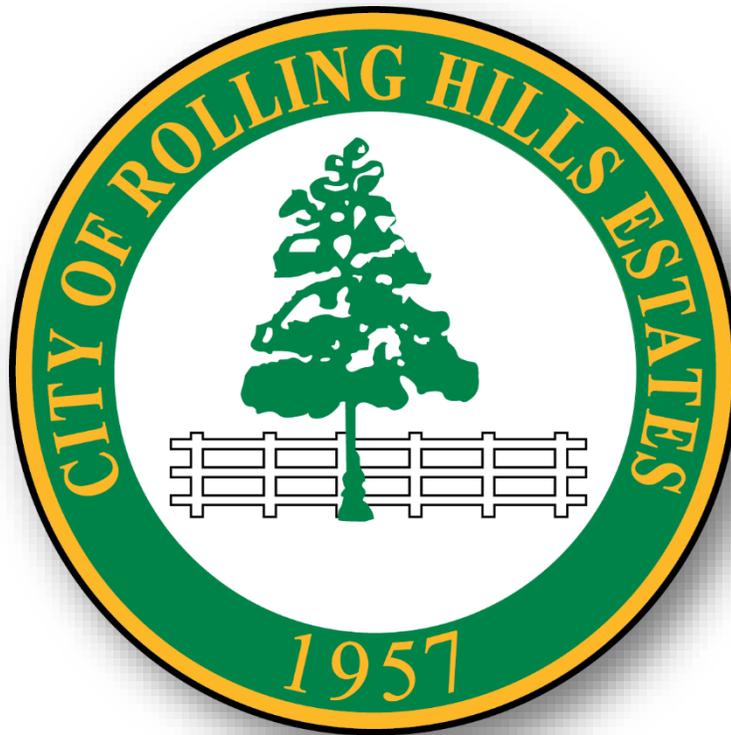


CITY OF ROLLING HILLS ESTATES

**2025
GENERAL PLAN APR**



CITY OF ROLLING HILLS ESTATES **2025 GENERAL PLAN APR**

INTRODUCTION

The Rolling Hills Estates City Council adopted the comprehensive General Plan 2040 (including the 6th Cycle Housing Element) and certified the accompanying Final EIR on April 26, 2022. The adopted General Plan and certified Final EIR can be found on the City's website: <https://www.rollinghillsestates.gov/government/planning/general-plan>.

On May 24, 2023, HCD certified the 2021-2029 Housing Element of the City's 2040 General Plan. The certified Housing Element can be found on the City's website: <https://www.rollinghillsestates.gov/government/planning/general-plan>.

There were no Amendments to the General Plan in 2024; progress was made regarding implementation measures and progress highlights are provided below.

The 2025 General Plan APR will be presented as a New Business agenda item at the regularly scheduled Planning Commission meeting on March 2, 2026 and as a Consent Agenda item at the City Council meeting on March 24, 2026.

2040 GENERAL PLAN IMPLEMENTATION PROGRESS HIGHLIGHTS

Overview

There are eight elements (topics) mandated by State law, to be included in a general plan: land use, circulation, housing, conservation, open space, noise, safety, and environmental justice. State law allows the incorporation of optional elements to address issues of local importance; the City has therefore included recreation as part of the Open Space element and prepared a Sustainability element. Senate Bill 1000 (Leyva, 2016) amended Government Code Section 65302 to require jurisdictions that have disadvantage communities, defined as communities that are disproportionately affected by environmental pollution and socioeconomic characteristics as described by CalEnviroScreen 2.0 tool, to prepare an Environmental Justice element; Rolling Hills Estates does not have any areas within its jurisdictional boundaries that qualify as a disadvantage community and the 2040 General Plan was therefore exempt from developing a separate Environmental Justice element. The adopted General Plan complies with all current requirements set forth in LCI's General Plan guidelines, including environmental justice, collaborative planning with the military lands and facilities (there are some in the vicinity but none in the City itself), and consultation with Native American Tribes. Additionally, in partnership with Southern California Association of Governments

(SCAG), an optional Sustainability Element has been prepared, which is a new component of the updated General Plan.

