CODE SECTION 65912.123(d)(3)(B) TO REDUCE THE SETBACK ALONG PROPERTY LINES (PORTION OF REAR YARD) THAT ABUT A PROPERTY THAT DOES NOT CONTAIN A RESIDENTIAL USE FROM 15 FEET REQUIRED TO 10 FEET .

IN ORDER TO PROVIDE THE REQUIRED PRIVATE AND COMMON OPEN SPACE AREAS AND THEIR ADJACENT CIRCULATION THE BUILDING REQUIRES A REDUCED SETBACK ALONG AREAS ABUTTING NON-RESIDENTIAL USES.

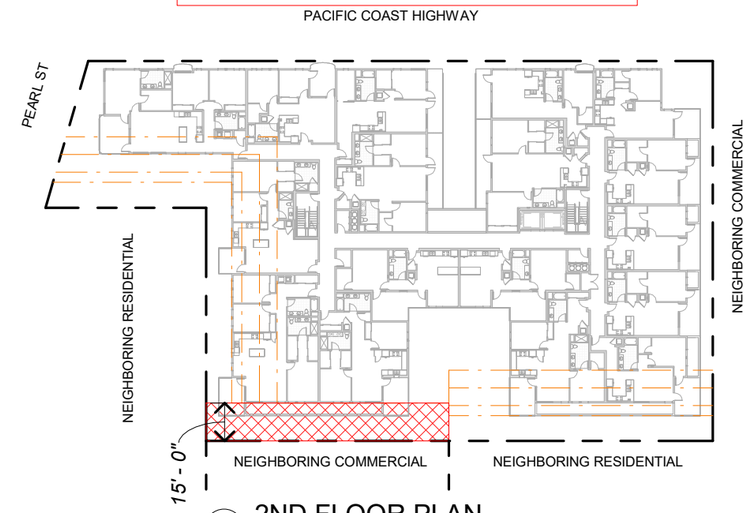
THIS EXHIBIT SHOWS THAT COMPLIANCE WITH THE SETBACK REQUIREMENT WOULD RESULT IN A LOSS OF 480SF OF COMMON OPEN SPACE AND BUILDING CIRCULATION AS WELL AS 103 SF OF PRIVATE OPEN SPACE.

THEREFORE, REQUEST WAIVER OF BUILDING SETBACK TO ACCOMODATE REQUIRED 9,800 SF OF OPEN SPACE.

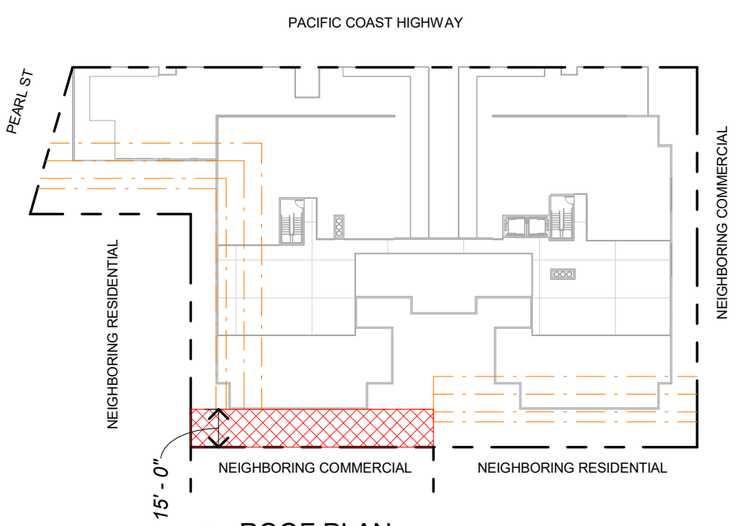


4 4TH FLOOR PLAN
1" = 60'-0"

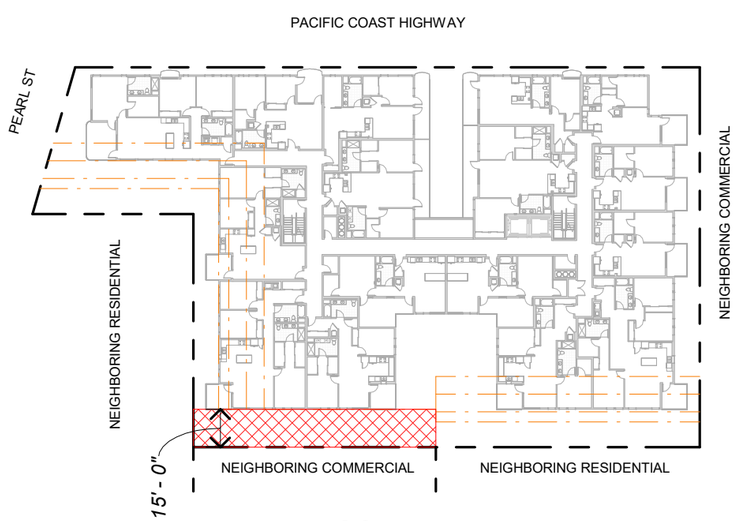
103 SF OF PRIVATE OPEN SPACE IMPACTED



2 2ND FLOOR PLAN
1" = 60'-0"

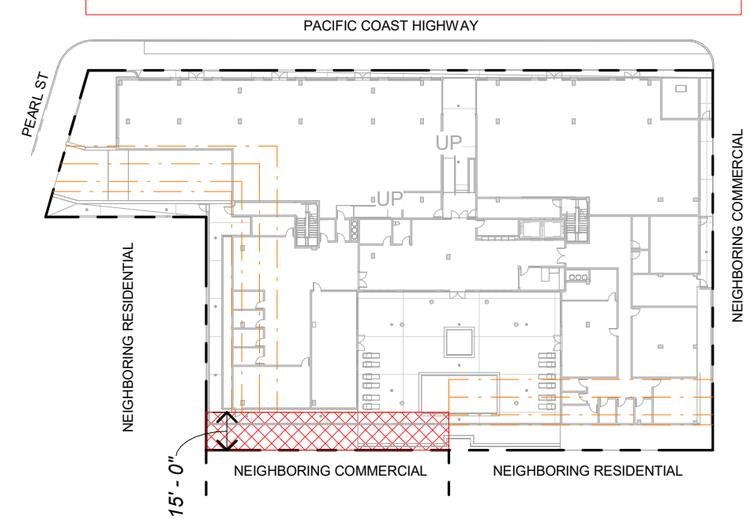


5 ROOF PLAN
1" = 60'-0"



3 3RD FLOOR PLAN
1" = 60'-0"

COMMON OPEN SPACE AND BUILDING CIRCULATION IMPACTED



1 1ST FLOOR/ GROUND LEVEL
1" = 60'-0"

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WAIVER 5 - EXHIBIT

NIVASA LIVING MIXED-USE
401-417 PACIFIC COAST HWY
REDONDO BEACH, CA 90277

1/26/2026
1" = 60'-0"
By: Author
Project No:
2518

ADR-5

2/11/2026 12:07:54 PM

WAIVER #6 - PRIVATE STORAGE

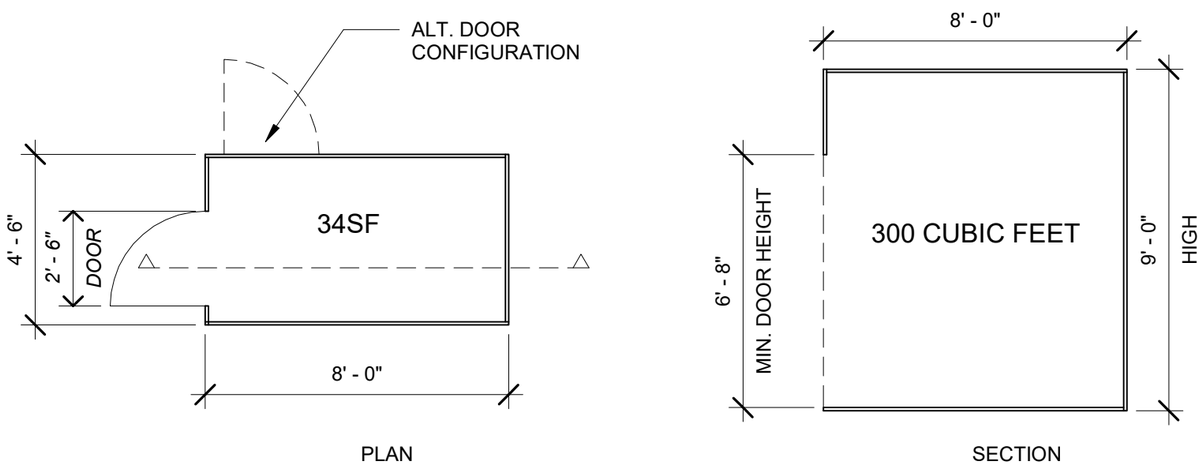
6. WAIVER TO RBMC 10-5.1514(b) TO REDUCE THE REQUIRED PRIVATE STORAGE SPACE TO (49) 300 CF LOCKERS FOR A TOTAL OF 14,700 CF.

IN ORDER TO PROVIDE EACH UNIT WITH EQUAL SIZE STORAGE AREAS AS WELL AS PROVIDE THE MINIMUM NUMBER OF RESIDENTIAL AND COMMERCIAL PARKING SPACES, THE MINIMUM STORAGE SIZE REQUIRES A REDUCTION FROM 400 CF PER UNIT TO 300 CF PER UNIT.

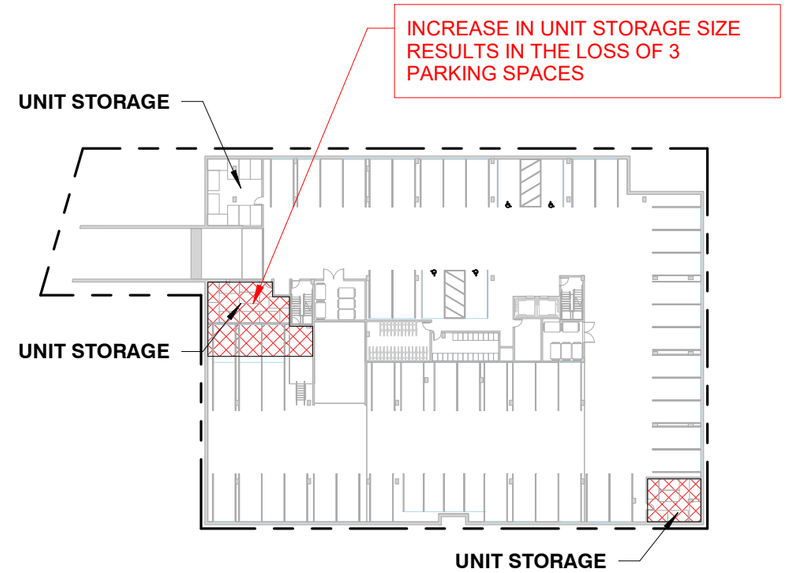
THIS EXHIBIT SHOWS THAT, IN ORDER TO COMPLY WITH THE 61 REQUIRED RESIDENTIAL SPACES, COMPLIANCE WITH THE STORAGE SPACE REQUIREMENT WOULD RESULT IN A LOSS OF 8 COMMERCIAL SPACES FOR A TOTAL OF 121 PARKING SPACES.

THEREFORE, REQUEST WAIVER OF PRIVATE UNIT STORAGE TO ACCOMODATE REQUIRED 129 PARKING SPACES.

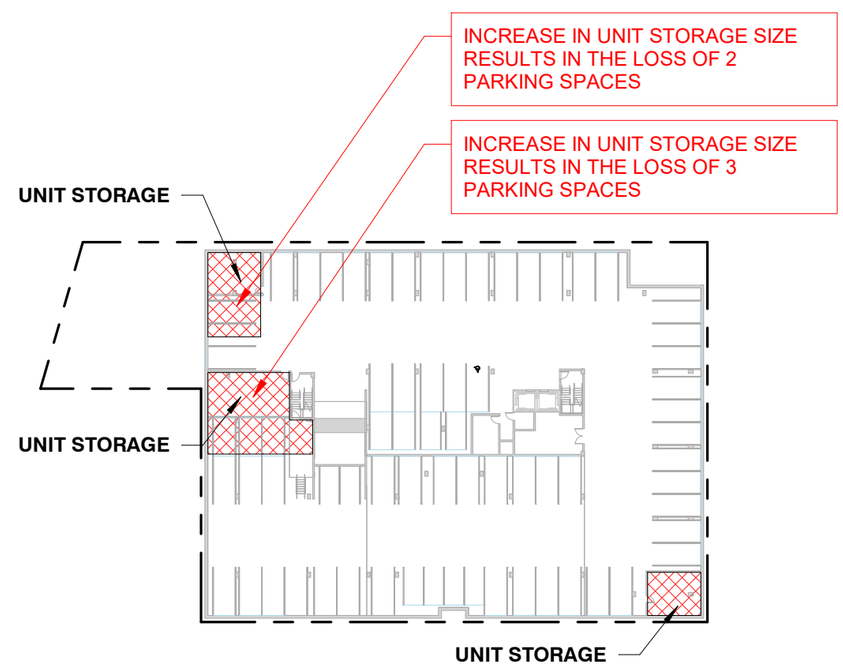
TYPICAL STORAGE UNIT SIZE



TYP. STORAGE UNIT EXHIBIT | SCALE: 1/4" = 1'-0" | 1



PARKING LEVEL P1 | SCALE: 1" = 60'-0" | 2



PARKING LEVEL P2 | SCALE: 1" = 60'-0" | 3

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WAIVER 6 - EXHIBIT

NIVASA LIVING MIXED-USE
401-417 PACIFIC COAST HWY
REDONDO BEACH, CA 90277

1/26/2026

As indicated

By: Author

Project No: 2518

ADR-6

2/11/2026 12:07:54 PM

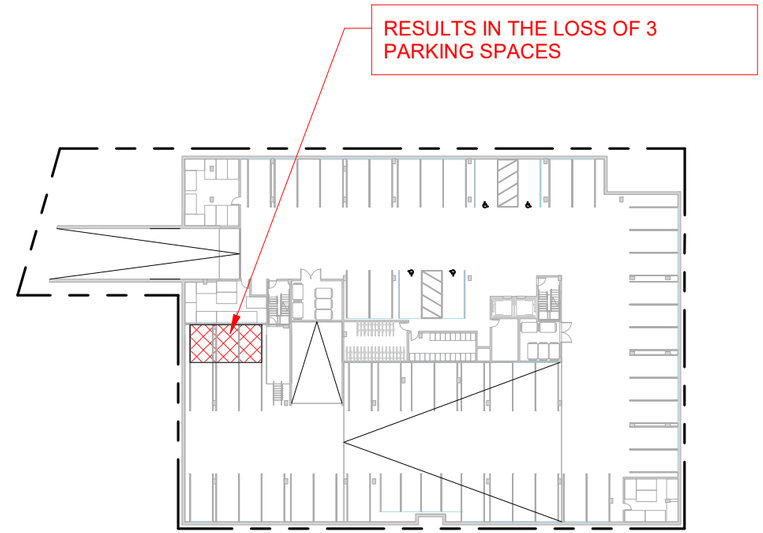
WAIVER #7 - RESIDENTIAL AND COMMERCIAL PARKING

