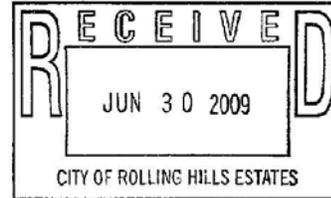


LETTER FROM: JERRY GLIKSMAN

29 June 2009

To: Niki Cutler, AICP
Principal Planner
City of Rolling Hills Estates

From: Jerry Glikzman
Homeowner/Resident
87 Dapplegray Lane
Rolling Hills Estates



Ms. Cutler,

I have read much of the EIR for the Chandler Ranch/Rolling Hills Country Club Project and would like to provide my opinions and concerns regarding the EIR and the Project in general. Although I am a member of the RHE Traffic and Safety Committee and on the DLPOA Board of Directors, the opinions expressed herein are my own as an individual.

JG-1

The EIR seems to have done a thorough job in defining the various types of problems that would require mitigation. The EIR, in my opinion, totally misses the mark when providing recommendations that would reduce significant impacts to acceptable levels. Many of the mitigations for significant impacts fall into a few general categories as follows as described below and followed by additional detailed comments.

General categories:

- **Changing City Master Plan or Ordinances:** The report states that the planned Italian look is not compliant with the RHE approach to maintain ranch-style single family residence communities within the city.. So how does one fix the non-compliance problem.....let's allow Italian style homes, call them cottages (LU-4), and then compare them to "each other" thereby skirting the existing neighborhood compatibility issue by defining a new non-ranch style neighborhood.

JG-2

As long as we are changing the City, let's remove a large percentage of the City land area from the Horse Overlay Zone to maximize the number of homes for this project. As an aside, the EIR states that the new golf course is not compatible with equestrian activities.....which brings up an interesting question: How have horse activities and golf been compatible for the last 40 years of the RH Country Club's existence?

JG-3

- **Construction noise and pollution issues for adjacent homes:** Many recommendations for contractor vehicles, tools and heavy equipment to be relatively free of noise and pollution BUT no way to control the issues because there is always an "out" such as "if practical" leaving it up to the contractor to decide. The ultimate lack of thought or mitigation of an impact is MM NOI-23

JG-4

which says that the City will provide homeowners with contractor names and phone numbers if there is too much noise. This would enable the individual homeowners to call the contractor directly. This idea has no merit or chance for success in mitigating the noise impact.

JG-4
(cont.)

- **General construction and Country Club operational constraints:** There are several pages of issues and recommendations, all of which need to be monitored by the City. There would be a heavy burden on City staff to perform these inspections and resolve non-compliances especially during the construction period
- **Traffic Congestion Issues:** Many of the traffic intersections have a current grade of F (lowest possible grade). After the recommended mitigations the future forecast remains an F with little improvement. Several of the intersections have very expensive mitigation options that could also end up with a riskier configuration after the implementation of dual use lanes (see details below). All intersections whose modifications include lengthening approach or merging lanes also have a large cost for the small improvement in the Level-of-Service at these intersections.

JG-5

JG-6

Detailed Comments:

- The project plan calls for 3.9 acres of open space yet the Executive Summary (page ES-3) has 3.2 acres in Torrance
- The EIR report has conflicting requirements about the height of the planned homes. The current RHE requirements limit roof heights to no taller than 27 feet. Based on the project map, all homes are shown in the Commercial Recreation (CR) zone. The EIR text describes allowable building heights up to 35 feet in the CR (LU-3). Elsewhere in the EIR, the height limit is stated to be 27 feet with "some models" having a limit of 27 feet 6 inches. This inconsistency needs to be resolved for evaluation of the project.
- Another issue concerns the roofing material. The site renderings show the material to be red tile similar to the predominant material in Palos Verdes Estates homes and Mediterranean Villas. This material has historically been rejected for use in RHE. It does not fit a ranch-style motif.
- Many mitigation recommendations for "significant impact" items include the use of "best practices" and "no available alternatives" which effectively says the problem caused by the project will probably remain a significant impact.
- The circle horse trail, on the West Side of PV Drive East, as shown on the RHE trail map will be reduced to a trail on the West Side of the project that dead-ends at the Lomita Cypress Street Reservoir Site. Although the circle trail plan had not been implemented yet, the recommendation would be another reduction in horse activities
- The following traffic related issues require more analyses:
 1. MM Traf-1 calls for restriping of the NB Crenshaw number three lane in order to allow right turns onto to EB PCH, thereby providing two right turn lanes. I don't believe that the project, as planned, would have an impact

JG-7

JG-8

JG-9

JG-10

JG-11

JG-12

on this intersection requiring the restriping. My logic is as follows: The residential and Clubhouse accesses to PV Drive East look to be about halfway between PV Drive North and PCH. For traffic to be impacted at Crenshaw and PCH, a driver would have to go SB on PV East from the project, turn right and go WB on PV Drive North, turn right onto RH Road and go NB to Crenshaw, turning right to go NB on Crenshaw to finally turning right to essentially head in the direction of Narbonne which more easily is accessible by a simple left turn from the project.

JG-12
(cont.)

2. MM Traf-2 plans for restriping to develop a second left turn lane from NB Narbonne to WB PCH. I am not sure that the existing width on Narbonne would allow for the safe reconfiguration of this area because of the new CVS and its driveway close to PCH as well as a congested right turn onto EB PCH on the opposite side of Narbonne from the CVS.
3. MM Traf-3 calls for striping for a two-way left turn lane for NB PV East from "A" Street to Bridlewood Circle. The current road does not look wide enough to accommodate the restriping. If not, who pays for the road widening?
4. MM Traf-4 has the same recommendation as Traf-3. Again, who pays for road widening, if required?
5. MM Traf-5 recommends converting the right turn only lane from WB PV Drive North to NB Hawthorne into a combined right turn and through lane. Here the issue is length of the merge lane on the West side of Hawthorne (allowing safe merging). As stated earlier, this is a potential risky reconfiguration without any substantial improvement in the F Level-of-Service (LOS).
6. MM Traf-6 recommends a restriping of a through lane from NB Crenshaw at PV Drive North into a combined through lane and right turn lane onto EB PV Drive North. This is a significant change with safety implications. The right turn, on the Red signal, onto PV Drive North has been restricted between 7 AM and 6 PM to allow safe egress from the Westfield Community. Having two lanes simultaneously turn onto PV Drive North could result in a "race" condition were drivers will be rushing to get into the single lane before Westfield. Again, added risk with substantial improvement in the LOS level.
7. MM Traf-7 calls for a similar change in a right turn only lane at RH Road that was discussed in MM Traf-5. Here again the issue is safe merging. The merge length here is shorter than at Hawthorne. Both RH Road and Hawthorne have crosswalks for school crossing that could cause the right turn lane to stop thereby increasing the possibility of rear end traffic accidents.
8. MM Traf-8 calls for the conversion of the right turn only lane into a dual purpose lane at the PV Drive North intersection with the Dapplegray School. Here we have the worst of both the safety and cost issues. I drive PV Drive North from the Dapplegray Lanes area thru this intersection and the one at RH Road. Inside the school area, at the school intersection, is so crowded with cars that the traffic overflows back onto

JG-13

JG-14

JG-15

JG-16

JG-17

JG-18

PV Drive North making a dual lane ineffective during the worst morning traffic period (8 to 9 AM). In the 5 to 7 PM time period, the choke points all along PV Drive North would be on the West side of the intersections and could overflow into the intersections thereby impeding the flow from the cross streets. From a cost standpoint, widening PV Drive North, at Dapplegray School, to accommodate the dual use lane will be very expensive due to the canyon on the East side of the intersection and the sloping hillside on the West side. Here again, the LOS improvement is minimal while increasing risk.