The 2040 General Plan consists of nine chapters and appendices; apart from the first chapter, all chapters (elements) contain goals and policies related to the chapter (element) topic. This report highlights the implementation progress made during the 2025 reporting year across these elements are noted below:

Chapter 3: Mobility

- **IM 3.1.8.1 Evacuation Route Study:** Conduct an evacuation route study for Rolling Hills Estates in line with Safety Implementation 7.5.4.2. Include neighboring jurisdictions as active stakeholders in this process.

State and local government agencies are required to prepare comprehensive disaster mitigation plans per the Federal Disaster Mitigation Act of 2000 and to be eligible for hazard mitigation grant funding. A Local Hazard Mitigation Plan (LHMP) contains information about the type of hazards a community faces, and actions that can be taken to reduce vulnerability. Over the last several LHMP Update cycles, the cities of Rolling Hills Estates and Rancho Palos Verdes have partnered to develop and maintain a Multi-jurisdictional Hazard Mitigation Plan (MJHMP). The last update to that Plan was approved in 2020.

In 2024, staff identified an opportunity for all four Peninsula cities to collaborate for the next Plan update in 2025 and received direction from the Peninsula Public Safety Committee (PPSC) to pursue the joint effort and apply for grant funding. The PPSC is comprised of two City Council Members from each PVP jurisdiction and oversees regional emergency preparedness and cross-jurisdictional public safety project collaborations. The PPSC appointed an Ad-Hoc Committee, which includes one PPSC member from each city and the four Peninsula City Managers, who have guided the important phases of the Plan development.

The City of Rolling Hills Estates, acting as the lead agency, applied for and received a Cal OES/FEMA reimbursable grant award of \$349,298 for the development of a Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) through an emergency planning consultant. There is a local match of 25% of the total approved project cost that is shared by the Palos Verdes Peninsula cities.

In January 2025, Black and Veatch was selected as the emergency consulting firm that best met the needs and expectations of this project, with the project team's familiarity with Geologic Hazard Abatement Districts, specific Palos Verdes-region

hazards (i.e. landslides), and extensive experience in collaborating with Cal OES/FEMA.

In early Spring of 2025, a Memorandum of Understanding outlining the cost share for the PVP cities and terms for the development of the Plan was approved by each respective City Councils.

In May 2025, a coalition of Palos Verdes Peninsula Planning Partners began the planning process to prepare for and lessen the impacts of specified natural hazards. The partnership was formed to pool resources and create a uniform hazard mitigation strategy that can be consistently applied to the defined planning area and used to ensure eligibility for specified grant funding sources.

The six-member Planning Partnership that completed this plan update process includes:

- City of Palos Verdes Estates
- City of Rancho Palos Verdes
- City of Rolling Hills
- City of Rolling Hills Estates
- Abalone Cove Landslide Abatement District
- Klondike Canyon Geologic Hazard Abatement District

The planning area for the hazard mitigation plan encompasses the four municipal boundaries listed above. The result of the organizational efforts has been to produce a Federal Emergency Management Agency (FEMA) and Cal OES approved multi-agency multi-hazard mitigation plan.

The Plan update process was also overseen by an 18-member, stakeholder Planning Committee. The Planning Committee is composed of representative stakeholders from within the planning area and is an established committee that was leveraged for this planning process (i.e., PVP Unified School District, PVP Library District, local public utility companies, local senior organizations).

In addition, residents were asked to contribute by sharing local knowledge of their individual area's vulnerability to natural hazards based on past occurrences. Public involvement has been solicited via a multi-media campaign that included in-person public outreach events, web-based information, community survey, and progress updates via social media and PVPready.gov shared website, and a 2-week public comment period from February 12 to February 26, 2026. Adoption and certification is

anticipated in Spring 2026. In line with SB 1035 (Jackson) – General Plans, Community Development Department staff are budgeting for review and update of the Safety Element of the General Plan in FY 2026-27, to ensure that safety considerations, especially climate-related risks, are current and consistent across all major planning documents. While not mandated by SB 1035, Rolling Hills Estates intends to adopt the PVP Multi-Jurisdictional Hazard Mitigation Plan into the Safety Element of the General Plan, which will make the City eligible for additional state post-disaster funding under the California Disaster Assistance Act (CDAA).