7. WAIVER TO RBMC 10-5.1704(c)(1) TO ALLOW (10) TANDEM PARKING SPACES FOR COMMERCIAL AND RESIDENTIAL USE.

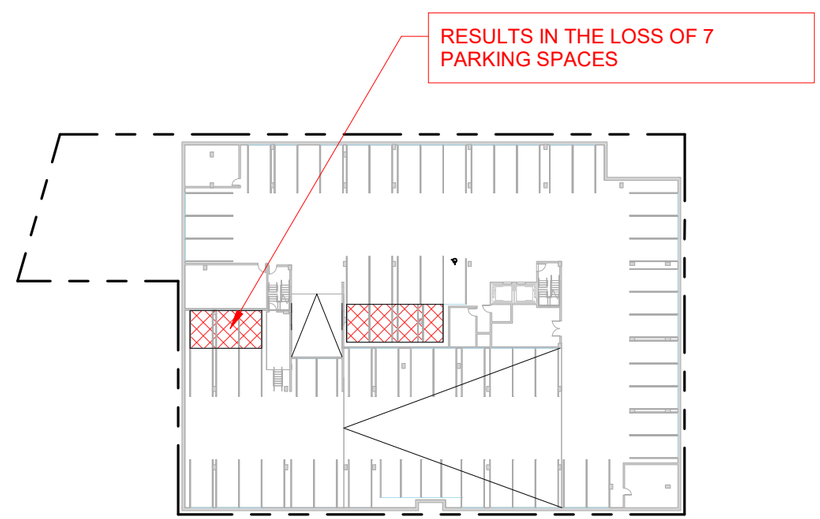
IN ORDER TO PROVIDE THE REQUIRED NUMBER OF RESIDENTIAL AND COMMERCIAL PARKING SPACES THE PROJECT REQUIRES THE USE OF 8'-0" MIN. X 15'-0" MIN. TANDEM PARKING SPACES.

THIS EXHIBIT SHOWS THAT DUE TO BUILDING CONSTRAINTS, IN ORDER TO COMPLY WITH THE 61 REQUIRED RESIDENTIAL SPACES, COMPLIANCE WITH THE RESIDENTIAL AND COMMERCIAL PARKING STALL SIZE REQUIREMENT WOULD RESULT IN A LOSS OF 10 COMMERCIAL PARKING SPACES FOR A TOTAL OF 119 SPACES.

THEREFORE, REQUEST WAIVER OF RESIDENTIAL AND COMMERCIAL PARKING STALL SIZE TO ACCOMODATE THE REQUIRED 129 PARKING SPACES.



PARKING LEVEL P1 | SCALE: 1" = 60'-0" | 1



PARKING LEVEL P2 | SCALE: 1" = 60'-0" | 2

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WAIVER 7 - EXHIBIT

NIVASA LIVING MIXED-USE
401-417 PACIFIC COAST HWY
REDONDO BEACH, CA 90277

1/26/2026

1" = 60'-0"

By: Author

Project No:
2518

ADR-7

2/11/2026 12:07:54 PM

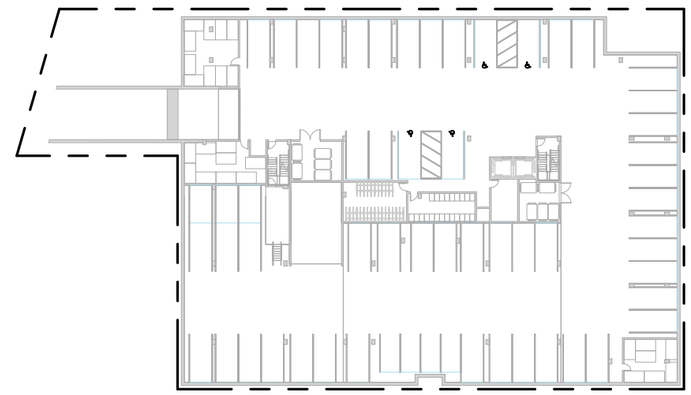
WAIVER #8 - RESIDENTIAL PARKING

8. WAIVER TO RBMC 10-5.1704(c)(1) TO ALLOW (13) COMPACT PARKING SPACES FOR RESIDENTIAL USE.

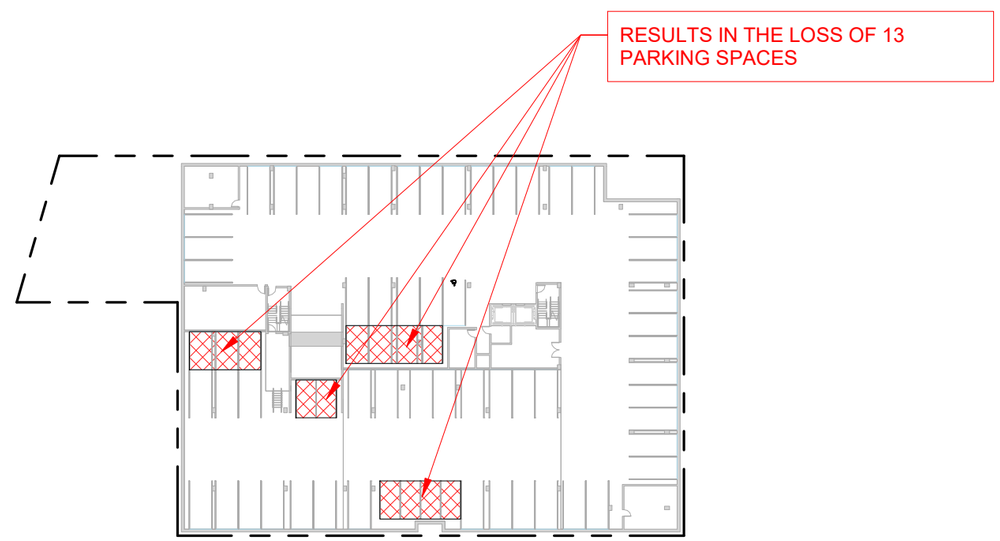
IN ORDER TO PROVIDE THE REQUIRED NUMBER OF RESIDENTIAL AND COMMERCIAL PARKING SPACES THE PROJECT REQUIRES THE USE OF 8'-0" MIN. X 15'-0" MIN. COMPACT PARKING SPACES.

THIS EXHIBIT SHOWS THAT DUE TO BUILDING CONSTRAINTS, IN ORDER TO COMPLY WITH THE 61 REQUIRED RESIDENTIAL SPACES, COMPLIANCE WITH THE RESIDENTIAL PARKING SPACE SIZE REQUIREMENT WOULD RESULT IN A LOSS OF 13 COMMERCIAL SPACES FOR A TOTAL OF 116 PARKING SPACES.

THEREFORE, REQUEST WAIVER OF RESIDENTIAL PARKING STALL SIZE TO ACCOMODATE THE REQUIRED 129 PARKING SPACES.



PARKING LEVEL P1 | SCALE: 1" = 60'-0" | 1



PARKING LEVEL P2 | SCALE: 1" = 60'-0" | 2

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WAIVER 8 - EXHIBIT

NIVASA LIVING MIXED-USE
401-417 PACIFIC COAST HWY
REDONDO BEACH, CA 90277

1/26/2026

1" = 60'-0"

By: Author

Project No:
2518

ADR-8

2/11/2026 12:07:55 PM

To:	Ben Agarwal, Wal2Wal Investments, Inc.
From:	Michael Torres, TE, EPD Solutions, Inc.
Date:	2/11/2026
Site:	401, 405, 411, 413, and 417 South Pacific Coast Highway, Redondo Beach, CA 90277
Subject:	Focused Local Transportation Assessment 401 PCH Redondo Beach – EPD Project Number 26-014

Introduction

EPD Solutions, Inc. (EPD) is pleased to provide this Focused Local Transportation Assessment (LTA) for the proposed 401 PCH Redondo Beach mixed-use residential development ("Project") located at the southwest corner of Pacific Coast Highway and Pearl Street in the City of Redondo Beach. The purpose of this Focused LTA is to evaluate the Project's access, circulation, and potential traffic-related effects associated with the proposed Project, consistent with City of Redondo Beach guidelines. The Focused LTA includes the following analyses:

- Calculation of the Project's trip generation.
- Determination of whether a detailed level of service (LOS) analysis is required.
- Focused safety and circulation assessment of the Project driveway and the nearby signalized intersection of Pacific Coast Highway and Pearl Street.
    - Evaluation of 95th-percentile queuing at the intersection of Pacific Coast Highway and Pearl Street.
    - Safety assessment based on crash data obtained from the *University of California, Berkeley Transportation Injury Mapping System (TIMS)*.
- Shared parking analysis based on the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 6th Edition*.

Project Description

The Project proposes a four-story mixed-use development with a total of 49 multi-family residential units, including eight affordable units, and approximately 17,000 square feet of ground-floor commercial space. Two subterranean parking levels are proposed, providing a total of 105 parking spaces to serve both the residential and commercial components.

Vehicular access to the Project is provided via one full-access driveway along Pearl Street, which accommodates both residential and ground-floor commercial vehicular ingress and egress. The Project includes a residential parking gate located within the first-level parking garage that separates residential and commercial parking areas. The gate is expected to remain open during the hours of operation for the ground-floor commercial uses and to be closed during late evening hours. The centerline travel distance from the site entry ramp to the parking gate along the first-level parking circulation is approximately 300 feet. Figure 1 shows the Project's aerial location, and Figure 2 presents the proposed Project site plan.

Figure 1: Project Aerial Location

Created with Vertical © 2026 Nearmap US, Inc.

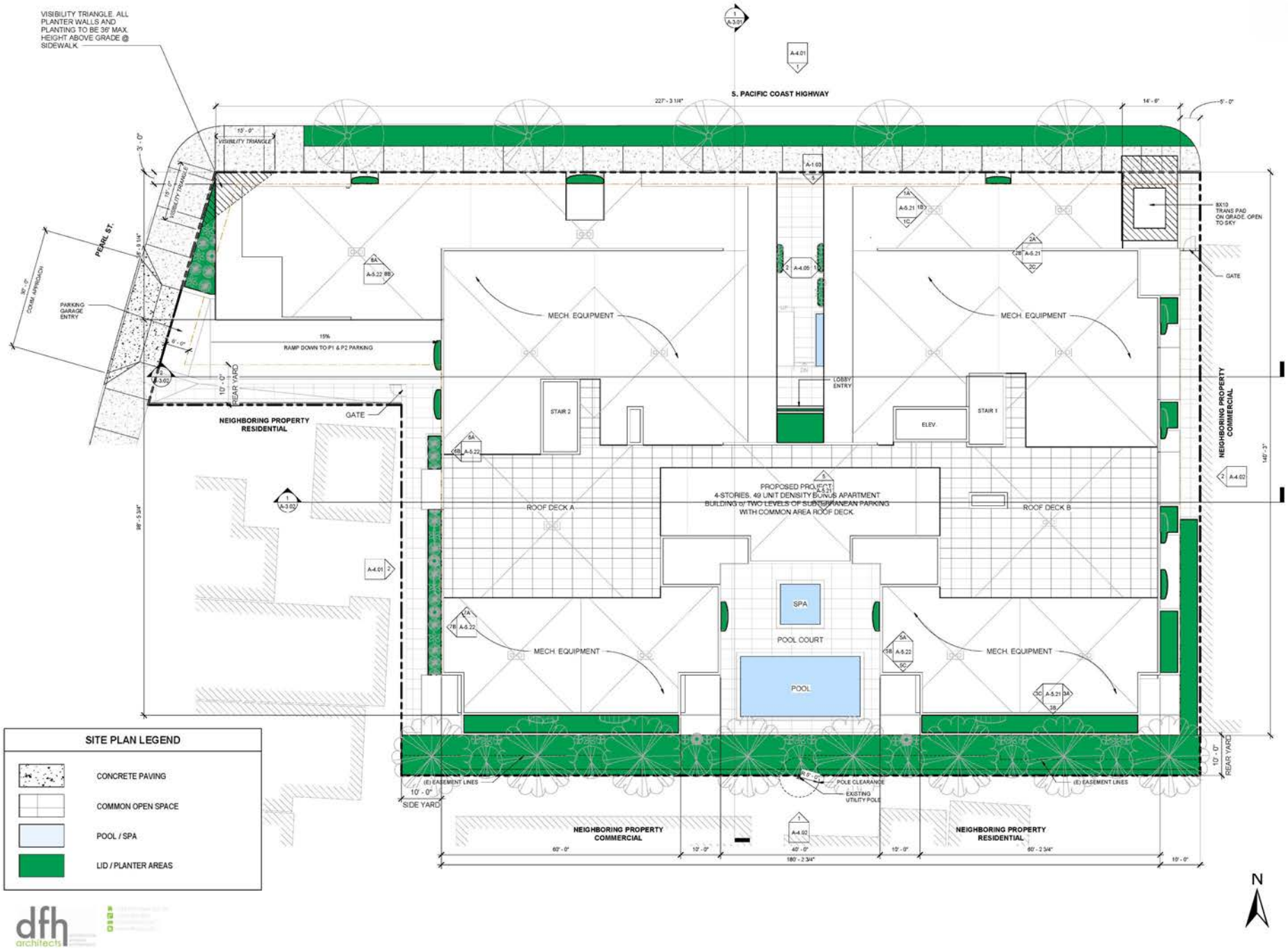
Legend

= Project Boundary

0 150 300 US Feet

N

Figure 2: Project Site Plan



Project Trip Generation

Trip generation represents the vehicular traffic produced by and attracted to a development and is typically estimated using the latest rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The latest edition is the *ITE Trip Generation Manual 12th Edition* (2025).