JG-18
(cont.)

- Table 3.8.2 states that LU-2 can be mitigated to a "less than significant" impact level but the mitigation step just deletes a City requirement. For example, LU-2 states that a replacement equestrian trail "could potentially be dedicated.....but no such trail is currently planned". In other words, mitigate the trail issue by removing the project from the Horse Overlay Zone and make a potential trail less attractive for equestrian use..

JG-19

RESPONSES

JG-1: The commenter provides opening remarks and introduces alleged inadequacies of the Draft EIR, which are detailed in later paragraphs of the comment letter. Corresponding responses are provided below.

JG-2: See Topical Response 4.

JG-3: See Topical Responses 1 and 2.

JG-4: The commenter alleges that mitigation measures included in the EIR “provide an ‘out’ such as ‘if practical’” and thus such mitigation measures may not be implemented. However, the commenter does not specify which mitigation measures he is referring to. In response, all mitigation measures included in the EIR to reduce potentially significant impacts to a less than significant level are fully enforceable and, as written, are required to be implemented. On rare occasions, the EIR attempts to reduce significant and unavoidable impacts with mitigation measures that may not be feasible in all instances or that reference advancements in technology. As such, the EIR does not rely on such mitigation measures when determining the level of significance of an impact after mitigation. Such mitigation measures are included to reduce significant and unavoidable impacts to the lowest level possible. An example of such a mitigation measure is MM NOI-4, which requires retired golf course maintenance equipment to be replaced with “the quietest available equipment...provided such equipment is practical for use at the golf course.” This measure is intended to reduce a significant and unavoidable impact, golf course maintenance noise (Impact NOI-3), to the greatest extent feasible. More specificity cannot be provided as it is unknown when maintenance equipment will be retired and what technology will exist at that time. Regardless, the measure is not relied upon to reduce a significant impact to a less than significant level.

JG-5: Construction activities for any project are regularly monitored by the representatives from the Building Department and Planning Department during the course of construction as a normal part of the development process. Inspections and any compliance issues that may arise are not expected to burden Building or Planning staff.

JG-6: The proposed mitigation measures are only intended to counteract the project’s impact on the study intersections by bringing the 2013 and 2025 ICU/delay values back to what they would be without the project. It is not the responsibility of the project to resolve future traffic conditions that are not of its own making, including unacceptable existing conditions and traffic from by other projects that are both primary contributors to the future conditions. The cost of improvements is not to be a consideration in determining appropriate mitigation measures, although less expensive options are always considered first.

JG-7: The EIR correctly notes that the proposed project includes a 3.9-acre open space set aside. Page ES-3 does not discuss or reference this open space set aside but, rather, includes several bullet points that discuss the proposed 32-acre (not 3.2-acre) annexation/detachment between the Cities of Rolling Hills Estates and Torrance. The proposed 3.9-acre open space set aside is part of the 32 acres proposed to be within the City of Torrance.

JG-8: Per Section 17.18.040(a)(3) of the Rolling Hills Estates Municipal Code, height limits in the RPD zone, which is the proposed zoning designation, are “thirty-five feet or two stories”. However,

Section 17.18.040 also indicates that the 27-ft residential height limit required by Section 17.06.080 of the Municipal Code applies within the RPD zone. To clarify this discrepancy, the heights of residential structures in the proposed project would be limited to 27 feet (to the top of roofline) via a condition of project approval. Twenty-six of the twenty-seven proposed residential configurations would comply with the 27-ft height restriction. The one proposed residential configuration that would not comply exceeds the 27-ft height restriction by 6 inches. This configuration would not be allowed as currently designed and, as such, would either need to be abandoned or revised to no greater than 27 feet in height. A condition of approval will require the structure to be redesigned to meet the maximum height limit.

Section 3.1 *Aesthetics* has been revised (pgs. 3.1-16 and 3.1-29) to clarify the applicable height restrictions onsite, including the 27-ft height restriction identified Section 17.06.080 of the Rolling Hills Estates Municipal Code. However, the evaluation of aesthetic impacts in the DEIR remains unchanged, as the minor exceedance of a height restriction (6 inches) by an estimated 4% of the proposed homes would not have a noticeable impact on views or aesthetic character. Furthermore, as noted above, residential structures exceeding 27 ft in height would not be permitted onsite.

JG-9: See Topical Response 4.

JG-10: See response to comment JG-4, above.

JG-11: Comment noted.

JG-12: We acknowledge that project trips would not use the lane proposed to be improved as indicated in Figures 3.14.10 and 3.14.11. Proposed mitigation measures do not necessarily involve the particular intersection movements the project traffic would use/directly impact. Because traffic added to a signalized or 4-way stop controlled intersection impacts the operation of the whole intersection, traffic analyses consider the intersection as a whole. Although an improvement may not involve a traffic movement used by project traffic, it can still mitigate the project's impact by improving the overall operation of the intersection.

JG-13: The feasibility of the proposed improvement was further investigated. Figure 9.1 depicts a concept plan for the intersection that includes the recommended second northbound left turn lane. This concept plan was prepared based on field measurements. It can be seen that the north leg of the intersection is four feet narrower than the south leg. The difference in width occurs on the west side Narbonne Avenue, with the north and south legs lining up with each other on the east side of Narbonne Avenue. The extra width of the south leg would accommodate the additional left turn lane. With the current striping, all lanes on Narbonne are offset two feet across the intersection. With the proposed striping, the northbound lanes would be in alignment, however, the southbound lanes would be offset by four feet. "Cat-tracks" would be painted across the intersection to guide the motorists along the correct path as they cross the intersection.

The additional left turn lane would also result in the curb lanes being reduced from 16 feet (south leg) and 14 feet (north leg) to 12 feet on both legs. Although the wider lanes are preferable, 12-foot lanes would adequately accommodate the traffic. It should be noted that dual northbound left turn lanes would also require a modification of the traffic signal operation for Narbonne Avenue, replacing the existing protected-permissive left turn phasing with fully protected left turn phasing.

In the concept plan, the 150-foot length of the existing left turn lane was retained for the dual northbound left turn lanes. If the additional left turn lane is installed, however, lengthening it should be considered, since the traffic study indicates that additional vehicle storage capacity is needed even for existing conditions. Longer northbound left turn lanes would reduce the length of the traffic backup, however, it would also require the removal of an equivalent length of existing on-street parking from both sides of the south leg of Narbonne.

The concept striping plan for the intersection of Narbonne Avenue and Pacific Coast Highway indicates that it would be feasible to restripe Narbonne Avenue north and south of Pacific Coast Highway to provide a second northbound left turn lane.

JG-14: The project is responsible for the improvement. Any necessary widening would be dedicated from project property on either side of PV Drive East.

JG-15: This improvement has already been identified in the City's Traffic Impact Fee Mitigation Program. As part of the program, the City has prepared a concept design for this intersection which includes the extension of the merge lane. Merge lanes are common designs used to improve intersection capacity, and when designed to current standards, there are no unusual or extraordinary safety considerations. If this improvement is implemented, it will be subject to City, State and Federal design requirements for safe merging.

JG-16: This improvement has been contemplated and approved by the City Council as part of the Traffic Impact Fee Mitigation Program. The current 7:00 AM to 6:00 PM restriction on right-turns-on-red would be removed as part of the improvement.

JG-17: This improvement has been contemplated and approved by the City Council as part of the Traffic Impact Fee Mitigation Program. As conceptually designed, the merge lane would be lengthened. Merge lanes are common designs used to improve intersection capacity, and when designed to current standards, there are no unusual or extraordinary safety considerations. If this improvement is implemented, it will be subject to City, State and Federal design requirements for safe merging.