- **IM 3.4.6.2 Equestrian Facility Enhancements:** *Install amenities as needed based on the outcomes of the Equestrian Amenities Inventory (3.4.6.1). Continue to maintain and improve existing facilities through signage educating on appropriate use of trails and routine maintenance.*

During the 2025 reporting year, the City improved a number of existing equestrian trails and facilities, including replenishing arenas at Dapplegray Park, and made progress on installing new restroom facilities at the Peter Weber Equestrian Center.

- **IM 3.2.3.1 Intelligent Transportation Systems (ITS):** *Implement measures such as actuated signal timing and synchronization, speed limit regulations, and ITS technologies and equipment to increase safety and reduce congestion.*

In 2025, the City utilized the flexibility granted by Assembly Bill 43 to align local speed limits with roadway safety and context rather than traditional 85th-percentile standards. Following a comprehensive review by the Traffic and Safety Committee and an engineering amendment by Willdan Engineering, the City Council adopted Ordinances No. 756 and 757 on November 18, 2025.

These actions established more consistent speed transitions along Palos Verdes Drive North, reducing limits from 45 to 40 mph (East City entrance to PVDE) and 40 to 35 mph (PVDE to Hawthorne Blvd). These safety-driven adjustments, supported by the 2021 Citywide Engineering and Traffic Survey, are scheduled for implementation in early 2026.

- **IM 3.1.2.4 Utilize Routine Maintenance Projects to Implement Safety Treatments:** *Incorporate low-cost signing, striping, and signal safety improvements into all routine maintenance projects, including repaving and signal timing adjustments.*

In 2025, routine maintenance projects incorporated these treatments, including the annual road resurfacing project in the City's Commercial District, on Deep Valley Drive and Indian Peak Road, that included ADA and pedestrian safety improvements.

- **IM 3.5.1.1 Safe Routes to School Study:** Partner with local schools to conduct a transportation survey to identify viable active transportation, carpool, and transit options for access to schools.
- **IM 3.5.1.2 Safe Routes to School Funding:** Work with schools in Rolling Hills Estates to secure Safe Routes to School funding to implement alternatives identified through the Routes to School Study.

In 2010, RHE implemented the Walking School Bus Program. A walking school bus is a group of children walking to school with one or more adults. It can be as informal as two families taking turns walking their children to school or as formal as a well-planned walking route with meeting points, a timetable and a regularly rotated schedule of trained volunteers. The program continues to be utilized, which means less cars on the road and better air quality for the residents.

Chapter 4: Housing (updated every 8 years)

On May 24, 2023, HCD certified the 2021-2029 Housing Element of the City's 2040 General Plan. The City of Rolling Hills Estates submitted its 2025 Housing Element APR to HCD and LClon April 1, 2026.

- **Program 1 Housing Assistance Program Resources**
 - Annually explore and pursue if feasible, public and private financing opportunities for rehabilitation and improvement of existing housing, including Accessory Dwelling Units (ADUs).

In 2025, the South Bay Cities Council of Governments (SBCCOG) reached critical milestones in the formation of the South Bay Regional Housing Trust (SBRHT). Authorized by Senate Bill 1444 (2022) and further refined by SB 799 (2025), the Trust is designed as a Joint Powers Authority (JPA) to provide a regional vehicle for funding the planning and construction of affordable and supportive housing. The Trust's primary purpose is to leverage public and private funding (including newly available Measure A funds) to provide gap financing for extremely-low, very-low, and low-income housing projects, preserving local control, and enhancing South Bay projects competitiveness for state and federal grants. Rolling Hills Estates participated in the consultant selection process for the team that conducted the feasibility study, strategic plan, staffing plan, administrative budget, and draft Joint Powers Authority documents for South Bay cities' consideration. On November 20, 2025, the SBCCOG Board of Directors officially recommended that member agencies move forward with formal adoption. The SBRHT will become a fully operational legal entity upon the fourth member agency's approval of the JPA, most likely before the end of March 2026. It is anticipated that Rolling Hills Estates City Council will consider JPA adoption in Spring 2026.