As previously mentioned, the Project consists of 49 multi-family residential units, consisting of eight affordable housing units and 41 units associated with a mid-rise residential development with ground-floor commercial space. Based on the proposed land uses, the following ITE Land Use Codes (LUCs) were identified to most appropriately represent the Project:

- ITE LUC 223: Affordable Housing: 8 affordable dwelling units
- ITE LUC 231: Mid-Rise Residential with Ground-Floor Commercial (GFA): 41 dwelling units with ground-floor commercial space

ITE LUC 231 represents a mixed-use development consisting of mid-rise multifamily residential uses with ground-floor commercial space that is open to the public, typically in an urban setting.

The trip generation rates for ITE LUC 231 reflect the combined residential and ground-floor commercial components of a mixed-use development and inherently account for internal person trips between uses. Accordingly, the rates represent total site trips entering and exiting the site, and no separate internal trip capture reduction is applied.

Table 1 summarizes the proposed Project's trip generation. As shown in Table 1, the proposed Project is expected to generate approximately 202 weekday daily trips, including approximately 17 weekday AM peak hour trips and approximately 20 weekday PM peak hour trips.

Level of Service (LOS) Screening Criteria

According to the *City of Redondo Beach Transportation Impact Study Guidelines for Land Use Plans and Projects (May 2021)*, a project is required to prepare an LTA if it is anticipated to generate 50 or more net new vehicle trips during any peak hour. Since the Project's estimated weekday peak hour trip generation does not meet the City's threshold, preparation of a full LTA is not required.

Table 1: Project Trip Generation

401 PCH Redondo Beach

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Affordable Housing[1]		Dwelling Units (Income Limits)	4.81	0.10	0.26	0.36	0.27	0.19	0.46
Mid-Rise Residential with Ground-Floor Commercial[2,3]		Dwelling Units	4	0.10	0.24	0.34	0.28	0.12	0.40
Project Trip Generation									
Affordable Housing[1]	8	Dwelling Units (Income Limits)	38	1	2	3	2	2	4
Mid-Rise Residential with Ground-Floor Commercial[2]	41	Dwelling Units	164	4	10	14	11	5	16
Total Project Trip Generation[4]			**202**	**5**	**12**	**17**	**13**	**7**	**20**

1 Institute of Transportation Engineers, Trip Generation Manual, 12th Edition, 2025. Land Use Code 223 - Affordable Housing (Average Rate)

2 Institute of Transportation Engineers, Trip Generation Manual, 12th Edition, 2025. Land Use Code 231 - Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (Average Rate)

3 The Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition (2025) does not provide a weekday daily trip generation rate for Land Use Code 231 – Mid-Rise Residential with Ground-Floor Commercial GFA (1–25k). For this analysis, the weekday daily trip generation has been estimated by multiplying the weekday PM peak-hour rate by a factor of 10.

4 Conservatively, the project trip generation does not include trip credits for existing land uses to be displaced by the proposed Project.

Focused Circulation Analysis

Intersection Queuing Analysis

The purpose of this intersection queuing analysis is to estimate the 95th percentile vehicle queues at the intersection of Pacific Coast Highway and Pearl Street and to assess the potential for queue spillback to the proposed Project access driveway that may affect vehicle ingress and egress operations.

The intersection queuing analysis was conducted using Synchro and SimTraffic traffic analysis software. A microsimulation analysis was performed to estimate 95th percentile queue lengths for the analyzed turning movements under weekday AM and PM peak hour conditions. The analysis utilizes existing intersection lane geometrics, traffic controls, and observed turning movement volumes.

Study Area

For the purposes of this queuing analysis, the study area consists of the following study intersections and turning movements:

1. Project Access Driveway (NS) at Pearl Street (EW)
    - Northbound Left/Right-Turn
2. Pacific Coast Highway (NS) at Pearl Street (EW)
    - Northbound Left-Turn
    - Southbound Left-Turn
    - Eastbound Left/Through/Right-Turn
    - Westbound Left/Through/Right-Turn

The study area is illustrated in Figure 3.

Existing Conditions Traffic Volumes

The queuing analysis is based on existing intersection turning movement counts collected in January 2026 by a third-party traffic data consultant, AimTD, LLC, at the intersection of Pacific Coast Highway and Pearl Street (Study Intersection No. 2). Traffic volumes from this intersection were tracked to represent traffic flows along Pearl Street at the Project access driveway. Traffic volumes were collected during the following weekday peak periods:

- AM peak period from 7:00 AM to 9:00 AM
- PM peak period from 4:00 PM to 6:00 PM

The Existing Conditions traffic volumes are illustrated in Figure 4 and Figure 5 for the weekday AM and PM peak hours, respectively.

Intersection Turning Movement Count Worksheets are included in Attachment A.

Figure 3: Project Study Area

Created with Vertical © 2026 Nearmap US, Inc.

Legend

= Project Boundary

= Study Intersections

= Project Driveway

= Study Area Roadway

0 100 200 US Feet

N

Figure 4: Existing Conditions Traffic Volumes - Weekday AM Peak Hour

Created with Vertical © 2026 Nearmap US, Inc.

Legend

= Project Boundary

= Study Intersections

= Project Driveway

= Study Area Roadway

X = Weekday AM Peak Hour Traffic Volumes

0 100 200 US Feet

N

Figure 5: Existing Conditions Traffic Volumes - Weekday PM Peak Hour

Created with Vertical © 2026 Nearmap US, Inc.

Legend

= Project Boundary

= Study Intersections

= Project Driveway

= Study Area Roadway

X = Weekday PM Peak Hour Traffic Volumes

0 100 200 US Feet

N

Project Trip Distribution and Traffic Assignment

Trip distribution represents the directional orientation of traffic to and from the Project site. It is based on the location of the Project site, its proximity to local and regional roadway network facilities, and the surrounding land uses. The inbound and outbound Project trip distributions are illustrated in Figure 6 and Figure 7, respectively. Based on the Project trip distribution pattern, the resulting Project traffic volumes are illustrated in Figure 8 and Figure 9 for the weekday AM and PM peak hours, respectively.

Existing Plus Project Conditions Traffic Volumes

The Existing Plus Project Conditions traffic volumes are illustrated in Figure 10 and Figure 11 for the weekday AM and PM peak hours, respectively.

95th Percentile Queuing Analysis and Findings

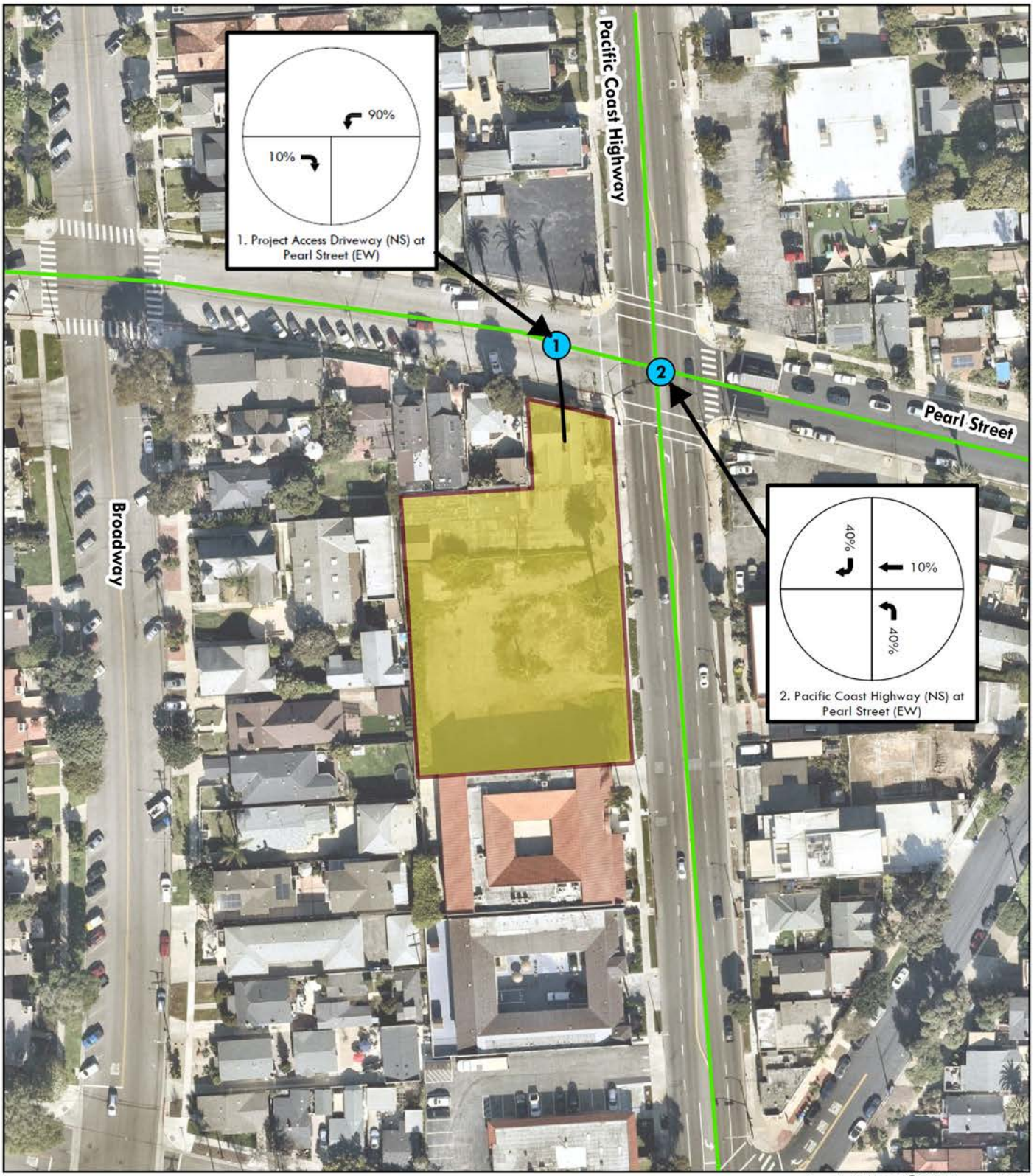
For purposes of this analysis, a standard vehicle queue length of approximately 25 feet per vehicle was assumed. Table 2 summarizes the estimated 95th percentile queue lengths for the analyzed turning movements under both Existing Conditions and Existing Plus Project Conditions. As shown in Table 2, the forecasted 95th percentile queue lengths generally correspond to fewer than four vehicles at any analyzed movement during both the weekday AM and PM peak hours under both analysis scenarios. The addition of Project traffic results in minimal changes to the forecasted queue lengths, with increases generally less than one vehicle. Based on these results, queuing conditions with the proposed Project are considered minimal.

For the eastbound left/through/right-turn movement at the intersection of Pacific Coast Highway and Pearl Street, the queuing analysis forecasts 95th percentile queue lengths are approximately 75 feet (about three vehicles) during the weekday AM peak hour and approximately 78 feet (about three vehicles) during the weekday PM peak hour. The proposed Project access driveway is located approximately 30 feet west of the intersection, providing storage for approximately one vehicle on the eastbound approach before a queued vehicle could extend to the Project access driveway. The proximity of the Project access driveway to the intersection creates the potential for a conflict. However, a queue of three vehicles or fewer would clear when the eastbound signal indication is green, therefore ongoing queuing or congestion is not forecast at this location.

Moreover, this temporary conflict would be avoided by the implementation of "KEEP CLEAR" pavement markings at the Project access driveway. Such markings would maintain unobstructed ingress and egress for vehicles entering and exiting the site and avoid any potential queue spillback impacts.

Detailed Queuing Analysis Worksheets are provided in Attachment B.