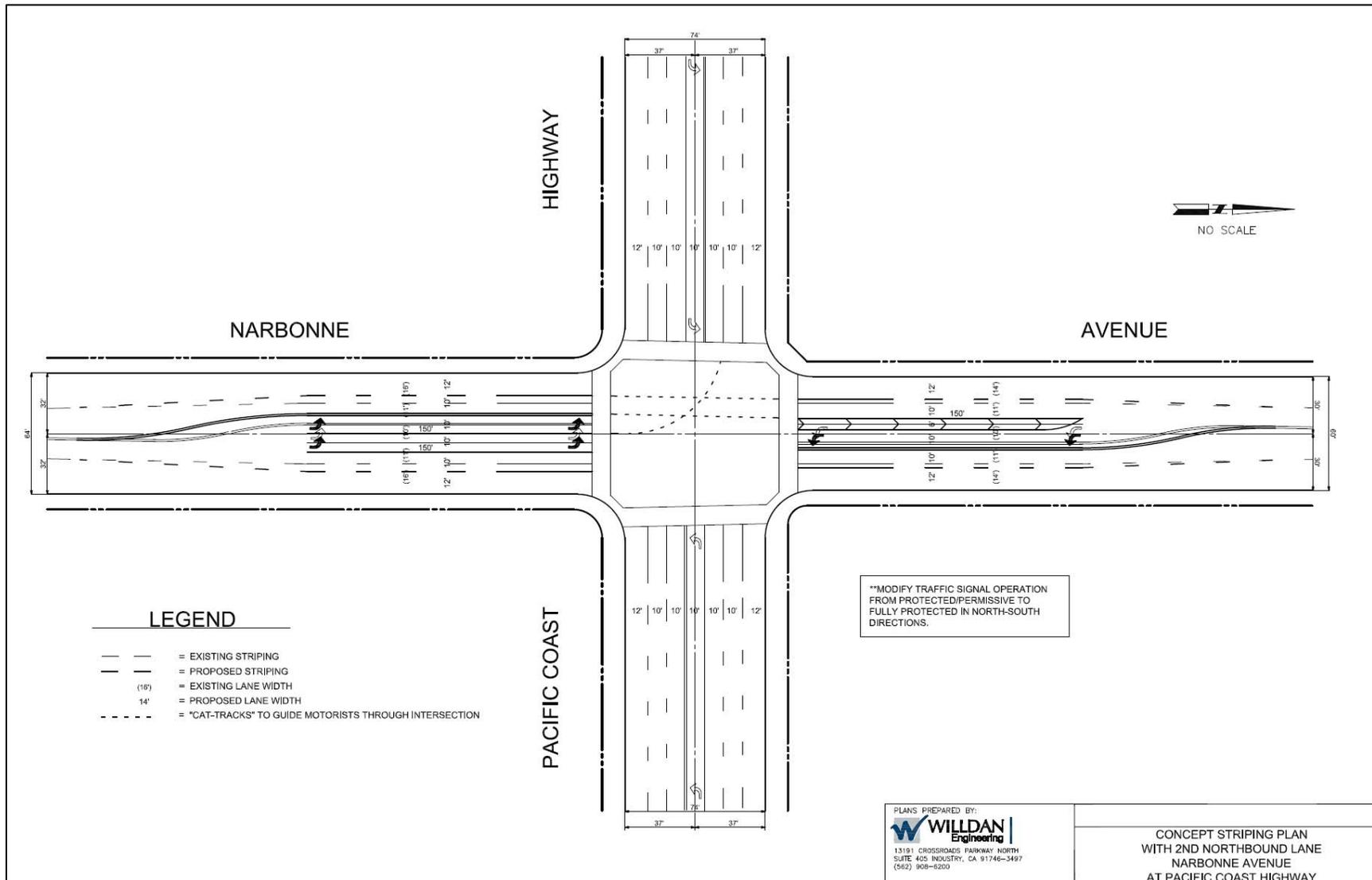
JG-18: This improvement has been contemplated and approved by the City Council as part of the Traffic Impact Fee Mitigation Program. It should be noted that the proposed mitigation is for the eastbound direction, not the westbound direction and school traffic would not contribute to it, making it an effective measure. See the response to JG-6 regarding the cost.

JG-19: The EIR acknowledges that the applicant's request to remove the project site from the Horse Overlay District creates a significant land use impact in that the property has continuously been designated for equestrian uses. The EIR goes on to explain that golf courses and related recreational uses are not necessarily incompatible with equestrian uses, and that there are many examples in Los Angeles County of equestrian uses located in close proximity to golf courses.

The project proponent has indicated that it is not practical or feasible to establish equestrian uses and facilities within the residential portion of the project (the proposed residential lots are clustered and are not large enough to realistically permit the stabling of horses). Nevertheless, the EIR recommends provisions should be made to accommodate equestrian uses through the dedication of a trail within the project site that links with other trails in the community (MM LU-1).

The provision of a trail, such as that described in the EIR, would encourage equestrian uses in proximity to the proposed residential/golf course country club uses. Although the Horse Overlay District Designation would be removed from the project site, the actual trail would be dedicated and improved for equestrian uses. The trail would be functional to equestrians with or without the Horse Overlay District Designation remaining over the entire project site.

Figure 9.1 Conceptual Striping Plan for Narbonne Avenue/Pacific Coast Highway Intersection

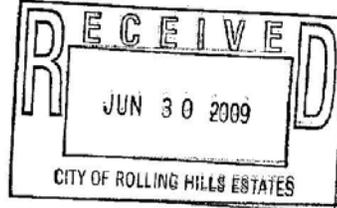


Letter From: Kathleen Gliksman

June 29, 2009

To: Niki Cutler - Principal Planner - City of Rolling Hills Estates

Re: Chandler Development Project – Draft EIR



When I wrote to you last year regarding the Chandler Project, I thanked you in advance for your consideration and attention to the issues I raised – I will not make that mistake a second time. I am amazed and appalled that a project so far outside the scope of the City's General Plan and so unresponsive to the needs and desires of the City's residents is still proceeding.

The Chandler Project is a **private** development. While a person has the right to develop their own property, common sense would dictate that any proposed development would have to be compatible with the surrounding areas and meet the codes of the City where it is located. After reading the draft EIR for this project, the issues that loom most in my mind are those which expect the City to change to accommodate the project rather than have the project adapt to its surroundings.

KG-1

The Chandler project expects the City to turn its back on the General Plan with regard to low density housing, larger lot development and conformation to the existing character of the community. The proposed 114 homes on approximately 33 acres could never be considered low density. Lots that are a maximum of one third of an acre could never be considered larger lot development. Large Mediterranean style homes on smaller lots do not conform to the rural character of the community.

The traffic nightmare that will be created by this project is not acceptable. We currently live with traffic congestion on our major roads that renders our intersections minimally acceptable according to industry standards. By the EIR's own admission, the project would drop the same intersections into the unacceptable range not just during construction but forever. This fact could never conform to the City's objective of keeping traffic flow "efficient and non-disruptive."

KG-2

I must question what benefits from this project will be realized by the residents of Rolling Hills Estates. Only 10% of the membership of the Country Club lives in our City. Employment opportunities at the Country Club are virtually non-existent for the residents of the City. As a private club, membership fees are too high for the normal family in the City. The project's hope of drawing more visitors and members as a nationally ranked golf course will also bring no benefit to the residents. The expected visitors will not find lodging in our City and will thus eat in the area where they stay. Since their days will be spent at a private club, our business district will not see increased revenue. Rolling Hills Country Club is only one of five golf courses on the peninsula and at least one other course is nationally ranked so the Chandler Project is not unique in any way.