Chapter 5: Conservation Element

- **Policy 5.3.3 Seek funding sources to develop a nature/environmental center at the George F Canyon open space/nature preserve.**

The George F Canyon Preserve and Nature Center in Rolling Hills Estates, jointly operated by the City and the Palos Verdes Peninsula Land Conservancy, serves as a hub for environmental education, community engagement, and access to the canyon's native habitats. Fully envisioned, a new state-of-the-art Nature Center will replace the previous facility, expanding the space to over 3,000 square feet with flexible indoor and outdoor areas, interactive exhibits featuring local flora, fauna, and live animals, a viewing deck, an outdoor classroom, and improved trail access. Designed with sustainability in mind, the project incorporates photovoltaic panels, EV charging stations, stormwater capture systems, and California native and drought-tolerant landscaping. Although educational and outreach programs continued to be offered and supported by Palos Verdes Peninsula Land Conservancy, the original modular building, constructed in the 1990s exceeded its service life and did not meet current building and accessibility standards and was closed in Fall 2024. Over the past several years, staff have advanced planning for the new Nature Center through architectural, engineering, and environmental design phases, including plan check review, but when formally bid, costs exceeded the City's funding capabilities. The City diligently pursued various grant opportunities to acquire adequate funding to re-bid the project at a reduced, phased scope, including successful acquisition of a competitive grant award from the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC), to cover project elements that advance habitat restoration, improve water quality and ensure inclusive public access. On November 18, 2025, the City Council awarded the Public Works contract to SS+K Construction Inc., in the amount of \$3.7 million, plus a 10% contingency for a grant total of \$4.09 million. Construction began in early 2026 and is anticipated to be completed in early 2027.

- **Policy 5.3.4 Preserve historic neighborhoods and buildings to retain the community's cultural and architectural heritage.**
- **IM 5.3.4.5 Update the City's landmark protection ordinance to include guidelines for designation and protecting historic properties.**

Both for implementation of the respective General Plan policy, as well as to strengthen the protections for sites that have the Commercial Limited Mixed Use (CLMU) zoning and Landmark Overlay designations, staff engaged with historic preservation professionals to guide best practices in development of the new code language as well as explore opportunities to develop a more comprehensive historic preservation program. Staff is anticipating that this work will be conducted in two phases: 1) revise RHEMC Chapter 17.38 – Landmark Overlay Zones; and 2) historic preservation program development. On December 16, 2025, the City Council authorized a master professional services agreement with Architectural Resources Group (ARG) to assist the City in updating RHEMC Chapter 17.38, which is anticipated to be complete by Summer 2026. The preparation of a Historic Context Statement and Historic

Resources Survey, which will guide program development of a subsequent historic preservation program is anticipated to initiate in Summer 2026.

Chapter 7: Safety

- As previously described, the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) preparation was conducted in 2025 and anticipated for adoption and certification in Spring 2026. In line with SB 1035 (Jackson) – General Plans, Community Development Department staff are budgeting for review and update of the Safety Element of the General Plan in FY 2026-27, to ensure that safety considerations, especially climate-related risks, are current and consistent across all major planning documents. While not mandated by SB 1035, Rolling Hills Estates intends to adopt the PVP Multi-Jurisdictional Hazard Mitigation Plan into the Safety Element of the General Plan, which will make the City eligible for additional state post-disaster funding under the California Disaster Assistance Act (CDAA).

Chapter 9: Sustainability

The City of Rolling Hills Estates is resolute in its commitment towards maintaining the integrity of the natural environment, and preserving the semi-rural, high quality of life in the City. Some examples of this commitment are detailed below.

- The City is improving the fuel efficiency of the city vehicle fleet by purchasing low-or zero emission vehicles when vehicles are retired from service. In 2008, a new street sweeping contract was implemented, which requires the use of state-of-the-art equipment (certified by the Air Quality Management District) to reduce the emission of particulate air pollution from paved roads, utilizing less polluting vehicles and alternative fuel vehicles. In 2018, the City's first Municipal-owned electric vehicle charging station was installed at City Hall. The City obtained a rebate award from Southern California Edison's Charge Ready Program in 2021, for the installation of an additional six (6) Electrical Vehicle Charging Stations (EVCS) at City Hall, for a total of 12 additional plugs. The City also received funding under the same program for the installation of EVCS at the City's largest park, Ernie Howlett Park, however, it was determined to be infeasible at this time to utilize this location for installation, so an additional dual-plug station was added to the City Hall location, for a total of 14 plugs. Installation was completed in 2023.
- In 2023, 2024, and 2025, the City received gold-level achievement in the South Bay Energy and Climate Recognition Program hosted by the SBCCOG and SoCal REN. To earn this distinction, the City completed a "cool" roof renovation and installed EV chargers at city hall, along with other sustainability projects.
- The City continues to explore opportunities for the installation of an anaerobic digester at the City's Peter Weber Equestrian Center (adjacent to City Hall). The project would have multiple benefits, including reduction of nitrate loads to impaired water bodies (stormwater benefits), air quality benefits (reduced transportation of manure to off-site