Figure 6: Inbound Project Trip Distribution



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Legend

= Project Boundary

= Study Intersections

= Project Driveway

= Study Area Roadway

X% = Project Inbound Trip Distribution Percentage

0 100 200 US Feet

N

Figure 7: Outbound Project Trip Distribution

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Legend

= Project Boundary

= Study Intersections

= Project Driveway

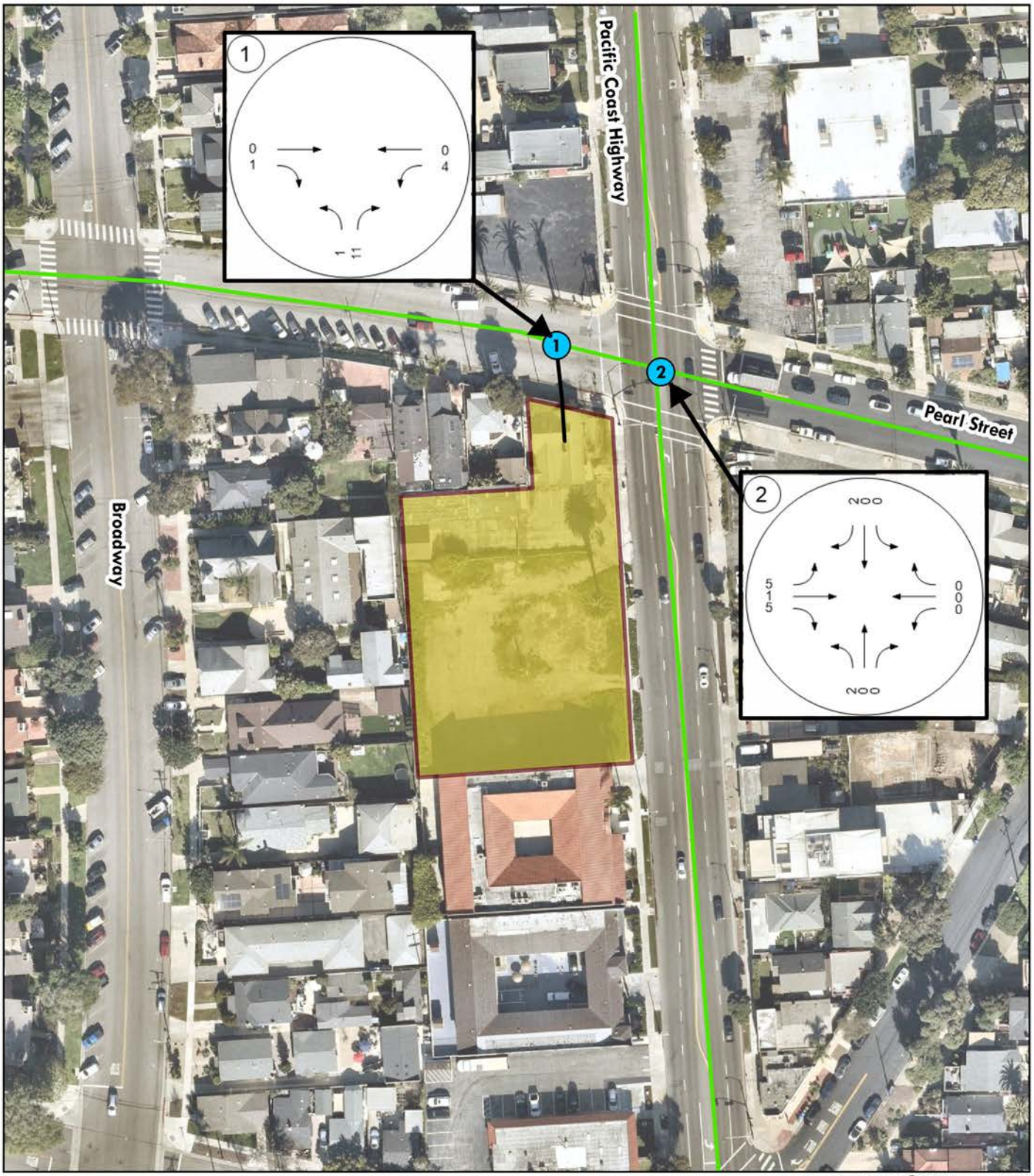
= Study Area Roadway

X% = Project Outbound Trip Distribution Percentage

0 100 200 US Feet

N

Figure 8: Project Traffic Volumes - Weekday AM Peak Hour



Created with Vertical © 2026 Nearmap US, Inc.

Legend

= Project Boundary

= Study Intersections

= Project Driveway

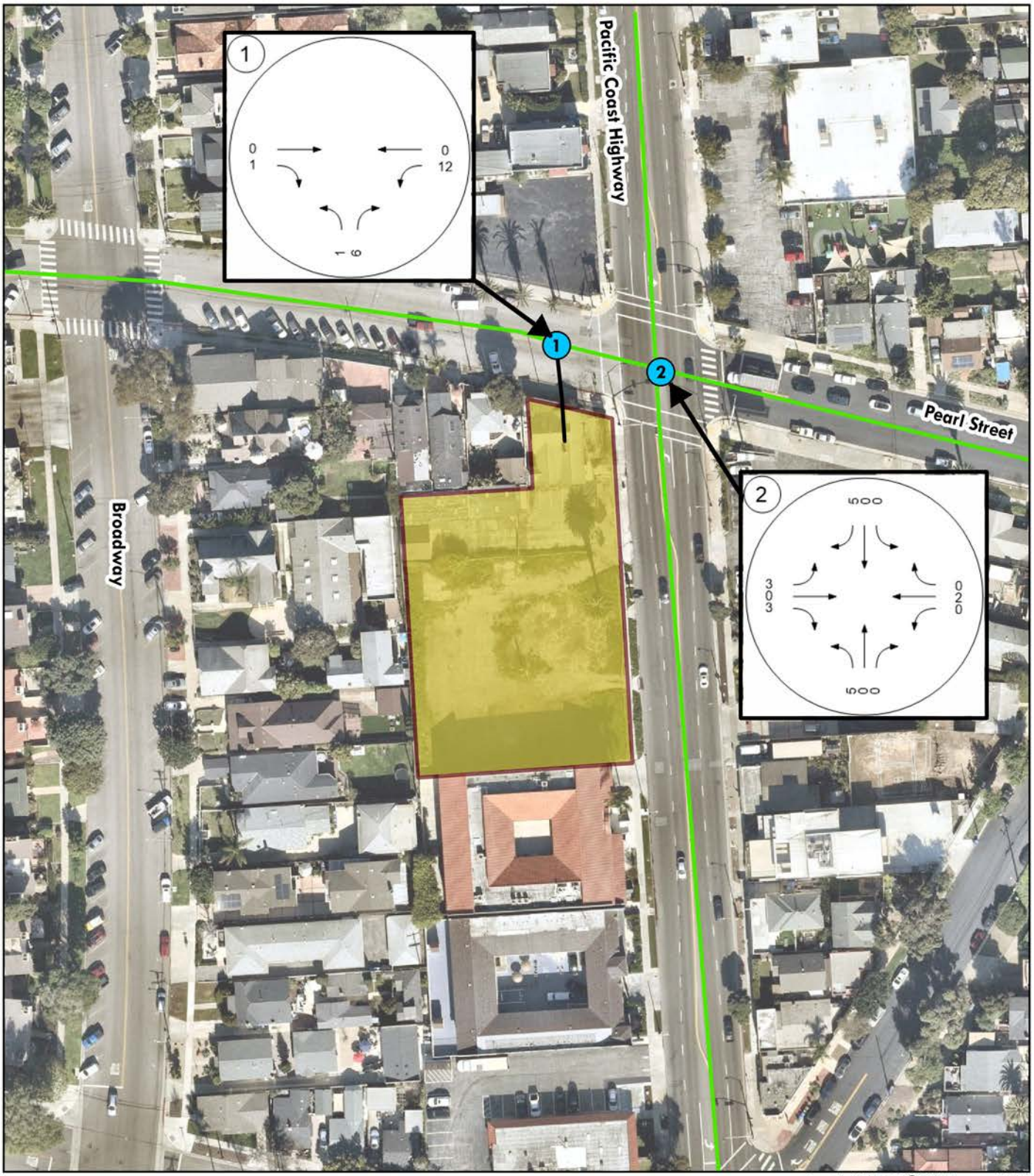
= Study Area Roadway

X = Weekday AM Peak Hour Traffic Volumes

0 100 200 US Feet

N

Figure 9: Project Traffic Volumes - Weekday PM Peak Hour



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Legend

= Project Boundary

= Study Intersections

= Project Driveway

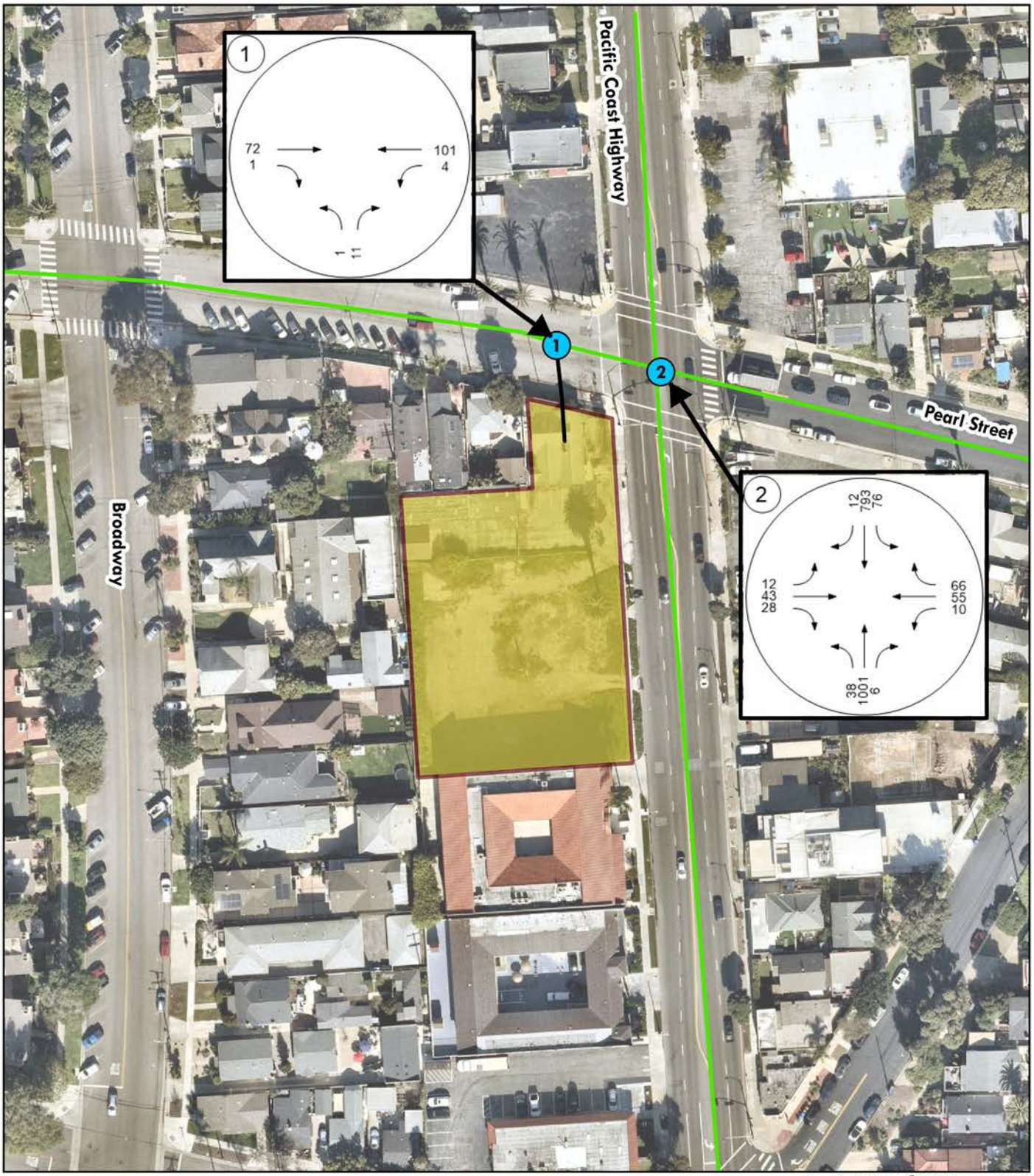
= Study Area Roadway

X = Weekday PM Peak Hour Traffic Volumes

0 100 200 US Feet

N

Figure 10: Existing Plus Project Conditions Traffic Volumes - Weekday AM Peak Hour



Created with Vertical © 2026 Nearmap US, Inc.

Legend

= Project Boundary

= Study Intersections

= Project Driveway

= Study Area Roadway

X = Weekday AM Peak Hour Traffic Volumes

0 100 200 US Feet

N

Figure 11: Existing Plus Project Conditions Traffic Volumes - Weekday PM Peak Hour

Created with Vertical © 2026 Nearmap US, Inc.

Legend

= Project Boundary

= Study Intersections

= Project Driveway

= Study Area Roadway

X = Weekday PM Peak Hour Traffic Volumes

0 100 200 US Feet

N

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Table 2: 95th Percentile Queuing Analysis Summary

	Intersection	Turning Movement	Existing Conditions 95th Percentile Queue (Feet)		Existing Plus Project Conditions 95th Percentile Queue (Feet)		Change in Queue Length (Feet)	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Project Access Driveway (NS) at Pearl Street (EW)	Northbound Left/Right-Turn	- -	- -	34	28	- -	- -
2	Pacific Coast Highway (NS) at Pearl Street (EW)	Northbound Left-Turn	43	43	50	62	7	19
		Southbound Left-Turn	64	72	65	71	1	-1
		Eastbound Left/Through/Right-Turn	67	74	75	78	8	4
		Westbound Left/Through/Right-Turn	87	77	86	90	-1	13

Safety Assessment

A safety assessment was conducted to evaluate potential vehicular, pedestrian, and bicycle conflicts in the vicinity of the Project access driveway and the intersection of Pacific Coast Highway and Pearl Street. The assessment was prepared in response to concerns regarding access operations and multimodal safety near the Project frontage.