KG-3

Despite all of my previous objections, the most important concern in my mind is that the Chandler Project is asking the City of Rolling Hills Estates to abandon the principles on which the City was founded

– namely the promotion of the “equestrian environment.” I find it curious and coincidental that those words were deleted from the City website just about the time the final form of the Chandler Project arrived in the City planning department. How amazing is that?

KG-3

The Chandler Project is demanding that their project be approved in a form that would eliminate the project area from the Horse Overlay Zone and force the City to forever abandon their objective of a complete loop trail around the perimeter of our City. These demands are unacceptable to even those residents who do not have horses. The lure of a rural environment and horsekeeping (or goatkeeping, or chickenkeeping or whatever) is what drew the City’s residents to buy homes here. The Chandler project expects the City to reduce its horse overlay zone by a huge percentage in order that the Project doesn’t have to deal with horses and the proposed loop trail – even though the entire Project area has been in the Horse Overlay Zone for the last 40 or so years. The EIR declares that horses and golf don’t mix. I would argue that Dapplegray and City trails have coexisted with the current country club configuration since the inception of the country club. Other golf courses deliberately incorporate bridle trails because of the ambiance they provide. While the EIR states that bridle trails are impossible, I would have to believe they would suddenly become possible if the City required them. This private project is not going to turn its back on an incredible financial killing just because they have to develop a trail. The idea put forth in the EIR that installing a deadend trail would mitigate the issue is a joke.

KG-4

The Project’s demand to be removed from the horse overlay zone would drastically change the demographics of Rolling Hills Estates. Their demand, if met, would eliminate a huge section of the overlay zone and would put the equestrian community, for whom the City was founded, in the minority. This is not only unacceptable but would be a tragedy for Rolling Hills Estates which has always prided itself on its equestrian atmosphere and amenities. The draft EIR could not possibly address the loss of an irreplaceable part of our City’s history, equestrian environment and legacy.

The EIR contains several sections that state that mitigation is not possible and that the contractor’s phone number will be made available to residents to register their complaints. I believe that mitigation efforts would be expanded if the home phone and cell phone numbers of all those at City Hall who recommend approval of this project or who would actually vote for this project were made available to residents who wish to register complaints.

KG-5

Do NOT allow this project – or any other – to change our City. **Do NOT** turn your back on our founding principles, our Bridle Trail plan or our General Plan. **Do NOT** sell your residents out in favor of the almighty dollar!



Kathleen Glikson

87 Dapplegray Lane

Rolling Hills Estates

RESPONSES

KG-1: The commenter's opinions and opposition to deviating from the City's planning documents are duly noted. See also Topical Responses 1, 3 and 4.

KG-2: The commenter express concerns for the project's traffic impacts, which are duly noted.

KG-3: The commenter expresses concerns and opinions regarding matters that are not germane to the EIR. No response is required. Nonetheless, such concerns and opinions are noted.

KG-4: See Topical Responses 1 and 2.

KG-5: The commenter's opinions and opposition to the reduction of land within the City's Horse Overlay Zone are duly noted. See also Topical Response 1.

LETTER FROM: RACHEL GRECH

From: Rachel [mailto:ralegr@gmail.com]
Sent: Thursday, June 25, 2009 3:27 PM
To: Niki Cutler
Subject: Chandler Redevelopment Project

Regarding the Chandler Redevelopment project, I wanted to voice my desire to have equestrian trails be part of the development prior to its approval. It is extremely important to me to preserve horsekeeping and trails as it is in the current zoning and the City's General Plan. Additionally, in a time where housing prices continue to fall and many more houses are on the market than are being purchased I feel it irresponsible to build 114 new homes. The Palos Verdes Peninsula is one of the few areas of Los Angeles County that still remains a tranquil and spacious retreat from the city.

RG-1

Sincerely,

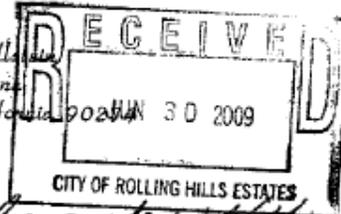
Rachel Grech
310-569-1340

RESPONSES

RG-1: The commenter's opinions, concerns, and requests to include equestrian trails and horse keeping are duly noted. See also Topical Response 1.

LETTER FROM: SHIRLEY LINBERG HALLSTEIN

Shirley Lindberg Hallstein
 10 Strawberry Lane
 Rolling Hills Estates, California 90248



Dear City Hall,
 I have lived here for 44
 years. (1965) My four children
 and four grandchildren have
 all graduated from our
 wonderful schools. And now
 my Great Grandchildren are
 going to Drexel. My husband
 Bob Lindberg was on Parks &
 Recreation & rode over many
 trails to help keep them
 safe & beautiful. When he
 died in 1979 the city planted
 a tree in his honor at
 city hall. So as you can see
 we really love "our city"
 and we are all very worried
 about changing our rural
 lifestyle & losing our
 wonderful trail system.
 To pack in so many homes
 without horsebacking lots
 will really start force
 of us to lose our
 unique neighborhoods.

SLH-1

we will slowly begin
to be pushed out of
our equestrian areas.
Please do not allow
the developer to not
include a real trail
Please do not change
the General Plan!!
Please keep the Chandler
property for all of
our equestrian areas

SLH-1
(cont.)

Sincerely,
Shirley Farber Hallstein

RESPONSES

SLH-1: The commenter's opinions, opposition to deviating from the City's planning documents, and requests to maintain equestrian trails and horse keeping in Rolling Hills Estates are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: JACKIE HANNON

From: Jacqueline Hannon [mailto:hannonelectric@verizon.net]
Sent: Tuesday, June 30, 2009 3:32 PM
To: Niki Cutler
Subject: Chandler Ranch Subdivision

To: Niki Cutler:

I have been following the discussion on the Chandler Ranch Subdivision in Rolling Hills Estates.

I have been riding the trails on the "Hill" for 25 years and I am concerned, as are many equestrians in the area.

I would hope the City of Rolling Hills Estates would stand their ground and make sure that the subject property is not removed from the Horse Overlay Zone.

Horsekeeping in the subject development would and should have horse trails around it and through it.

Do not allow the subject development to be developed without the opportunity for future horsekeeping.

Please, please, please, keep our semi-rural lifestyle in tack for our future generations to come.

Do not change the General Plan to accommodate a Private golf course. We have a trail around the present Rolling Hills Golf Course and it all works. Loop trails exist all around the city to include an existing golf course.

We need to preserve what we have now with the equestrian community and future development needs to preserve all of the area in and around Rolling Hills Estates.

We cannot stop the development of luxury homes in the area so at least maintain our equestrian lifestyle and continue to establish trails in and around the development.

Thank you for your time,

Jackie Hannon

JHa-1

RESPONSES

JHa-1: The commenter's opinions, opposition to deviating from the City's planning documents, and requests to maintain equestrian trails and horse keeping in Rolling Hills Estates are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: BRUCE HARNISHFEGER

-----Original Message-----

From: Harnishfeger, Bruce [<mailto:bharnish@thornton.usc.edu>]
Sent: Tuesday, June 30, 2009 2:24 PM
To: Niki Cutler
Cc: Melody Colbert
Subject: Equine atmosphere and property of the Chandler development.

Hello Niki,

I am writing to express my opposition to the Draft EIR for the proposed Chandler development for the private country club and 114 "cluster homes" that will necessitate removing land from the Equestrian Overlay zone and forever preventing this land from becoming horse properties. As an avid rider and horseman of PVE and Rolling Hills, I must protest to this development tactic.