dumps), and the potential to provide electricity to EVCS. The project was initially contemplated to address stormwater quality concerns regarding manure and noted as an implementation measure of the Sustainability Element in the City's draft General Plan 2040. After further research, there are challenges related to the bedding material and the current digester capabilities that might make it infeasible to utilize the digester for manure. Staff is currently researching the feasibility of utilizing organics waste as an alternative to manure.

- In 2025, the City of Rolling Hills Estates advanced its commitment to energy resilience by participating in the Clean Power Alliance (CPA) Power Ready program. This initiative is a community benefit program designed to equip critical municipal facilities with turn-key, clean energy backup power systems. These systems utilize on-site solar and battery energy storage (BESS) to ensure that essential services remain operational during grid outages or Public Safety Power Shutoff (PSPS) events.

The City successfully completed a comprehensive technical site assessment of City Hall in 2025. This assessment, conducted in coordination with CPA-contracted engineers, evaluated:

- Solar Feasibility: The capacity for on-site renewable generation to offset daily load.
- Critical Load Identification: Determining the specific electrical systems (communications, emergency lighting, and data servers) required to maintain city operations during an emergency.
- Battery Storage Sizing: Technical specs for a battery system capable of providing multi-hour backup power without reliance on fossil-fuel generators.

The Power Ready program operates under a Power Purchase Agreement (PPA) model, allowing the City to bolster emergency infrastructure with no upfront capital expenditure. By replacing or supplementing traditional diesel backup generators with solar-plus-storage, the City is actively reducing its greenhouse gas (GHG) emissions and local air pollutants. Participation helps stabilize the local grid by reducing peak demand through smart battery management, contributing to Southern California's broader climate adaptation goals. Following the 2025 assessment findings, the City is currently reviewing the project proposal and site lease agreement. Implementation and system installation are anticipated to move forward for City Council consideration in 2026, further securing City Hall as a reliable hub for community services during power emergencies.

ATTACHMENTS

1. Ordinance No. 756
2. Ordinance No. 757

ORDINANCE NO. 756**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROLLING HILLS ESTATES, CALIFORNIA, AMENDING AND RESTATING MUNICIPAL CODE CHAPTER 10.12 PERTAINING TO SPEED LIMITS**

The City Council of the City of Rolling Hills Estates ordains as follows:

SECTION 1. Findings. The City Council finds as follows:

A. The City Council has adopted Rolling Hills Estates Municipal Code (RHEMC) Chapter 10.12 – Speed Limits.

B. The City’s authority to establish speed limits on City streets is governed by multiple provisions of the California Vehicle Code, which provisions have been significantly amended since the City’s adoption of RHEMC Chapter 10.12.

C. The purpose of this Ordinance is to amend and restate RHEMC Chapter 10.12 to reflect the most current provisions of the Vehicle Code governing the City’s authority and the procedures for the establishment of maximum speed limits on City streets.

SECTION 2. Environmental Findings. The City Council exercises its independent judgment and finds that this Ordinance is not subject to California Environmental Quality Act (CEQA) pursuant to Section 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment), and Section 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because the subject Ordinance has no potential for resulting in any significant physical change to the environment, either directly or indirectly.

SECTION 3. Amendment to RHEMC Chapter 10.12. The City Council hereby amends and restates RHEMC Chapter 10.12 to read as follows:

“Chapter 10.12 – SPEED LIMITS**10.12.010 – Increasing speed limits on city roadways and streets.**

As authorized under Vehicle Code section 22357, whenever the city determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any city roadway or street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the city may by ordinance declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared maximum speed limit will be effective when appropriate signs giving notice of the maximum speed limit are erected upon the applicable roadway or street.

10.12.020 –Decreasing speed limits on city roadways and streets.