Historical collision data were obtained from the Transportation Injury Mapping System (TIMS). At the time of preparation of this Focused LTA, TIMS collision data were available through September 30, 2025. Accordingly, the safety assessment reviews five years of historical collision data, covering the period from October 1, 2020, through September 30, 2025. Collisions involving driving under the influence were excluded from the review, as these incidents are considered correctible accidents.

Analysis Years Reviewed

The following analysis years were evaluated as part of this safety assessment:

- Analysis Year 1: October 1, 2020, to September 30, 2021
- Analysis Year 2: October 1, 2021, to September 30, 2022
- Analysis Year 3: October 1, 2022, to September 30, 2023
- Analysis Year 4: October 1, 2023, to September 30, 2024
- Analysis Year 5: October 1, 2024, to September 30, 2025

Collision Summary

Table 3 summarizes the number of accidents observed over the 5-year period. There were a total of seven reported collisions.

Table 3: TIMS Collision Data Summary

TIMS[1] Data	Analysis Years[2,3]				
	Year 1	Year 2	Year 3	Year 4	Year 5
Number of Accidents	1	0	0	2	4

[1] TIMS = Transportation Injury Mapping System

[2] Analysis years are defined as 12-month periods based on the availability of crash data from TIMS.

[3] Analysis Year 1: 10/01/2020–09/30/2021;
Analysis Year 2: 10/01/2021–09/30/2022;
Analysis Year 3: 10/01/2022–09/30/2023;
Analysis Year 4: 10/01/2023–09/30/2024;
Analysis Year 5: 10/01/2024–09/30/2025.

The collisions are summarized below by analysis year:

- Analysis Year 1 (October 1, 2020 to September 30, 2021)
  - One accident involved a broadside collision between two vehicles at the intersection of Pacific Coast Highway and Pearl Street due to a traffic signal violation.
- Analysis Year 2 (October 1, 2021 to September 30, 2022)
  - No accidents were reported within the study area.
- Analysis Year 3 (October 1, 2022 to September 30, 2023)
  - No accidents were reported within the study area.
- Analysis Year 4 (October 1, 2023 to September 30, 2024)
  - One accident involved a broadside collision between a vehicle and a bicyclist approximately 8 feet south of Pearl Street along Pacific Coast Highway due to unsafe speed, with the bicyclist determined to be at fault.
  - One accident involved a broadside collision between a vehicle and a bicyclist approximately 18 feet north of Pearl Street along Pacific Coast Highway due to an automobile right-of-way violation, with the vehicle driver determined to be at fault.
- Analysis Year 5 (October 1, 2024 to September 30, 2025)
  - One accident involved a broadside collision between two vehicles at the intersection of Pacific Coast Highway and Pearl Street due to an automobile right-of-way violation.
  - One accident involved a sideswipe collision between a vehicle and a motorcyclist approximately 180 feet south of Pearl Street along Pacific Coast Highway due to unsafe speed, with the motorcyclist determined to be at fault.
  - One accident involved a rear-end collision between two vehicles at the intersection of Pacific Coast Highway and Pearl Street due to unsafe speed.
  - One accident involved a vehicle-pedestrian collision at the intersection of Pacific Coast Highway and Pearl Street, with the pedestrian crossing within the marked crosswalk, due to a pedestrian right-of-way violation, with the vehicle driver determined to be at fault.

<u>Safety Assessment Findings</u>

Based on a review of the collision history over the five-year analysis period, there does not appear to be a notable accident history related to pedestrian safety. Of the seven reported collisions, only two involved pedestrians, one of which was determined to be attributable to pedestrian fault. In addition, the overall collision frequency is considered low, as a significant accident history is typically associated with five or more correctable collisions occurring within a single 12-month period.

The Project provides multiple on-site pedestrian pathways at the ground-floor level. Residents may access the lobby via a centrally located staircase and elevator, which connects to an exterior pedestrian walkway between the Commercial A and Commercial B pads and provides direct access to the Pacific Coast Highway sidewalk and the on-site retail uses. A separate pedestrian pathway is also provided along the Project's parking garage to accommodate pedestrian entry and exit from the site. These pedestrian facilities are physically separated from vehicular circulation and are not expected to create pedestrian safety concerns.

Furthermore, concerns regarding potential effects on emergency response times associated with Redondo Beach Fire Department Station 1 have been considered as part of this assessment. Based on the traffic and queuing analyses, the Project is forecast to generate a relatively small number of vehicle trips (approximately 17 weekday AM peak hour trips and 20 weekday PM peak hour trips) and would result in minimal changes to intersection queuing conditions. As such, Project-related traffic is not expected to impede emergency vehicle operations along Pacific Coast Highway or Pearl Street. In emergency situations, motorists are required to yield the right-of-way to responding emergency vehicles.

In addition, the Project would reduce the number of driveways on the site from four to one. Currently, there are four driveways on Pacific Coast Highway, which have the potential to create pedestrian/vehicular conflicts. The Project will eliminate all of the driveways on Pacific Coast Highway, thereby eliminating that potential conflict. The Project will add a singular point of access of Pearl Street, which will have a 5% grade for at least 20 feet from Pearl Street, thereby eliminating any potential pedestrian and vehicular conflicts.

Shared Parking Analysis

A shared parking analysis was conducted to evaluate whether the proposed mixed-use Project can adequately accommodate parking demand between its residential and commercial components. The analysis includes a review of commercial parking requirements under the City of Redondo Beach Municipal Code, residential parking requirements pursuant to California Government Code § 65915, and an evaluation based on the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition (October 2023).

The ITE *Parking Generation Manual* is an industry standard publication that presents observed parking demand data for various land uses in a variety of geographic and operational settings. The manual provides weekday and weekend parking demand rates and time-of-day demand distributions based on empirical survey data. These data are used to estimate peak parking demand and to determine whether the proposed parking supply is sufficient to serve the Project.

City of Redondo Beach Parking Requirements – Commercial Land Uses

Commercial parking requirements are based on §10-2.1706 of the City of Redondo Beach Municipal Code. Accordingly, a parking ratio of one parking space per 250 square feet of gross floor area was utilized.

Government Code - GOV § 65915 – Residential Land Uses

Residential parking requirements for the Project were evaluated pursuant to the State Density Bonus Law (California Government Code § 65915(p)(1)). Consistent with the statute, parking ratios of one space per studio and one-bedroom unit, 1.5 spaces per two- and three-bedroom unit, and two spaces per unit for units with four or more bedrooms were utilized.

Parking Requirements for the Proposed Project.

Table 4 summarizes the parking requirements for the Project based on the applicable City and State parking provisions. Under California Government Code § 65915, the residential component of the Project requires a total of 61 parking spaces, and 61 residential parking spaces are provided, thereby fully satisfying the State Density Bonus Law parking requirements.

Commercial parking requirements are governed by the City of Redondo Beach Municipal Code and are based on gross floor area. Under the City's commercial parking standards, the Project's commercial component would require 68 parking spaces; however, 44 commercial parking spaces are provided. As a result, when evaluated against the applicable City and State parking requirements, the Project would require a total of 129 parking spaces., With 105 parking spaces proposed, this results in a parking deficiency of 24 parking spaces for the commercial uses.

Table 4: City of Redondo Beach Parking Requirements Summary

Land Use	Quantity	Units[1]	Parking Code	Parking Requirements
Residential Component[2]				
Multifamily Housing (1 Bed Room)	26	DU	1.0 spaces per DU	26
Multifamily Housing (2+ Bed Room)	23	DU	1.5 spaces per DU	35
			Residential Parking Requirements Subtotal [A]	**61**
Commerical Component[3]				
Commercial Use	17	TSF	One space per 250 square feet of gross floor area.	68
			Retail Parking Requirements Subtotal [B]	**68**
			Total Project Parking Requirements [A] + [B]	**129**
			Parking Spaces Provided	**105**
			Parking Spaces in Excess/Deficient	**-24**

[1] DU = Dwelling Units;
TSF = Thousand Square Feet.

[2] Residential parking requirements are based on State Density Bonus Law (California Government Code § 65915(p)(1)).

[3] Commercial parking requirements are based on §10-2.1706 of the City of Redondo Beach Municipal Code.

Shared Parking Methodology

Mixed-use developments, such as residential and commercial projects, can utilize shared parking as their land uses typically experience peak parking demand at different times of the day. Residential parking demand generally peaks during overnight and early morning hours, while commercial parking demand typically peaks during mid-day or early evening hours. As a result, parking spaces can be shared across land uses throughout the day, reducing the overall number of spaces required.

The *ITE Parking Generation Manual (6th Edition)* provides hourly parking demand distribution data derived from surveys of multiple study sites across a wide range of land uses. This data is used to estimate the combined time-of-day parking demand for the Project's residential and commercial components.

For this shared parking analysis, the following ITE land use codes were utilized:

- Multifamily Housing – 1 Bedroom (Mid-Rise): ITE Land Use Code 218
- Multifamily Housing – 2+ Bedrooms (Mid-Rise): ITE Land Use Code 221
- Ground-Floor Commercial Retail: ITE Land Use Code 822 (Strip Retail Plaza, <40K square feet)

Weekday and Weekend Shared Parking Analysis

The shared parking analysis was conducted for weekday and weekend conditions to account for differences in time-of-day parking demand patterns. Weekday conditions represent Monday through Friday. Weekend conditions reflect Saturday demand distributions, as Sunday demand distributions are not provided for the applicable land uses in the ITE *Parking Generation Manual*.

Table 5 and Table 6 present the weekday and weekend shared parking analyses, respectively. These tables identify hourly parking demand for each land use, the combined total parking demand by time of day, and the resulting peak parking demand.

Under weekday conditions, as shown in Table 5, the peak parking demand is expected to occur during the 1:00 PM hour, with an estimated demand of approximately 72 parking spaces. After applying a 10 percent buffer to account for parking fluctuations, the total weekday parking demand is approximately 80 parking spaces. The Project provides 105 parking spaces, resulting in a weekday parking surplus of 25 parking spaces.

Under weekend conditions, as shown in Table 6, the peak parking demand is expected to occur during the 2:00 PM hour, with an estimated peak demand of approximately 70 parking spaces. After applying a 10 percent buffer to account for parking fluctuations, the total weekend parking demand is approximately 77 parking spaces. Based on the proposed supply of 105 parking spaces, the Project would experience a weekend parking surplus of 28 parking spaces.

Shared Parking Findings

Based on the results of the shared parking analysis, the proposed on-site parking supply of 105 spaces is sufficient to accommodate parking demand under both weekday and weekend conditions. Because parking demand is expected to be fully accommodated on-site at all times, spillover parking onto surrounding public streets and use of on-street parking by Project-related vehicles is not expected. Accordingly, the Project would not result in parking-related impacts to coastal access.

Table 5: Weekday Shared Parking Analysis[1] – ITE Parking Generation Manual Requirements[2]

	Land Use		Land Use		Land Use		
	Multifamily Housing 1 BR (Mid-Rise)[3]		Multifamily Housing 2 BR (Mid-Rise)[4]		Ground Floor Commerical Retail[5]		
	Quantity	Units[6]	Quantity	Units[6]	Quantity	Units[6]	
	26	DU	23	DU	17	TSF	
	Parking Rate		Parking Rate		Parking Rate		
	0.68 spaces per DU		1.23 spaces per DU		2.79 spaces per 1 TSF		
	Required Parking Spaces		Required Parking Spaces		Required Parking Spaces		
	18		29		48		
Time-of-Day[7]	Parking Demand (%)	Parking Demand	Parking Demand (%)	Parking Demand	Parking Demand (%)	Parking Demand	Total Hourly Parking Demand
12:00 AM	100%	18	100%	29	0%	0	47
1:00 AM	100%	18	100%	29	0%	0	47
2:00 AM	100%	18	100%	29	0%	0	47
3:00 AM	100%	18	100%	29	0%	0	47
4:00 AM	100%	18	100%	29	0%	0	47
5:00 AM	96%	18	96%	28	0%	0	46
6:00 AM	86%	16	86%	25	0%	0	41
7:00 AM	77%	14	77%	23	0%	0	37
8:00 AM	66%	12	66%	20	19%	10	42
9:00 AM	60%	11	60%	18	33%	16	45
10:00 AM	57%	11	57%	17	47%	23	51
11:00 AM	55%	10	55%	16	55%	27	53
12:00 PM	52%	10	52%	16	89%	43	69
1:00 PM	**50%**	**9**	**50%**	**15**	**100%**	**48**	**72**
2:00 PM	52%	10	52%	16	73%	36	62
3:00 PM	51%	10	51%	15	73%	36	61
4:00 PM	57%	11	57%	17	66%	32	60
5:00 PM	62%	12	62%	18	70%	34	64
6:00 PM	65%	12	65%	19	75%	36	67
7:00 PM	68%	13	68%	20	70%	34	67
8:00 PM	75%	14	75%	22	54%	26	62
9:00 PM	82%	15	82%	24	48%	24	63
10:00 PM	87%	16	87%	26	0%	0	42
11:00 PM	91%	17	91%	27	0%	0	44
						Peak Parking Demand	72
						10% Parking Buffer	8
						Total Parking Demand	80
						Parking Spaces Provided	105
						Parking Spaces in Excess/Deficient	25

1 Weekday conditions represent Monday–Friday.

2 Source: ITE Parking Generation Manual, 6th Edition (October 2023)

3 The parking rate for Multifamily Housing – 1 BR (Mid-Rise) is based on ITE Land Use Code 218 (Multifamily Housing – 1 BR, Mid-Rise, Not Close to Rail Transit).

4 The parking rate for Multifamily Housing – 2+ BR (Mid-Rise) is based on ITE Land Use Code 221 (Multifamily Housing – 2+ BR, Mid-Rise, Not Close to Rail Transit).