All of this necessitates changes to the City's General Plan, which was created to PRESERVE rural and equestrian atmosphere by restricting this sort of development. I feel that council would be making a big mistake which will ERODE the equestrian and rural being of this community!
Thank You

BH-1

Bruce Harnishfeger
Facilities Manager
Thornton School of Music
927 Hellman Way, PIC 115
213-740-2553
213-821-1494 (FX)
bharnish@thornton.usc.edu

RESPONSES

BH-1: The commenter's opinions, opposition to deviating from the City's planning documents, and request to maintain horse keeping in Rolling Hills Estates are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: LIZ HOLMES

-----Original Message-----
From: Liz J. Holmes [mailto:liz@bigband.com]
Sent: Thursday, June 25, 2009 2:29 PM
To: Niki Cutler
Subject: Chandler Development Needs to Encourage Horsekeeping

To the Rolling Hills Estates City Council,
The Chandler redevelopment project should not be approved unless it complies with the City's General plan and ensures horsekeeping and horse

trails are preserved. Rolling Hills Estates is famous because it is horse friendly and encourages the owning of horses. This is what makes this city special and rare. Please me know how I can help ensure any new developments comply with the City's General plan. Thanks.

Liz Holmes
35 Buckskin Lane
Rolling Hills Estates, CA 90274
310-663-6690



LH-1

RESPONSES

LH-1: The commenter's opinions, opposition to deviating from the City's planning documents, and requests to maintain equestrian trails and horse keeping in Rolling Hills Estates are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: GIL AND DOREEN HOULE

Gil and Doreen Houle
8 Withams Lane
Rolling Hills Estates, CA 90274

June 29, 2009

Rolling Hills Estates City Hall
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274

Attn: Niki Cutler, AICP
Principle Planner

RE: Chandler Redevelopment Project

Dear Ms. Cutler,

We have been residents of Rolling Hills Estates for 28 years. This is the first time we felt it necessary to voice our opinion. We love our rural atmosphere, and feel it is at risk. This is not the time to change the original plan of which our community has been founded.

We were appalled when we found out that another 114 homes may be approved to be built within our city limits without any thought being put into the equestrian trails of which we all enjoy.

PLEASE! Preserve the lifestyle of our city, by including equestrian trails within the Chandler Redevelopment plan. There is no better time than now, to improve upon what we already have in Rolling Hills Estates.

All of our city residents will benefit from the property values alone, and it will continue to be the 'go-to' place for solace within the South Bay area.

GDH-1

Best regards,

Doreen Houle
Gil and Doreen Houle

Gil and Doreen Houle

RESPONSES

GDH-1: The commenters' opinion and request to include equestrian trails in the proposed project are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: JANE HUGHES

From: Janehughes2000@aol.com [mailto:Janehughes2000@aol.com]
Sent: Tuesday, June 30, 2009 7:37 PM
To: Niki Cutler
Subject: Chandler Redevel. Project and Equestrian Trials - OPPOSED TO REMOVAL OF TRAILS!

Niki Cutler, AICP
Principal Planner
Rolling Hills Estates City Hall
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274

Ref: Chandler Redevelopment Project/Draft Environmental Impact Report

Dear Niki and City of Rolling Hills Estates:

As an 18-year RHE resident/homeowner, I am vehemently opposed to the removal, relocation of, or rezoning of any part of the horse overlay zone and/or horse trails therein.

JHu-1

According to the regulations set forth in the RHE City Plan, I understand that any new housing developments must specifically have plans for trails that connect to the existing trail system; and I understand that there were no such plans mentioned at all in the DEIR for the referenced location.

Furthermore, the density of the proposed development of 114 new units along with the ensuing traffic congestion and noise is incongruous with the equestrian/and semi-rural atmosphere that attracted me here for the long-term, and will undoubtedly have a harshly negative effect on the peaceful atmosphere. Again, the removal or rezoning of any of the horse trails in order to accommodate this proposed dense development is in violation of the regulations set forth in the RHE City Plan.

JHu-2

The following is quoted directly from the website of the City of Rolling Hills Estates as well as from most of the printed materials published by the City, describing the atmosphere the City has dedicated itself to preserving -- in the past as well as in the present:

"...but its new citizens were united in their concern over maintaining its unique rural atmosphere characterized by rolling hills, vast open spaces and three-rail white fences.....As in the past, today's emphasis in managing the City is placed upon preserving its rural residential character and, at the same time, providing the best possible services to its citizens."

I trust that the City will abide by its commitment to its current and future residents (as well as to its own regulations) to maintain our unique semi-rural equestrian atmosphere and trails, and reject any plans that would threaten this.

Sincerely,

Jane Hughes
Rolling Hills Estates, CA

JHu-3

p.s. As a side note, I understand that the parties involved with the proposed golf course adjoining the subject development do not want to have horses nearby. I may be incorrect, but while reading about the proposed development, I was surprised to see that the golf course would be technically be built in the City of Torrance, and not even in the City of RHE. How can they dictate what the City of RHE does?

RESPONSES

JHu-1: The commenter's opinions, opposition to deviating from the City's planning documents, and request to include equestrian trails in the proposed project are duly noted. See also Topical Response 1.

JHu-2: The commenter's opinions are duly noted. See Sections 3.10 and 3.14 for an analysis of the project's traffic and noise impacts, respectively.

JHu-3: The proposed project involves land currently within two separate cities – Rolling Hills Estates and Torrance. The proposed project involves adjusting the boundary between these cities such that all proposed residential properties, the proposed clubhouse, and a portion of the golf course would be within the City of Rolling Hills Estates, while portions of the golf course and a proposed open space set aside would be within the City of Torrance. See Figure 2.14 of the DEIR.

LETTER FROM: DARLENE JAY

-----Original Message-----

From: Darlene Jay [mailto:darjay@earthlink.net]

Sent: Friday, June 26, 2009 10:57 AM

To: Niki Cutler

Subject: Environmental Impact Report for Chandler Ranch Subdivision

1. PLEASE DO NOT CHANGE THE GENERAL PLAN -- It was created to PRESERVE what we enjoy most about living here and why we moved here.
2. PLEASE DO NOT change the General Plan to accommodate a private golf course development and luxury homes in exchange for community values.
3. Horses & golf courses exist side-by-side in MANY So. Calif. communities; a loop trail, connecting to the trail system, only adds value to developments and communities. Rather than allowing a land-locked, densely packed, essentially private community within our city, PLEASE require the developer to include a real trail in the project!
4. PLEASE DO NOT allow "cluster" housing to be built with no opportunity for future horsekeeping for the benefit of a private golf club -- this is not in keeping with the wonderfully unique rural atmosphere of the community.
5. PLEASE DO NOT sacrifice the rural equestrian atmosphere of this neighborhood for the sake of gaining tax revenues. We, the community, do NOT value tax dollars over preservation of the semi-rural lifestyle.
6. PLEASE DO NOT accept the proposed TRAIL MITIGATION. What do you gain by putting another trail across the street from an existing trail, and dead-ending it at the Sheriff's Station?

DJ-1

Thank you,
Darlene Jay

RESPONSES

DJ-1: The commenter's opinions, opposition to deviating from the City's planning documents, and requests to maintain equestrian trails and horse keeping in Rolling Hills Estates are duly noted. See also Topical Response 1.