As authorized under Vehicle Code section 22358, whenever the city determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any city roadway or street other than a state highway where the limit of 65 miles per hour is applicable, the city may by ordinance declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared maximum speed limit will be effective when appropriate signs giving notice of the maximum speed limit are erected upon the roadway or street.

10.12.030 –Speed limits under special circumstances, conditions, and locations.

Whenever the city determines upon the basis of an engineering and traffic survey, and in accordance with the Vehicle Code, that special circumstances, conditions, or locations exist which permit the further reduction of a speed limit on any roadway or street, the

city may by ordinance declare such lower speed limit as justified by the survey. The declared maximum speed limit will be effective when appropriate signs giving notice of the maximum speed limit are erected upon the applicable roadway or street.”

SECTION 4. Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 5. Publication. The City Clerk is directed to cause this Ordinance to be published in the manner required by law.

ADOPTED this 18 day of November, 2025.



DEBBY STEGURA, MAYOR

ATTEST:



LAUREN PETTIT, CITY CLERK

APPROVED AS TO FORM:



DONALD M. DAVIS, CITY ATTORNEY

I HEREBY CERTIFY that the foregoing Ordinance No. 756 was adopted by the City Council of the City of Rolling Hills Estates at a regular meeting held on November 18, 2025, by the following vote:

AYES: BROWN SCHACHTER, HUFF, SCHMITZ, STEGURA

NOES: NONE

ABSTAIN: NONE

ABSENT: ZERUNYAN



LAUREN PETTIT, CITY CLERK

ORDINANCE NO. 757**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROLLING HILLS ESTATES, CALIFORNIA, ADOPTING SPEED LIMITS IN SPECIAL SPEED ZONES**

The City Council of the City of Rolling Hills Estates ordains as follows:

SECTION 1. Findings. The City Council finds as follows:

A. The City Council has adopted Rolling Hills Estates Municipal Code (RHEMC) Chapter 10.12 – Speed Limits.

B. The City's authority to establish speed limits on City roadways and streets is governed by multiple provisions of the California Vehicle Code, which provisions have been incorporated into RHEMC Chapter 10.12.

C. Pursuant to Resolution No. 2475 adopted on May 25, 2021, the City adopted that certain Engineering and Traffic Survey dated May 2021 ("2021 Engineering and Traffic Survey") as the official Engineering and Traffic Survey of the City, and also adopted the recommended speed limits in special speed zones attached as Exhibit A to Resolution No. 2475.

D. The City has caused to be prepared that certain 2025 Amendment to the 2021 Engineering and Traffic Survey dated September 2025 ("2025 Amended Engineering and Traffic Survey") containing the findings and determinations of a registered Traffic Engineer regarding speed limits in special speed zones within the City.

E. In the 2025 Amended Engineering and Traffic Survey, the speed limit on four segments of Palos Verdes Drive North has been reassessed to apply changes under Vehicle Code section 22358.7, which allows additional 5 mph reductions in posted speed limits on corridors identified as generating high concentrations of pedestrians or bicyclists.

F. The City desires to adopt the 2025 Amended Engineering and Traffic Survey and the recommended speed limits set forth in the Survey, which speed limits are included in the table attached to this Ordinance as Exhibit A, and to continue the enforcement of these speed limits by the use of radar in order to protect the safety of the residents of and visitors to the City of Rolling Hills Estates.

SECTION 2. Environmental Findings. The City Council exercises its independent judgment and finds that this Ordinance is not subject to California Environmental Quality Act (CEQA) pursuant to Section 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment), and Section 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because the subject Ordinance has no potential for resulting in any significant physical change to the environment, either directly or indirectly.

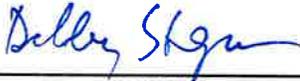
SECTION 3. Adoption of the 2025 Amended Engineering and Traffic Survey. The 2025 Amended Engineering and Traffic Survey, along with the 2021 Engineering and Traffic Survey, are hereby adopted, collectively, as the official Engineering and Traffic Survey of the City and a copy of each will be maintained on file in the Office of the City Clerk at all times, and a certified copy will be disseminated to the County of Los Angeles Municipal and Superior Courts.

SECTION 4. Adoption of Special Speed Zones. The recommendations for special speed zones within the City in the 2025 Amended Engineering and Traffic Survey, which are based, in part, on the 2021 Engineering and Traffic Survey and included in the table attached to this Ordinance as Exhibit A are hereby adopted and supersede the speed limits in special speed zones adopted pursuant to Resolution No. 2475.