5 The parking rate for ground-floor commercial uses is based on ITE Land Use Code 822 (Strip Retail Plaza, <40k).

6 DU = Dwelling Units;
TSF = Thousand Square Feet.

7 Time-of-day parking demand percentages are based on data from the ITE Parking Generation Manual, 6th Edition (October 2023).

Table 6: Weekend Shared Parking Analysis[1] – ITE Parking Generation Manual Requirements[2]

	Land Use		Land Use		Land Use		
	Multifamily Housing 1 BR (Mid-Rise)[3]		Multifamily Housing 2 BR (Mid-Rise)[4]		Ground Floor Commerical Retail[5]		
	Quantity	Units[6]	Quantity	Units[6]	Quantity	Units[6]	
	26	DU	23	DU	17	TSF	
	Parking Rate		Parking Rate		Parking Rate		
	0.68 spaces per DU		1.04 spaces per DU		2.77 spaces per 1 TSF		
	Required Parking Spaces		Required Parking Spaces		Required Parking Spaces		
	18		24		48		
Time-of-Day[7]	Parking Demand (%)	Parking Demand	Parking Demand (%)	Parking Demand	Parking Demand (%)	Parking Demand	Total Hourly Parking Demand
12:00 AM	100%	18	100%	24	0%	0	42
1:00 AM	100%	18	100%	24	0%	0	42
2:00 AM	100%	18	100%	24	0%	0	42
3:00 AM	100%	18	100%	24	0%	0	42
4:00 AM	100%	18	100%	24	0%	0	42
5:00 AM	96%	18	96%	24	0%	0	42
6:00 AM	86%	16	86%	21	0%	0	37
7:00 AM	77%	14	77%	19	0%	0	33
8:00 AM	66%	12	66%	16	0%	0	28
9:00 AM	60%	11	60%	15	38%	19	45
10:00 AM	57%	11	57%	14	55%	27	52
11:00 AM	55%	10	55%	14	66%	32	56
12:00 PM	52%	10	52%	13	85%	41	64
1:00 PM	50%	9	50%	12	100%	48	69
2:00 PM	**52%**	**10**	**52%**	**13**	**96%**	**47**	**70**
3:00 PM	51%	10	51%	13	79%	38	61
4:00 PM	57%	11	57%	14	66%	32	57
5:00 PM	62%	12	62%	15	64%	31	58
6:00 PM	65%	12	65%	16	67%	33	61
7:00 PM	68%	13	68%	17	70%	34	64
8:00 PM	75%	14	75%	18	70%	34	66
9:00 PM	82%	15	82%	20	51%	25	60
10:00 PM	87%	16	87%	21	0%	0	37
11:00 PM	91%	17	91%	22	0%	0	39
						Peak Parking Demand	70
						10% Parking Buffer	7
						Total Parking Demand	77
						Parking Spaces Provided	105
						Parking Spaces in Excess/Deficient	28

1 Weekend conditions reflect Saturday time-of-day parking demand distributions, as Sunday distributions are not provided for the applicable land uses in the ITE Parking Generation Manual, 6th Edition (October 2023).

2 Source: ITE Parking Generation Manual, 6th Edition (October 2023).

3 The parking rate for Multifamily Housing – 1 BR (Mid-Rise) is based on ITE Land Use Code 218 (Multifamily Housing – 1 BR, Mid-Rise, Not Close to Rail Transit). Saturday parking rates are not provided for this land use; therefore, the weekday parking rate was applied for Saturday conditions.

4 The parking rate for Multifamily Housing – 2+ BR (Mid-Rise) is based on ITE Land Use Code 221 (Multifamily Housing – 2+ BR, Mid-Rise, Not Close to Rail Transit).

5 The parking rate for ground-floor commercial uses is based on ITE Land Use Code 822 (Strip Retail Plaza, <40k).

6 DU = Dwelling Units;
TSF = Thousand Square Feet.

7 Time-of-day parking demand percentages are based on data from the ITE Parking Generation Manual, 6th Edition (October 2023).

Conclusions

EPD Solutions, Inc. (EPD) has completed this Focused Local Transportation Assessment (LTA) for the proposed 401 PCH Redondo Beach mixed-use residential development.

The Project's estimated weekday peak hour trip generation (approximately 17 weekday AM peak-hour trips and 20 weekday PM peak-hour trips) does not meet the City of Redondo Beach threshold requiring preparation of a full Local Transportation Assessment. Accordingly, a detailed level of service analysis is not required.

The focused circulation, queuing, and safety analyses indicate that the proposed Project access is expected to operate acceptably. The queuing analysis indicates that forecasted queue lengths at the intersection of Pacific Coast Highway and Pearl Street correspond to fewer than four vehicles under both Existing Conditions and Existing Plus Project Conditions, with Project-generated traffic resulting in increases of less than one vehicle. In addition, the implementation of "KEEP CLEAR" pavement markings at the Project access driveway would maintain unobstructed ingress and egress for vehicles entering and exiting the site and avoid any potential queue spillback impacts The safety assessment did not identify any notable or recurring collision patterns attributable to the proposed Project access, and the Project's pedestrian circulation design is not expected to create pedestrian safety concerns.

The proposed Project is also not expected to impact emergency response operations associated with Redondo Beach Fire Department Station 1. Emergency access along Pacific Coast Highway and Pearl Street would continue to operate consistent with existing conditions.

The shared parking analysis demonstrates that the proposed on-site parking supply of 105 spaces is sufficient to accommodate parking demand under both weekday and weekend conditions based on Institute of Transportation Engineers (ITE) Parking Generation data. As a result, the Project would not generate spillover parking on adjacent public streets or affect coastal access with respect to parking

Based on the results of this Focused LTA, the proposed Project is not expected to result in significant transportation impacts.

If you have any questions, please contact techservices@epdsolutions.com or call (949) 794-1180.

Respectfully submitted,

EPD Solutions, Inc.

ATTACHMENT A – INTERSECTION TURNING MOVEMENT COUNT WORKSHEETS

INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Redondo Beach	PROJECT #:	SC5852
Thu, Jan 29, 26	NORTH & SOUTH:	Pacific Coast Hwy	LOCATION #:	1
	EAST & WEST:	Pearl St	CONTROL:	SIGNAL

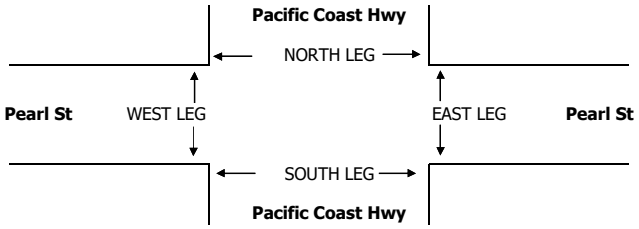
NOTES:

Queue NB AM/PM

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

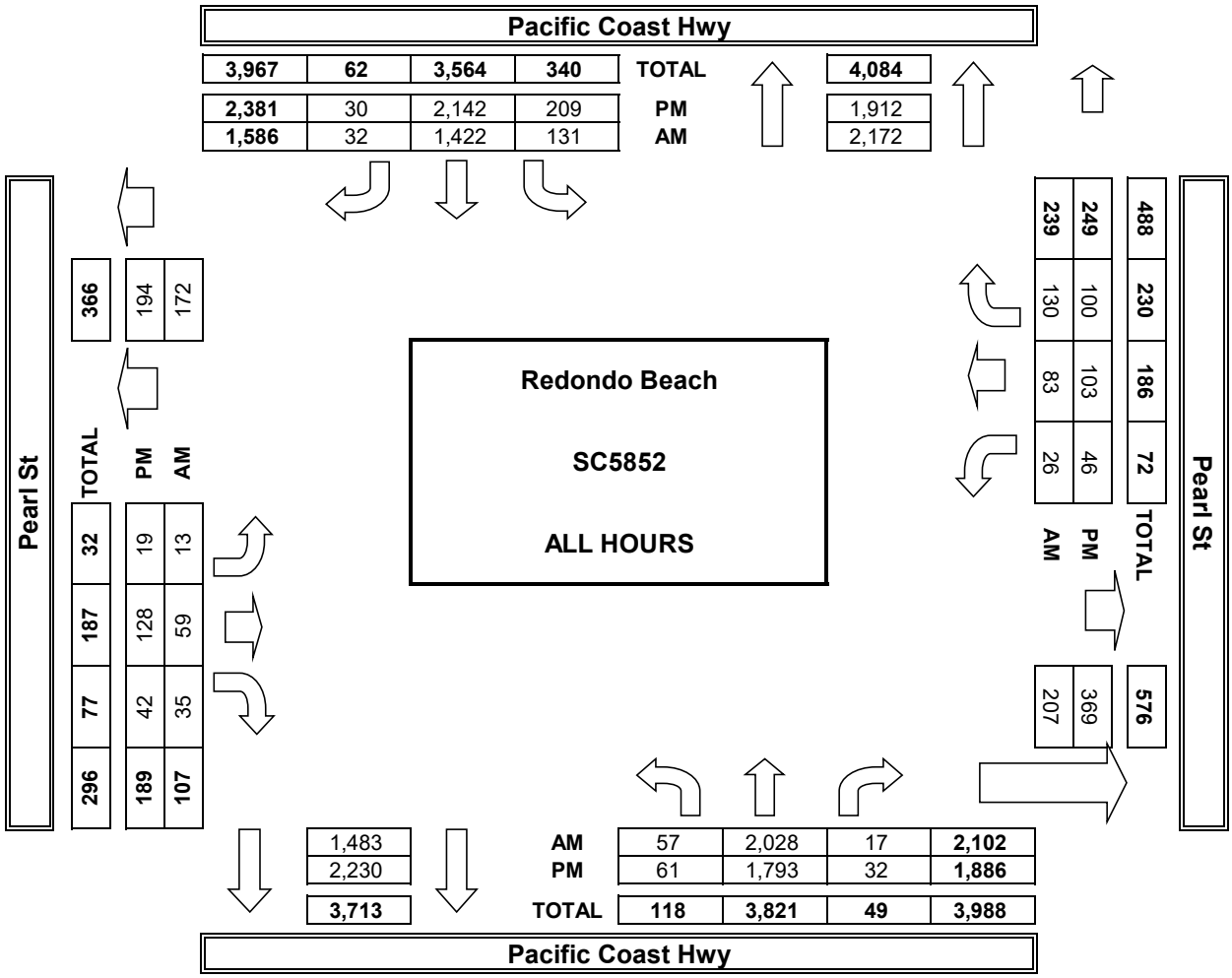
		NORTHBOUND Pacific Coast Hwy			SOUTHBOUND Pacific Coast Hwy			EASTBOUND Pearl St			WESTBOUND Pearl St				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	2	0	1	2	0	0	1	0	0	1	0		0	0	0	0	
AM	7:00 AM	3	226	1	10	89	8	2	4	4	0	4	13	364	0	0	0	0	0
	7:15 AM	6	268	3	11	157	5	0	1	5	1	5	17	479	0	0	0	0	0
	7:30 AM	5	293	5	16	176	4	2	5	1	6	7	16	536	0	0	0	0	0
	7:45 AM	8	289	2	24	184	4	3	9	5	2	14	15	559	0	0	0	0	0
	8:00 AM	11	215	1	17	193	3	0	8	5	3	18	15	489	0	1	0	0	1
	8:15 AM	7	243	2	17	203	1	0	14	3	4	13	19	526	0	0	0	0	0
	8:30 AM	10	254	1	18	213	2	4	11	10	1	10	17	551	0	0	0	0	0
	8:45 AM	7	240	2	18	207	5	2	7	2	9	12	18	529	0	0	0	0	0
	VOLUMES	57	2,028	17	131	1,422	32	13	59	35	26	83	130	4,034	0	1	0	0	1
	APPROACH %	3%	96%	1%	8%	90%	2%	12%	55%	33%	11%	35%	54%						
	APP/DEPART	2,102	/	2,172	1,586	/	1,483	107	/	207	239	/	172	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	36	1,001	6	76	793	10	7	42	23	10	55	66	2,126	0	1	0	0	
	APPROACH %	3%	96%	1%	9%	90%	1%	10%	58%	32%	8%	42%	50%						
	PEAK HR FACTOR		0.872			0.944			0.720			0.910		0.951					
	APP/DEPART	1,043	/	1,075	880	/	826	72	/	124	131	/	101	0					
PM	4:00 PM	7	233	4	28	288	5	2	10	2	10	11	15	615	0	0	0	0	0
	4:15 PM	9	191	2	21	240	3	2	19	8	5	18	14	532	0	0	0	0	0
	4:30 PM	4	226	3	22	266	7	2	18	4	3	9	13	577	0	0	0	0	0
	4:45 PM	5	204	2	30	262	2	2	29	7	2	14	13	572	0	0	0	0	0
	5:00 PM	9	228	5	34	284	3	1	13	7	7	10	12	613	0	0	0	0	0
	5:15 PM	10	254	5	26	237	5	3	17	1	6	22	14	600	0	0	0	0	0
	5:30 PM	7	244	3	22	286	3	2	11	4	3	7	5	597	0	0	0	0	0
	5:45 PM	10	213	8	26	279	2	5	11	9	10	12	14	599	0	0	0	0	0
	VOLUMES	61	1,793	32	209	2,142	30	19	128	42	46	103	100	4,705	0	0	0	0	0
	APPROACH %	3%	95%	2%	9%	90%	1%	10%	68%	22%	18%	41%	40%						
	APP/DEPART	1,886	/	1,912	2,381	/	2,230	189	/	369	249	/	194	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	36	939	21	108	1,086	13	11	52	21	26	51	45	2,409	0	0	0	0	
	APPROACH %	4%	94%	2%	9%	90%	1%	13%	62%	25%	21%	42%	37%						
	PEAK HR FACTOR		0.926			0.940			0.840			0.726		0.982					
	APP/DEPART	996	/	995	1,207	/	1,133	84	/	181	122	/	100	0					