LETTER FROM: SALLY KAPPES

From: a-s-kappes@att.net [mailto:a-s-kappes@att.net]
Sent: Friday, June 26, 2009 11:32 AM
To: Niki Cutler
Cc: melcolbert@aol.com
Subject: Chandler Development

Good Morning Niki:

I have been following the controversy over the Chandler development and, as a resident horse owner of Rolling Hills Estates, I am scared, saddened and horrified by the lack of concern by so many interests for anything but making millions of dollars for themselves. We see the loss of rural lifestyles all over the county and state because of development that benefits only the coffers of the already rich. We see more and more golf courses being built and more and more horsekeeping areas and stables disappearing. Where are horse owners to keep their horses anymore? Are we, who work so hard to support our beautiful animals and maintain our equestrian lifestyle, to be ultimately pushed completely out of our heaven on earth in the name of the almighty dollar? Do I even need to discuss the impact of development on the environment? Just look at the devastating fires that increase every year all over L.A. County. And why? Not enough resources to support the influx of unnatural populations (too many people!)

Piece by piece, Rolling Hills Estates is cutting away at the beautiful, rural and idyllic lifestyle it promised to promote and protect when founded and chartered. To remove this development from the horsekeeping overlay simply takes another large bite out of that promise. If this project is approved, it must be approved only within the restrictions of the horsekeeping overlay (enough room to keep horses at each home and horse trails connecting it around the expanded golf course to the surrounding trails system) so that prospective new residents will include equestrians, not just golfers. There is no reason why the two cannot co-exist; it is a natural pairing.

Please, give the residents, the environment, the equestrians and our beloved horses your utmost consideration while making decisions on this proposed development.

Thank you for your attention to my thoughts,
Sally Kappes
Strawberry Lane (21 years)

SK-1

RESPONSES

SK-1: The commenter's opinions, opposition to deviating from the City's planning documents, and requests to maintain equestrian trails and horse keeping in Rolling Hills Estates are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: DON KENNEDY

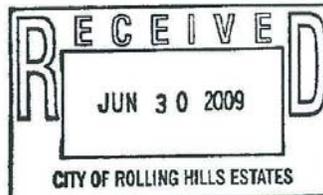


DON KENNEDY
Vice President
Music Licensing

10202 West Washington Boulevard
Culver City, California 90232-3195

Tel: 310 244 4247 Fax: 310 244 1324

June 30, 2009



Subject: Chandler Development/Equestrian Overlay Zone

To Whom It May Concern:

I am writing with concern for the proposed amendment to the Rolling Hills Estates equestrian overlay zone. The Chandler development is in direct conflict with not only the city's general plan, which would require amending, but also the wishes of loyal patrons to the equestrian zone within Rolling Hills Estates. I have stabled my horse in the area for the past seven years with the understanding that the equestrian atmosphere was to be kept not only intact, but celebrated and embraced. The Chandler development takes a step in the opposite direction by not only compromising the visual environment, but also by removing cherished trails without the intention of replacing them. I am in strong opposition to the proposal and am not alone in my sentiment. Please respect the integrity of the community we have worked so hard to maintain.

DK-1

Regards,


Don Kennedy

Sony Pictures Entertainment

RESPONSES

DK-1: The commenter's opinions, opposition to deviating from the City's planning documents, and requests to maintain equestrian trails and the rural aesthetic atmosphere of Rolling Hills Estates are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: TERI KORTENS

From: Teri Kortens [mailto:teri.kortens@verizon.net]
Sent: Tuesday, June 30, 2009 12:15 PM
To: Niki Cutler
Subject: opposition to the Chandler proposal

Your concept will destroy the area and all reasons for living here.] TK-1

RESPONSES

TK-1: The commenter's opinion is noted.

LETTER FROM: LORI KOZACHENKO

From: Lori Kozachenko [mailto:codys2cute@gmail.com]
Sent: Friday, June 26, 2009 8:45 PM
To: Niki Cutler
Subject: Chandler Redevelopment Project

City of Rolling Hills Estates,

I have been a resident in the area for over 35 years and hope that in your planning you allow for horsekeeping. I believe that having horses on the hill has kept value in the area.

] LK-1

Lori Kozachenko

RESPONSES

LK-1: The commenter's request to include horse keeping in the proposed project is duly noted. See also Topical Responses 1 and 3.

LETTER FROM: CAROLINA KROON

From: CKroon [mailto:muis@pacbell.net]
Sent: Monday, June 29, 2009 9:04 AM
To: Niki Cutler
Subject: Chandler Ranch Subdivision/Rolling Hills Country Club

Niki Cutler
AICP
Principal Planner

Dear Ms. Cutler,

I am writing to you of my great concern over the proposed Chandler Ranch Subdivision, a proposal that seems to leave little room for preserving the character and history of Rolling Hills Estates as a "unique rural-residential and equestrian environment."

CK-1

The proposed subdivision would eliminate the current Horse Overlay area in order to build almost twice the amount of homes that the current General Plan allows (ref. Sec. 3.8.10 "Amendments to the Land Use Element of the General Plan to remove the entire project area, except Lot 114, from the Horse Overlay designation and for the redesignation of portions of the project area from Commercial Recreation to Low Density Residential and Very Low Density Residential to Low Density Residential.").

These proposed Amendments and Zone Changes seem to be in direct opposition to the Rolling Hills Estates General Plan Goals and Policies, specifically: Goal 1 - "**Ensure that future development in the City is compatible with the existing character of the City and that this development will be sensitive to the local environment;**" and Goal 2 - "**Growth in the City shall be limited and the objective of future planning shall be directed towards preserving low density and the rural character of the City.**" (ref. Sec. 3.8.3).

CK-2

Effectively, the proposed Changes remove any current and future opportunity for horsekeeping in that area, eradicate some equestrian trails and remove access to others (thereby eliminating an "equestrian environment"), and invalidate the "rural" part of "a unique rural-residential...environment." And they would do so for the opportunity to create essentially a private community, with a large number of ostentatious houses and a private golf club, in an area, and a City, not designated for such use.

This is not Rolling Hills Estates. This is not what this beautiful community was envisioned as by the founders of the City. And because those founders has the foresight to anticipate encroaching development and the effect that would have on their community, they created the City of Rolling Hills Estates General Plan, to protect and preserve what they had worked so hard to create.

CK-3

Rolling Hills Estates is a city with a rich, vibrant history and an irresistible mien, as evidenced by the many people from surrounding cities who travel to Rolling Hills Estates to enjoy the parks and trails, to walk their pets, to picnic in attractive, tree-lined parks, and who bring their children to delight in the sight of a horse prancing down the trail. By agreeing to the proposed Subdivision, you cut away at what makes Rolling Hills Estates special, and leave the door wide open for further erosion.

Please, make developers honor the guidelines of the City; do not allow them to change the entire character of a city just to line their pockets. There is another way.

Thank you for your consideration.
Carolina Kroon
26512 President Ave.
Harbor City, CA 90710

Phone: 310-539-8777

Owner of a horse who resides in Rolling Hills Estates, and someone who rides a horse, jogs, walks, patronizes the General Store, visits the Empty Saddle Club, and just generally enjoys all that Rolling Hills Estates has to offer on a daily basis.

RESPONSES

CK-1: The commenter's concern for the rural aesthetic atmosphere of Rolling Hills Estates is duly noted. See also Topical Response 3.

CK-2: See Topical Responses 1 and 3.

CK-3: The commenter expresses opposition and opinions, which are duly noted.

LETTER FROM: DONNA LARAE

-----Original Message-----

From: donnalarae@ca.rr.com [mailto:donnalarae@ca.rr.com]

Sent: Wednesday, July 01, 2009 1:10 PM

To: Niki Cutler

Subject:

Please preserve our equestrian community and landscape. This is all we have!!!

Thank you!