SECTION 6. Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 6. Publication. The City Clerk is directed to cause this Ordinance to be published in the manner required by law.

ADOPTED this 18 day of November, 2025.



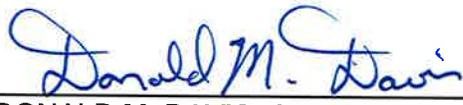
DEBBY STEGURA, MAYOR

ATTEST:



LAUREN PETTIT, CITY CLERK

APPROVED AS TO FORM:



DONALD M. DAVIS, CITY ATTORNEY

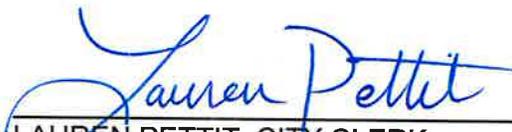
I HEREBY CERTIFY that the foregoing Ordinance No. 757 was adopted by the City Council of the City of Rolling Hills Estates at a regular meeting held on November 18, 2025, by the following vote:

AYES: BROWN SCHACHTER, HUFF, SCHMITZ, STEGURA

NOES: NONE

ABSTAIN: NONE

ABSENT: ZERUNYAN



LAUREN PETTIT, CITY CLERK

EXHIBIT A

ID	STREET	FROM	TO	SPEED LIMIT
1	CRENSHAW BOULEVARD	PALOS VERDES DRIVE NORTH	NORTH CITY LIMIT	45
2	CRENSHAW BOULEVARD	INDIAN PEAK ROAD	SILVER SPUR ROAD	45
3	DEEP VALLEY DRIVE	DRYBANK DRIVE	ROXCOVE DRIVE	25
4	DEEP VALLEY DRIVE	ROXCOVE DRIVE	SILVER SPUR ROAD	25
5	HAWTHORNE BOULEVARD	INDIAN PEAK ROAD	SILVER SPUR ROAD	35
6	HAWTHORNE BOULEVARD	SOUTH CITY LIMIT	PALOS VERDES DRIVE N	45
7	HAWTHORNE BOULEVARD	PALOS VERDES DRIVE NORTH	NORTH CITY LIMIT	45
8	HIGHRIDGE ROAD	CREST ROAD	CRESTRIDGE ROAD	35
9	HIGHRIDGE ROAD	CRESTRIDGE ROAD	NORTH CITY LIMIT	35
10	INDIAN PEAK ROAD	CRENSHAW BOULEVARD	NORRIS CENTER DRIVE	40
11	INDIAN PEAK ROAD	NORRIS CENTER DRIVE	HAWTHORNE BOULEVARD	40
12	PALOS VERDES DRIVE EAST	SOUTH CITY LIMIT	PALOS VERDES DRIVE NORTH	40
13	PALOS VERDES DRIVE EAST	PALOS VERDES DRIVE NORTH	NORTH CITY LIMIT	40
14	PALOS VERDES DRIVE NORTH	EAST CITY LIMIT	PALOS VERDES DRIVE EAST	40
15	PALOS VERDES DRIVE NORTH	PALOS VERDES DRIVE EAST	ROLLING HILLS ROAD	35
16	PALOS VERDES DRIVE NORTH	ROLLING HILLS ROAD	CRENSHAW BOULEVARD	35
17	PALOS VERDES DRIVE NORTH	CRENSHAW BOULEVARD	HAWTHORNE BOULEVARD	35
18	PALOS VERDES DRIVE NORTH	HAWTHORNE BOULEVARD	SILVER SPUR ROAD	35
19	PALOS VERDES DRIVE NORTH	SILVER SPUR ROAD	NORTH CITY LIMIT	35
20	ROLLING HILLS ROAD	PALOS VERDES DRIVE N	NORTH CITY LIMIT	35
21	SILVER SPUR ROAD	PALOS VERDES DRIVE N	KINGSPINE ROAD	40
22	SILVER SPUR ROAD	KINGSPINE ROAD	ELKMONT ROAD	40
23	SILVER SPUR ROAD	HAWTHORNE BOULEVARD	DRYBANK DRIVE	35
24	SILVER SPUR ROAD	DRYBANK DRIVE	CRENSHAW BOULEVARD	35