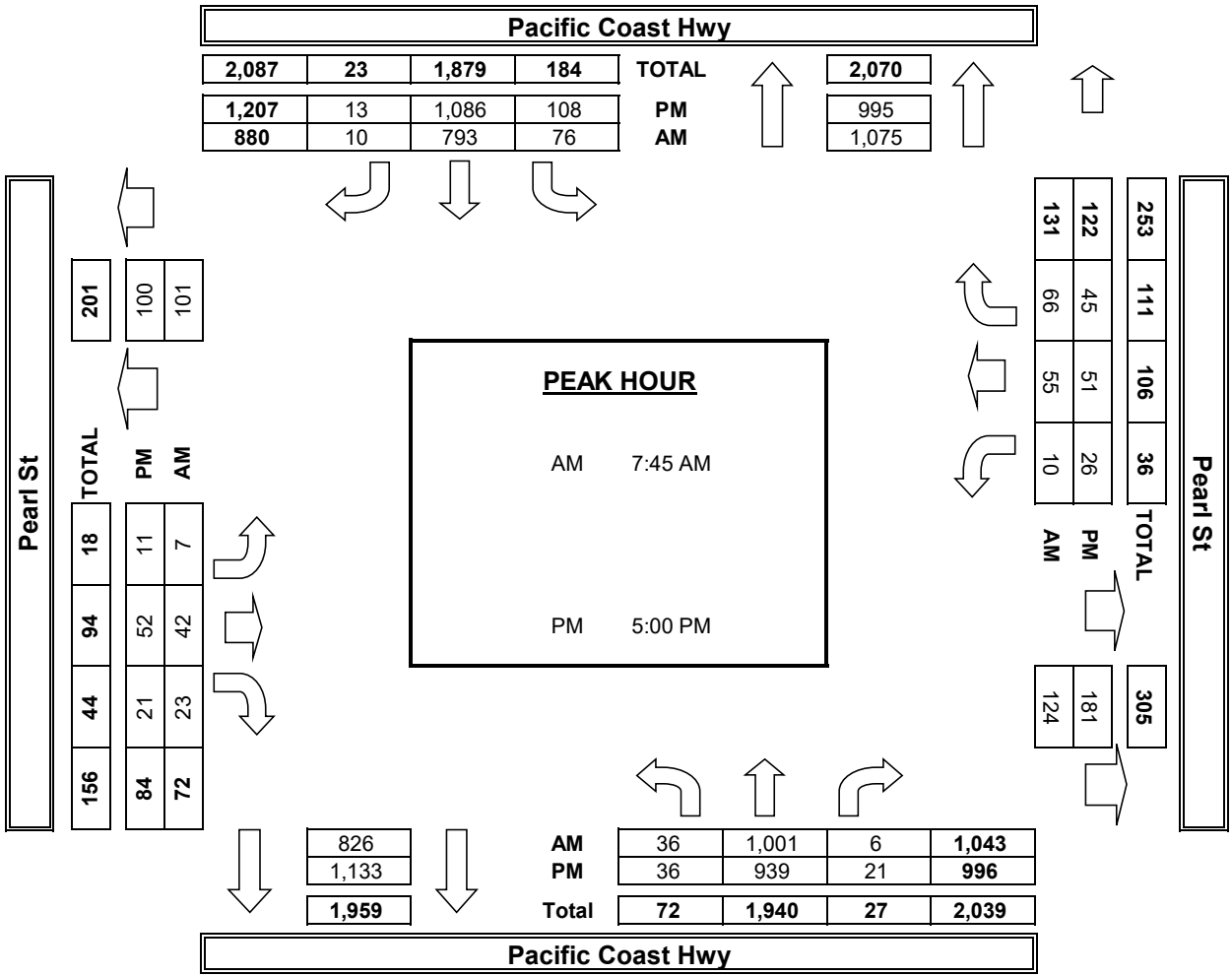


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	3	1	1	0	5	3	1	1	0	5	0	0	0	0	0
	7:15 AM	5	2	1	3	11	5	2	1	3	11	0	0	0	0	0
	7:30 AM	3	1	0	2	6	3	1	0	2	6	0	0	0	0	0
	7:45 AM	2	1	0	0	3	2	1	0	0	3	0	0	0	0	0
	8:00 AM	4	0	0	2	6	4	0	0	2	6	0	0	0	0	0
	8:15 AM	7	1	3	0	11	7	1	2	0	10	0	0	1	0	1
	8:30 AM	4	1	1	1	7	4	1	0	0	5	0	0	1	1	2
	8:45 AM	1	1	1	4	7	0	1	0	3	4	1	0	1	1	3
	TOTAL	29	8	7	12	56	28	8	4	10	50	1	0	3	2	6
	BEGIN PEAK HR			7:45 AM			17	3	2	2	24					
PM	4:00 PM	5	1	3	1	10	5	1	2	1	9	0	0	1	0	1
	4:15 PM	5	1	0	2	8	4	0	0	2	6	1	1	0	0	2
	4:30 PM	6	2	0	1	9	5	0	0	0	5	1	2	0	1	4
	4:45 PM	5	0	3	0	8	5	0	2	0	7	0	0	1	0	1
	5:00 PM	11	4	4	1	20	11	2	4	1	18	0	2	0	0	2
	5:15 PM	6	5	2	1	14	5	3	1	1	10	1	2	1	0	4
	5:30 PM	1	3	2	3	9	1	0	2	2	5	0	3	0	1	4
	5:45 PM	3	1	1	2	7	3	1	0	2	6	0	0	1	0	1
	TOTAL	42	17	15	11	85	39	7	11	9	66	3	10	4	2	19
	BEGIN PEAK HR			5:00 PM			20	6	7	6	39					

AimTD LLC

TURNING MOVEMENT COUNTS





ATTACHMENT B – DETAILED QUEUING ANALYSIS WORKSHEETS

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	164			83	74	
Travel Time (s)	3.7			1.9	1.7	

Intersection Summary	
Area Type:	Other

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	72	0	0	101	0	0
Future Volume (vph)	72	0	0	101	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	76	0	0	106	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	106	0	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	35		0	35		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.957			0.932			0.999			0.998	
Flt Protected		0.995			0.996		0.950			0.950		
Satd. Flow (prot)	0	1774	0	0	1729	0	1770	3536	0	1770	3532	0
Flt Permitted		0.965			0.968		0.325			0.244		
Satd. Flow (perm)	0	1720	0	0	1681	0	605	3536	0	455	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			69			1			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		83			324			303			208	
Travel Time (s)		1.9			7.4			6.9			4.7	

Intersection Summary	
Area Type:	Other

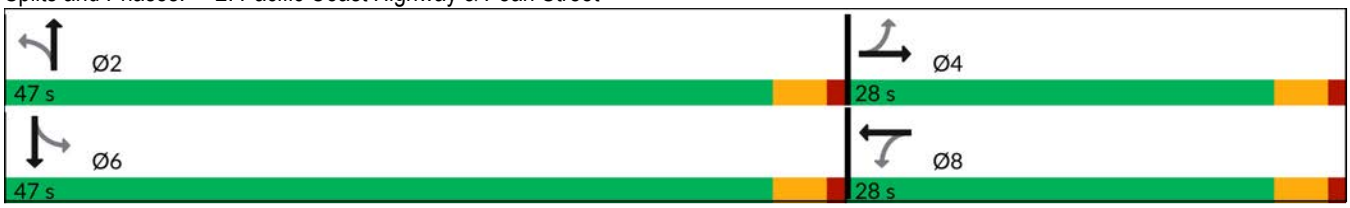
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	7	42	23	10	55	66	36	1001	6	76	793	10
Future Volume (vph)	7	42	23	10	55	66	36	1001	6	76	793	10
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	44	24	11	58	69	38	1054	6	80	835	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	138	0	38	1060	0	80	846	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	7	42	10	55	36	1001	76	793
Future Volume (vph)	7	42	10	55	36	1001	76	793
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	26.0	26.0	28.0	28.0
Total Split (s)	28.0	28.0	28.0	28.0	47.0	47.0	47.0	47.0
Total Split (%)	37.3%	37.3%	37.3%	37.3%	62.7%	62.7%	62.7%	62.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		7.7		7.7	24.9	24.9	24.9	24.9
Actuated g/C Ratio		0.21		0.21	0.67	0.67	0.67	0.67
v/c Ratio		0.20		0.34	0.09	0.45	0.26	0.36
Control Delay (s/veh)		11.8		11.0	4.6	5.1	7.2	4.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		11.8		11.0	4.6	5.1	7.2	4.5
LOS		B		B	A	A	A	A
Approach Delay (s/veh)		11.8		11.0		5.1		4.8
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 37.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 5.5	Intersection LOS: A
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Pacific Coast Highway & Pearl Street



Intersection: 1: Project Access Driveway & Pearl Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	33	26
Average Queue (ft)	1	2
95th Queue (ft)	13	17
Link Distance (ft)	133	-6
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Pacific Coast Highway & Pearl Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	76	129	52	252	175	59	180	113
Average Queue (ft)	37	41	17	95	50	33	77	37
95th Queue (ft)	67	87	43	189	115	64	147	82
Link Distance (ft)	-6	267		260	260		165	165
Upstream Blk Time (%)				0			1	
Queuing Penalty (veh)				0			0	
Storage Bay Dist (ft)			35			35		
Storage Blk Time (%)			1	13		8	11	
Queuing Penalty (veh)			6	5		33	9	

Network Summary

Network wide Queuing Penalty: 53

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	164			83	74	
Travel Time (s)	3.7			1.9	1.7	

Intersection Summary	
Area Type:	Other

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	84	0	0	100	0	0
Future Volume (vph)	84	0	0	100	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	88	0	0	105	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	105	0	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	35		0	35		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.967			0.950			0.997			0.998	
Flt Protected		0.994			0.989		0.950			0.950		
Satd. Flow (prot)	0	1790	0	0	1750	0	1770	3529	0	1770	3532	0
Flt Permitted		0.955			0.905		0.226			0.274		
Satd. Flow (perm)	0	1720	0	0	1601	0	421	3529	0	510	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			46			5			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		83			324			303			208	
Travel Time (s)		1.9			7.4			6.9			4.7	

Intersection Summary	
Area Type:	Other

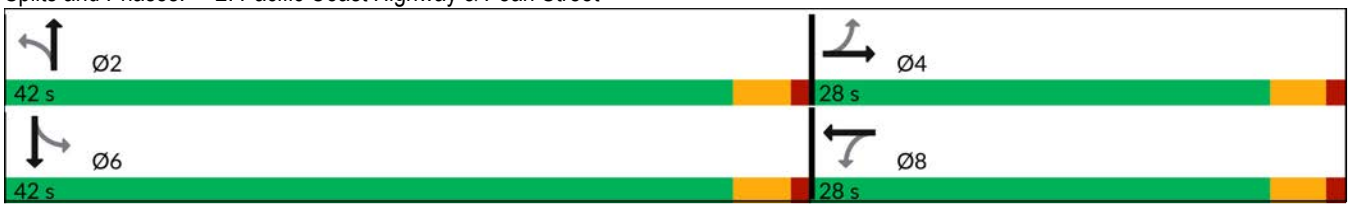
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	11	52	21	26	51	45	36	939	21	108	1086	13
Future Volume (vph)	11	52	21	26	51	45	36	939	21	108	1086	13
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	53	21	27	52	46	37	958	21	110	1108	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	125	0	37	979	0	110	1121	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	52	26	51	36	939	108	1086
Future Volume (vph)	11	52	26	51	36	939	108	1086
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	26.0	26.0	28.0	28.0
Total Split (s)	28.0	28.0	28.0	28.0	42.0	42.0	42.0	42.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		8.1		8.1	28.4	28.4	28.4	28.4
Actuated g/C Ratio		0.20		0.20	0.69	0.69	0.69	0.69
v/c Ratio		0.24		0.36	0.13	0.40	0.31	0.46
Control Delay (s/veh)		14.9		14.6	4.9	4.6	7.2	4.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		14.9		14.6	4.9	4.6	7.2	4.9
LOS		B		B	A	A	A	A
Approach Delay (s/veh)		14.9		14.6		4.6		5.1
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 41	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 5.7	Intersection LOS: A
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Pacific Coast Highway & Pearl Street



Intersection: 1: Project Access Driveway & Pearl Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	43	26
Average Queue (ft)	3	2
95th Queue (ft)	20	20
Link Distance (ft)	133	-6
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Pacific Coast Highway & Pearl Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	75	94	53	190	146	64	180	155
Average Queue (ft)	42	41	18	85	45	43	107	62
95th Queue (ft)	74	77	43	148	104	72	180	122
Link Distance (ft)	-6	267		260	260		165	165
Upstream Blk Time (%)							2	0
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)			35			35		
Storage Blk Time (%)			2	13		13	15	
Queuing Penalty (veh)			12	5		71	17	

Network Summary

Network wide Queuing Penalty: 104

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.998				0.875	
Flt Protected				0.998	0.996	
Satd. Flow (prot)	1859	0	0	1859	1623	0
Flt Permitted				0.998	0.996	
Satd. Flow (perm)	1859	0	0	1859	1623	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	164			83	74	
Travel Time (s)	3.7			1.9	1.7	

Intersection Summary	
Area Type:	Other

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	72	1	4	101	1	11
Future Volume (vph)	72	1	4	101	1	11
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	76	1	4	106	1	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	0	110	13	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	35		0	35		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.955			0.932			0.999			0.998	
Flt Protected		0.993			0.996		0.950			0.950		
Satd. Flow (prot)	0	1766	0	0	1729	0	1770	3536	0	1770	3532	0
Flt Permitted		0.950			0.967		0.324			0.243		
Satd. Flow (perm)	0	1690	0	0	1679	0	604	3536	0	453	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			69			1			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		83			324			303			208	
Travel Time (s)		1.9			7.4			6.9			4.7	