Donna LaRae

] DL-1

RESPONSES

DL-1: Comment noted.

LETTER FROM: CAROLE LEBENTAL

From: CLEBENTAL@aol.com [mailto:CLEBENTAL@aol.com]
Sent: Thursday, June 25, 2009 1:04 PM
To: Niki Cutler
Cc: Melcolbert@aol.com
Subject: Development of Chandler Preserve

Dear Planning Directors for Rolling Hills Estates:

My horse lives in Rolling Hills Estates, near the Dapplegray ring. I live in RPV. I am an active trail rider on the RHE's excellent trail system. I believe that maintaining your current rules re having all housing developments connect with the existing trail system is one that you should maintain. That is what makes RHE unique and special. Horses have always been your special focus and the reason that you are different from the other cities on the Peninsula. If you fail to maintain this, your city will become like RPV or PVE--increasingly unfriendly toward horsekeeping.

I hope that you will consider these comments when you decide upon what kind of housing you will approve in this critical area.

Carole Lebental

CLe-1

RESPONSES

CLe-1: The commenter's opinions, opposition to deviating from the City's planning documents, and request to include horse keeping in the project are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: PATRICE LEONARD & ROBERT LARSEN

From: Patrice.A.Leonard@kp.org [mailto:Patrice.A.Leonard@kp.org]
Sent: Thursday, June 25, 2009 1:22 PM
To: Niki Cutler
Subject: Chandler redevelopment Project

Rolling Hills Estates is a very unique community. It is an oasis in the midst of an overgrown city. The presence of equestrian trails and low density housing which permits horsekeeping makes this an incredibly valuable community. The plan to add high density housing without the space for horsekeeping and without the space for the wonderful horse trails seen in the rest of Rolling Hills Estates totally devalues the entire community. For those that want the standard suburban life style, there are plenty of opportunities in Lomita and Torrance. I am disappointed that Rolling Hills Estates is even considering becoming an extension of these cities rather than continuing with the rural flavor that makes our community so wonderful.

PLRL-1

Please revise the current plan for the Chandler redevelopment to lower the housing density, add trails and allow horsekeeping. We need RHE to be RHE not just another Los Angeles suburb

Patrice Leonard and Robert Larsen 37 empty saddle lane

RESPONSES

PLRL-1: The commenter's opinions and requests to maintain equestrian trails and horse keeping in Rolling Hills Estates are duly noted. See also Topical Responses 1 and 3.

LETTER FROM: JOE & JENNY LITCHFIELD

From: Joe Litchfield [mailto:litchfield.joseph@yahoo.com]
Sent: Tuesday, June 30, 2009 5:10 PM
To: Doug Prichard
Subject: Fw: Chandler Ranch Subdivision/Rolling Hills Country Club DEIR Comments

Hi Doug,

Sorry to have to forward this to you, but I received an automatic email "failure response" from Niki Cutler's email address and an "Out of Office" Reply from David Wahba's email. I just wanted to ensure our comments are received for the subject Draft EIR.

Please give me a call with any questions.

Best Regards,

Joe Litchfield
310-534-9977
litchfield.joseph@yahoo.com

--- On Tue, 6/30/09, Joe Litchfield <litchfield.joseph@yahoo.com> wrote:

From: Joe Litchfield <litchfield.joseph@yahoo.com>
Subject: Fw: Chandler Ranch Subdivision/Rolling Hills Country Club DEIR Comments
To: DavidW@ci.rolling-hills-estates.ca.us
Date: Tuesday, June 30, 2009, 5:02 PM

Hi David,

I attempted to send the email below to Niki Cutler re: the Chandler Ranch / RHCC DEIR and received a failure response email. Attempting to send again via your email.

Hope this comes through. Please call or email with any questions..

Thank you,

Joe Litchfield
310-534-9977
litchfield.joseph@yahoo.com

--- On Tue, 6/30/09, Joe Litchfield <litchfield.joseph@yahoo.com> wrote:

From: Joe Litchfield <litchfield.joseph@yahoo.com>
Subject: Chandler Ranch Subdivision/Rolling Hills Country Club DEIR Comments

JL-1

To: nikic@ci.rolling-hills-estates.ca.us
Date: Tuesday, June 30, 2009, 3:39 PM

June 30, 2009

Subject: Chandler Ranch Subdivision/Rolling Hills Country Club Draft Environmental Impact Report (DEIR)

From:
Joe & Jenny Litchfield
49 Buckskin Lane
Rolling Hills Estates, CA 90274

To:
Niki Cutler
Senior Planner
Planning Department
City of Rolling Hills Estates
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274

Hi Niki,

We are hoping this set of comments on the Draft EIR will be completely different than any you have seen. As most comments you receive will no doubt be critical of the project and document itself, we consider ourselves locals who want to give our opinions to help shape future decisions on this project, but do not want to go down the excruciating road of, for example, arguing that a 3% increase in population is still a "No Significant Impact" vs. a 1% increase in population. Detailed comments are a necessary part of the review process, but unfortunately for a lot of these types of "documents", reality gets lost in numbers and data.

To quickly give a background on who we are and why we are qualified to comment on this document, we are local residents in the neighboring community fondly called "Dapplegray Lanes". Jenny grew up on Strawberry Lane, and after marrying Joe, moved through several South Bay neighborhoods on the ultimate path to purchase a home in the Lanes in order to live the lifestyle she knew and loved. We have four children, two of which attend the local Dapplegray Elementary School, and two who will be attending there over the next few years. Joe works as a Civil Engineer in Long Beach, and works on local projects, primarily around the Port of Los Angeles.

We want to start off by saying that we support a project that improves the golf course, improves the country club, and have no problem adding homes and / or open space to the spaces currently occupied by the Chandler Quarry. We believe every property owner has the right to improve their properties, but we also feel that it should not be to the detriment of others, and in the best cases should enhance the experience and betterment of others

JL-1 (cont.)

JL-2

around them. It's the basic Golden Rule, and something we not only live by, but would hope the City takes into consideration when moving this project forward.

JL-2 (cont.)

Prior to writing this comment letter, we were lucky enough to hear our neighbors' concerns on the proposed project. We were touched, yet again, by the depths of passion and intellect of our friends and neighbors, and could not hope to hold a candle to their insights on the community, as they have lived here decades longer than we have had the privilege. As a family of six who have lived in the Lanes for just the past two years, we see the specialness of the place, but cannot fathom how deeply rooted some of our closest neighbors are in this home of homes, and their voices speak volumes when it comes to something so important as a possible detriment to their way of life.

We moved to this neighborhood, to this place in the Lanes, to this City of Rolling Hills Estates, because we wanted our children to grow up knowing what it's like to shovel horse manure, chase chickens in their backyard, hear the whooping of peacocks on a warm summer evening, attend a down-home Bar-b-Que and Horse Show at the community riding ring, have Santa bring gifts on Christmas Eve from the back of a horse-drawn carriage and where (pardon the pun from the show "Cheers") everyone knows your name. We could have moved to Orange County. We could have moved to the Inland Empire. Or even Arizona. We could have bought a home twice the size on five times the size of a lot. But we choose to stay here because of the unique rural atmosphere and feeling of home all around us.

JL-3

After reading through the DEIR, we can see our neighbor's concerns. Our greatest concern is that the document is not written as a true, objective Environmental Impact Report, but rather reads as an argumentative legal document in favor of the proposed project. Written and paid for by the developers in order to move the project forward, it's obvious that the goal of the document is not to state the reasonable environmental effects of the proposed project, but rather gloss over the burdening requirements on the surrounding communities and systematically devalue and underestimate the true impacts through statistical analyses and argumentative chicanery that has no basis in reality. Every owner will want to skew the numbers in their favor, but that is not the basis of an EIR. Let the owners make their pitch to the community and the City in their own voices, but the EIR should not be tainted with skewed versions of reality.