Intersection Summary	
Area Type:	Other

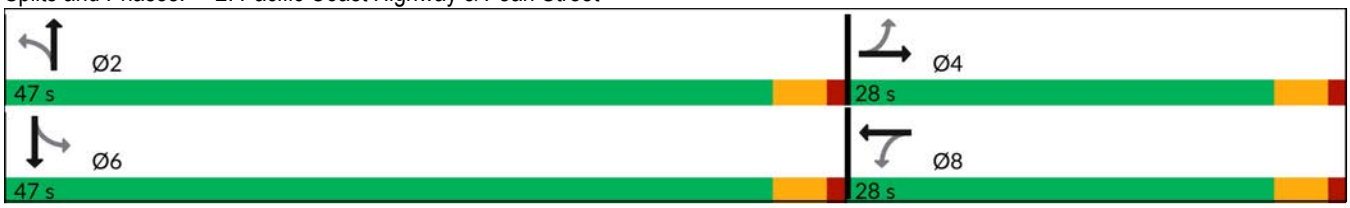
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	12	43	28	10	55	66	38	1001	6	76	793	12
Future Volume (vph)	12	43	28	10	55	66	38	1001	6	76	793	12
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	45	29	11	58	69	40	1054	6	80	835	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	138	0	40	1060	0	80	848	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	43	10	55	38	1001	76	793
Future Volume (vph)	12	43	10	55	38	1001	76	793
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	26.0	26.0	28.0	28.0
Total Split (s)	28.0	28.0	28.0	28.0	47.0	47.0	47.0	47.0
Total Split (%)	37.3%	37.3%	37.3%	37.3%	62.7%	62.7%	62.7%	62.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		7.7		7.7	24.7	24.7	24.7	24.7
Actuated g/C Ratio		0.21		0.21	0.67	0.67	0.67	0.67
v/c Ratio		0.23		0.34	0.10	0.45	0.26	0.36
Control Delay (s/veh)		12.0		11.0	4.6	5.1	7.2	4.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		12.0		11.0	4.6	5.1	7.2	4.6
LOS		B		B	A	A	A	A
Approach Delay (s/veh)		12.0		11.0		5.1		4.8
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 37	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Pacific Coast Highway & Pearl Street



Intersection: 1: Project Access Driveway & Pearl Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	39	63	38
Average Queue (ft)	2	7	11
95th Queue (ft)	18	38	34
Link Distance (ft)	133	-6	35
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Pacific Coast Highway & Pearl Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	93	116	56	219	144	59	179	107
Average Queue (ft)	42	45	20	96	53	35	79	42
95th Queue (ft)	75	86	50	176	108	65	147	86
Link Distance (ft)	-6	267		260	260		165	165
Upstream Blk Time (%)	1			0			0	
Queuing Penalty (veh)	1			0			0	
Storage Bay Dist (ft)			35			35		
Storage Blk Time (%)			2	14		9	11	
Queuing Penalty (veh)			13	6		36	9	

Network Summary

Network wide Queuing Penalty: 64

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.998				0.884	
Flt Protected				0.995	0.993	
Satd. Flow (prot)	1859	0	0	1853	1635	0
Flt Permitted				0.995	0.993	
Satd. Flow (perm)	1859	0	0	1853	1635	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	164			83	74	
Travel Time (s)	3.7			1.9	1.7	

Intersection Summary	
Area Type:	Other

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	84	1	12	100	1	6
Future Volume (vph)	84	1	12	100	1	6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	88	1	13	105	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	118	7	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	35		0	35		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.964			0.951			0.997			0.998	
Flt Protected		0.992			0.989		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1752	0	1770	3529	0	1770	3532	0
Flt Permitted		0.949			0.906		0.224			0.273		
Satd. Flow (perm)	0	1704	0	0	1605	0	417	3529	0	509	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			44			5			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		83			324			303			208	
Travel Time (s)		1.9			7.4			6.9			4.7	

Intersection Summary	
Area Type:	Other

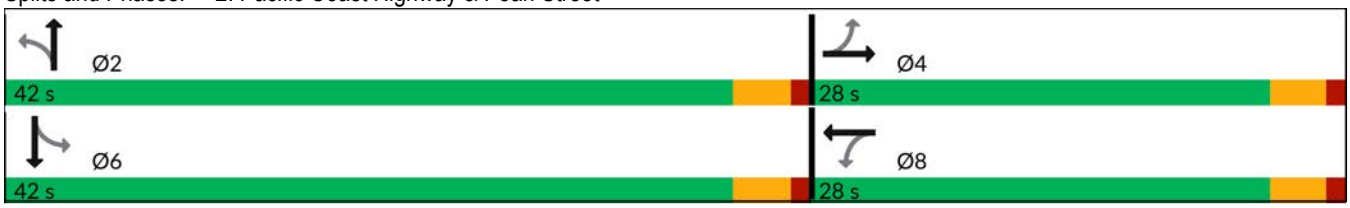
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	14	52	24	26	53	45	41	939	21	108	1086	18
Future Volume (vph)	14	52	24	26	53	45	41	939	21	108	1086	18
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	14	53	24	27	54	46	42	958	21	110	1108	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	127	0	42	979	0	110	1126	0

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	52	26	53	41	939	108	1086
Future Volume (vph)	14	52	26	53	41	939	108	1086
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	28.0	28.0	28.0	28.0	26.0	26.0	28.0	28.0
Total Split (s)	28.0	28.0	28.0	28.0	42.0	42.0	42.0	42.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)		8.2		8.2	28.3	28.3	28.3	28.3
Actuated g/C Ratio		0.20		0.20	0.69	0.69	0.69	0.69
v/c Ratio		0.25		0.36	0.15	0.40	0.31	0.46
Control Delay (s/veh)		14.8		14.9	5.3	4.6	7.3	5.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		14.8		14.9	5.3	4.6	7.3	5.0
LOS		B		B	A	A	A	A
Approach Delay (s/veh)		14.8		14.9		4.7		5.2
Approach LOS		B		B		A		A

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 41	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 5.8	Intersection LOS: A
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Pacific Coast Highway & Pearl Street



Intersection: 1: Project Access Driveway & Pearl Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	28	47	32
Average Queue (ft)	2	6	8
95th Queue (ft)	18	29	28
Link Distance (ft)	133	-6	35
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Pacific Coast Highway & Pearl Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	84	124	59	234	186	59	190	180
Average Queue (ft)	42	46	26	92	58	43	118	75
95th Queue (ft)	78	90	62	186	136	71	200	148
Link Distance (ft)	-6	267		260	260		165	165
Upstream Blk Time (%)	0			1	0		4	1
Queuing Penalty (veh)	0			0	0		0	0
Storage Bay Dist (ft)			35			35		
Storage Blk Time (%)			9	15		15	16	
Queuing Penalty (veh)			42	6		82	18	

Network Summary

Network wide Queuing Penalty: 149

Michael Torres, TE

Transportation Engineer

REPRESENTATIVE PROJECTS

WINCHESTER RIDGE SPECIFIC PLAN, LOS TRAFFIC IMPACT ANALYSIS
County of Riverside

DEVORE HEIGHTS, CUT-THROUGH TRAFFIC ANALYSIS
County of San Bernardino

SCOTTISH VILLAGE, TIA SCOPING AGREEMENT, VMT SCREENING MEMO
City of Moreno Valley

OLIVE AVENUE RESIDENTIAL, LOS ANALYSIS
County of Riverside

ENGINEERING AND TRAFFIC SURVEY (ETS)
City of Costa Mesa

CARGO SOLUTIONS EXPRESS WAREHOUSE PROJECT
City of Hesperia

CITY-WIDE SIGNING AND STRIPING PLAN PROJECT
City of Newport Beach

PELTZER FAMILY CELLARS WINERY PROJECT
City of Temecula

24422 AVENIDA DE LA CARLOTA SENIOR ADULT HOUSING AND MEDICAL OFFICE PROJECT
City of Laguna Hills

PROFILE

Michael Torres, TE (TR 3127), is a Transportation Engineer with a strong foundation in traffic engineering, planning, and design. He brings several years of experience delivering technical studies and transportation solutions for cities, agencies, and private developers across Southern California. His portfolio includes traffic impact analyses, VMT screening and impact assessments, parking demand studies, trip generation analyses, and citywide traffic and engineering surveys.

Michael's hands-on engineering experience includes preparing traffic signal plans, signing and striping plans, and temporary traffic control plans. He has supported community traffic calming studies and brings practical insight into multimodal circulation needs. His technical skills span analytical tools such as Synchro, Vistro, AutoCAD, and GIS-based mapping software.

At EPD Solutions, Michael supports transportation, land development and environmental planning efforts by developing CEQA-compliant technical studies, reviewing circulation plans, and coordinating closely with public agencies to advance project approvals. His ability to bridge planning and engineering perspectives makes him a valuable resource on complex development and infrastructure projects.

EDUCATION PROFILE

Bachelor of Science, Civil Engineering
University of California, Irvine

PROFESSIONAL AFFILIATIONS

Orange County Traffic Engineering Council (OCTEC)

CERTIFICATION

California Traffic Engineer 3127

TENURE

Transportation Engineer, EPD Solutions, Inc., 2025-present
Engineer, RK Engineering Group, Inc., 2019-2025

WINCHESTER RIDGE RESIDENTIAL SPECIFIC PLAN, LOS TRAFFIC IMPACT ANALYSIS, COUNTY OF RIVERSIDE

Prepared a Level of Service (LOS) Traffic Impact Analysis for a residential specific plan project. Analyzed existing and future traffic conditions at study intersections using Synchro and Highway Capacity Manual methodologies. Developed traffic forecasts, trip distribution, and assignment assumptions consistent with County of Riverside guidelines. Identified mitigation measures to support CEQA compliance and project approvals.

DEVORE HEIGHTS, CUT-THROUGH TRAFFIC ANALYSIS, COUNTY OF SAN BERNARDINO

Conducted a cut-through traffic analysis to evaluate neighborhood traffic impacts associated with regional circulation patterns. Analyzed traffic count data and peak-hour travel patterns to identify diversion and cut-through behavior. Supported development of traffic calming and operational strategies and coordinated findings with County staff.

SCOTTISH VILLAGE, TIA SCOPING AGREEMENT, CITY OF MORENO VALLEY

Prepared a Traffic Impact Analysis (TIA) scoping agreement in coordination with City of Moreno Valley traffic engineering staff. Developed a CEQA-compliant Vehicle Miles Traveled (VMT) screening memo evaluating project characteristics and land use context. Supported streamlined environmental review and entitlement processing.

OLIVE AVENUE RESIDENTIAL, LOS ANALYSIS, COUNTY OF RIVERSIDE

Prepared a focused Level of Service (LOS) traffic analysis for a residential development project. Evaluated project-generated trips and assessed impacts to local roadway segments and intersections. Applied County of Riverside LOS criteria to determine significance of impacts and mitigation needs and prepared documentation to support CEQA review.

ENGINEERING AND TRAFFIC SURVEY (ETS), CITY OF COSTA MESA

Assisted in the preparation of a citywide Engineering and Traffic Survey (ETS) for the City of Costa Mesa. Conducted field reviews and analyzed speed survey data to evaluate prevailing operating speeds. Applied guidance from the California Manual on Uniform Traffic Control Devices and the California Vehicle Code to support recommended speed limits.

CARGO SOLUTIONS EXPRESS WAREHOUSE PROJECT, CITY OF HESPERIA

Prepared a traffic impact analysis for a large industrial warehouse development to evaluate project-related traffic, circulation, and operational impacts. Conducted trip generation, trip distribution, and traffic assignment analyses for passenger vehicles and trucks. Evaluated weekday AM and PM peak-hour Level of Service and queuing at study intersections and project driveways using HCM methodologies, assessed CA MUTCD signal warrants, performed WB-67 truck maneuverability and VMT screening analyses, and developed recommended operational improvements in coordination with City and Caltrans requirements.

CITY-WIDE SIGNING AND STRIPING PLAN PROJECT, CITY OF NEWPORT BEACH

Prepared signing and striping plans for major arterial roadways in the City of Newport Beach as part of a citywide slurry seal program. Reviewed existing roadway conditions and developed pavement marking and traffic sign layouts in accordance with the California Manual on Uniform Traffic Control Devices and City standards.

PELTZER FAMILY CELLARS WINERY, CITY OF TEMECULA

Prepared a traffic impact analysis for the Peltzer Family Cellars Winery in the City of Temecula to evaluate traffic impacts associated with a site expansion. Conducted Level of Service and special event traffic analyses to assess operational conditions and recommended on-site circulation mitigation measures. Reviewed fire emergency access and vehicle maneuverability using AutoTURN software to confirm compliance with emergency access requirements.

24422 AVENIDA DE LA CARLOTA SENIOR ADULT HOUSING AND MEDICAL OFFICE PROJECT, CITY OF LAGUNA HILLS

Prepared a traffic impact study and Joint Use Parking Plan for a mixed-use medical office and senior adult (55+) housing project in the City of Laguna Hills. Evaluated Level of Service and queuing at study intersections and project driveways using HCM and ICU methodologies. Performed CEQA Vehicle Miles Traveled screening and assessed project consistency with the Urban Village Specific Plan trip budget. Completed a shared parking analysis using City parking requirements and the Urban Land Institute (ULI) Shared Parking methodology, including weekday and weekend parking observation studies at comparable medical office and senior housing sites to support approval of a joint-use parking program.