JL-4

With all of that being said, we wanted to do a quick run-down on our big issues with the DEIR, so our letter can be properly catalogued with the other responses. Our concerns center on the land use, schools, traffic, public access, utilities, and drainage.

Land Use – it's obvious that a multitude of zoning changes and conditional use permits, as well as the Tract Map, are required to get this project done. Unlike a single family residence, this land use of 114 homes and golf course / club impacts a lot around it. What does not make sense is the complete absence of public trails and / or planning requirements for horse facilities. This City is based on a rural atmosphere and horse-friendliness. It's what makes this place unique. If the developer wants to have tightly-packed, large homes, on the smallest possible lots they can determine, then let them become the City of Torrance. We like Torrance, and lived there for four years

JL-5

immediately after being married, and there is a special charm of neighbors there as well as the City of RHE : but without the horse requirements. If the developer would like to keep the plans as-is, then perhaps the City of Torrance would like to absorb the impacts on the schools and traffic. Otherwise, it should be a basic requirement that any future homes be developed with public easements to horse trails and larger lots to lean towards a Very Low Density Residential (similar to Alternative 2 – 25 homes minimum on 1-acre lots) vs. the 114 homes proposed.

JL-5 (cont.)

Schools – we have four kids that attend the local public school system, currently at Dapplegray Elementary. The school currently handles over 700 elementary school students, and unless boundaries are different, Dapplegray would be the primary elementary school for the proposed subdivision. Making an assumption of 2 kids/home in the new subdivision, that would be approximately 230 new kids that would require space within the PVPUSD. That requires new classroom space, teachers, administrators, and the like.

JL-6

Traffic – living on the hill, we all know how bad Palos Verdes Drive North gets at peak traffic times, and adding 110+ homes along PV Drive East will obviously exacerbate the problem; a traffic study isn't needed to know that. However, a detailed traffic study should be done and measures can be taken to help alleviate the problems. Perhaps a coordinated traffic lighting system for the main arteries (Crenshaw, PV Drive N , PV Drive E , Narbonne , PCH, etc.) that would better circulate traffic through these areas. I am NOT in favor of widening PV Drive North , as this would only attract more vehicles from the under-sized Pacific Coast Highway through the area. Parking is also an issue, especially at the schools. Perhaps concessions can be made to enhance the parking areas of these areas to allow for better circulation, parking, and access.

JL-7

Public Access – I think that looking to one of the most recent golf course on the Hill, Trump National got it mostly right with public trails throughout the golf course for bikers/runners/etc. But Rolling Hills Estates is a bit different character and concessions should be made for significant public access for new trails, park, equestrian trails, riding center, etc., to make the project more acceptable for the area.. There can be a mix of secured areas for the golf course and residents, and also allow significant public access/use.

JL-8

Utilities/Drainage – There are currently a couple of problems that exist within the neighborhoods surrounding the proposed project site that could be significantly helped by extensions of improvements into the neighborhoods and greatly enhance the acceptability of the new project.

The first is drainage and the second is utilities. Drainage has multiple choke points through the “Lanes” areas and has a mixed bag of band-aid fixes that protect the residents and properties during significant times of rainfall. Due to the geography of the Hill and the proposed project, it would be in the best interest of the project to extend drainage improvements into surrounding neighborhoods. Of most importance would be upgraded concrete pipes, sized appropriately to convey the drainage through the neighborhoods, enhanced catch basins and structures, and new filtering technologies (catch basin filters,

JL-9

Stormceptors, sand/oil separators, bio-swales, etc.) that would clean up the stormwater prior to discharge downstream and ultimately the ocean.

Utilities – although fairly reliable, the utilities in the neighborhoods surrounding the proposed project are aging and in need of repair/replacement. It would go a long way to have electrical wires/telecommunication wires placed in underground conduit, natural gas services upgraded to current standards, water mains assessed and replaced as necessary, and sewer pipes surveyed and upgraded/replaced as necessary. The exact scope and extent of the work can be analyzed, but neighborhoods immediately surrounding the proposed project would receive the most benefit, and would greatly enhance the overall area.

JL-9 (cont.)

We hope you take into account our concerns and suggestions as you consider the proposed project moving forward. We are available for any questions you may have.

JL-10

Sincerely,

Joe & Jenny Litchfield

RESPONSES

JL-1: The transmittal is noted and the commenters make opening remarks. No response is required.

JL-2: The commenters express opinions, which are duly noted.

JL-3: Comments are noted.

JL-4: The commenters incorrectly indicate that the DEIR was written by the project applicant. To clarify, the DEIR was written by an impartial, third-party consultant under contract to the City of Rolling Hills Estates. See also response to comment HA-a5. The commenters also introduce several alleged inadequacies of the Draft EIR, which are detailed in later paragraphs of the comment letter. Corresponding responses are provided below.

JL-5: The EIR includes a discussion of the types of discretionary entitlement applications that are required to be approved to implement the project. In addition, the EIR discusses the applicant's request to implement low density residential land uses on the project site through establishment of Residential Planned Development (RPD) zoning designation on the project site. Although increasing the base residential density on the site from 1 to 2 units per acres, the RPD zoning designation will facilitate greater open space within the project, provide more flexibility in the development of the residential lots, and still satisfy the long-term residential development goal for the area.

Alternative 2 would avoid the project's impact of converting the General Plan designation of the site. However, Alternative 2 would not avoid the project's impact of converting the zoning designations of the site or the project's need to amend Sections 7.22.050(D) and 17.22.050(E) of the RHE Municipal Code, which establish maximum building coverage and maximum building heights for structures in the C-R (Commercial Recreation) Zone. In addition, Alternative 2, similar to the proposed project, has the potential to conflict with the City's Neighborhood Compatibility Ordinance, which is a potentially significant land use impact.

See also Topical Response 1.

JL-6: The analysis of the project's potential impact on schools is thoroughly analyzed in the DEIR (see the discussion of Impact PS-3 beginning on page 3.12-5). The commenters' assumption that each proposed residential unit would be occupied by two school-aged children resulting in a total of an additional 230 students is not supported by any evidence. In contrast, the DEIR utilized the Palos Verdes Peninsula Unified School District's (PVPUSD's) student generation rate of 0.3318 students per household to estimate that the proposed project (114 residential units) would increase enrollment at the School District by a total of 38 students. Mitigation Measure PS-18 requires the applicant to pay the PVPUSD's established school impact fee, which by law is full and complete mitigation for school impacts. Therefore, with this mitigation measure, the project's individual and cumulative impacts on schools are considered less than significant. See also response to comment DL-4.

JL-7: A detailed traffic study was prepared and is included in EIR Appendix J. As noted, even without the project traffic, the area intersections currently operate at less than desirable levels. The

project's significant impacts along Palos Verdes Drive North would be mitigated. The suggested signal coordination and parking improvements are beyond the project's scope.

JL-8: The commenters' opinions are duly noted. See also Topical Response 2.

JL-9: The commenters' suggest that the proposed project should be required to improve utility infrastructure. However, the proposed project would not utilize the utility infrastructure that the commenters suggest for improvement, and thus, the project would have no impacts on such utilities. Requiring an applicant to mitigate impacts that are not caused by the proposed project is not allowed by CEQA (see the discussion of "nexus" and "rough proportionality" in the State CEQA Guidelines § 15126.4[a][4]). The project's impact on utilities and service systems is thoroughly analyzed in Section 3.15 of the DEIR.