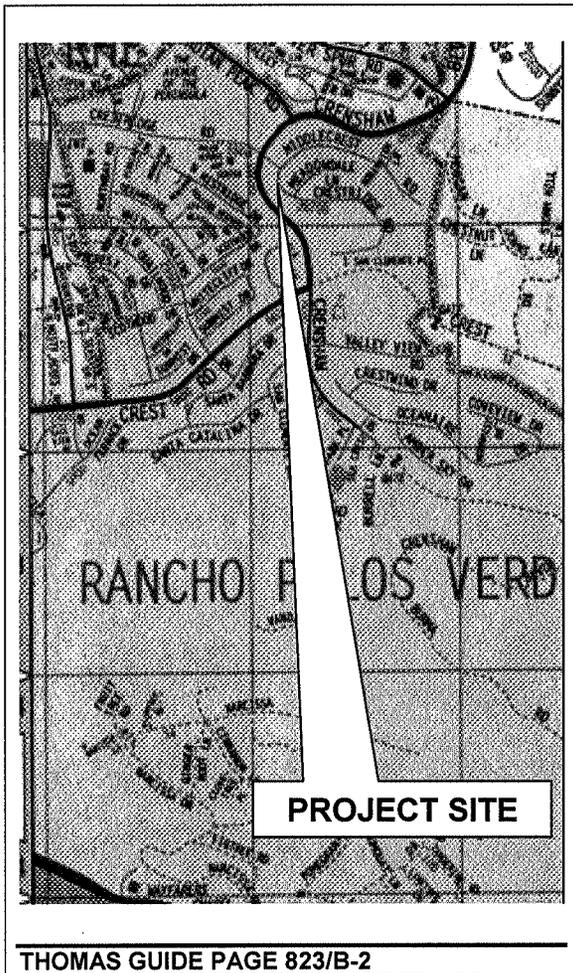


STAFF REPORT



TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: DIRECTOR OF PLANNING, BUILDING AND CODE ENFORCEMENT 

DATE: JUNE 24, 2008

SUBJECT: CONDITIONAL USE PERMIT #96 – REVISION “D”, GRADING PERMIT, MINOR EXCEPTION PERMIT & SIGN PERMIT (CASE NO. ZON2007-00492)

PROJECT ADDRESS: 5448 CREST ROAD (ST. JOHN FISHER CHURCH)

APPLICANT: SHELLY HYNDMAN
2611 S. COAST HWY 101, SUITE 200,
CARDIFF, CA 92007

PHONE: 760-634-2595

LANDOWNER: THE ROMAN CATHOLIC ARCHBISHOP OF LOS ANGELES
ATTN: CECILIA URIBE
3424 WILSHIRE BOULEVARD
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PHONE: 213-637-7850

STAFF COORDINATOR: LEZA MIKHAIL  ASSOCIATE PLANNER

REQUESTED ACTION: A REQUEST FOR A GRADING PERMIT, MINOR EXCEPTION PERMIT, SIGN PERMIT AND REVISION OF THE EXISTING CONDITIONAL USE PERMIT #96 TO ESTABLISH A MASTER PLAN FOR THE ST. JOHN FISHER CHURCH AND SCHOOL PROPERTY INCLUDING: THE CONSTRUCTION OF 34,406 SQUARE FEET OF NEW BUILDING AREA FOR A NEW SANCTUARY, PRESCHOOL, ADMINISTRATION BUILDING, LIBRARY, ART ROOM, STORAGE AREA, GARAGE AND OFFICES; DEMOLITION OF 10,329 SQUARE FEET, INCLUDING THE EXISTING RECTORY, YOUTH BUILDING AND OFFICES; REMODEL 26,544 SQUARE FEET OF EXISTING BUILDING AREA, INCLUDING EXISTING OFFICES, CLASSROOMS, CONVERTING THE EXISTING CONVENT INTO NEW RECTORY AND CONVERTING THE EXISTING SANCTUARY INTO NEW GYMNASIUM, 30,688 CUBIC YARDS OF GRADING; AND A NEW MONUMENT SIGN AT THE CORNER OF CREST AND CRENSHAW .

RECOMMENDATION: REVIEW THE PROPOSED ST. JOHN FISHER MASTER PLAN AND DIRECT THE APPLICANT TO MODIFY THE DESIGN OF THE PROPOSED ST. JOHN FISHER SANCTUARY BY REDUCING THE HEIGHT OF THE BELL TOWER, AND CONTINUE THE HEARING TO JULY 22, 2008.

REFERENCES:

ZONING: INSTITUTIONAL – I
LAND USE: INSTITUTIONAL – I – CHURCH AND SCHOOL (K-8)
CODE SECTIONS: 17.26, 17.50, 17.54, 17.56, 17.58, 17.60, 17.66, 17.76.040, 17.11
GENERAL PLAN: RELIGIOUS - R
TRAILS PLAN: N/A
SPECIFIC PLAN: N/A
CEQA: MITIGATED NEGATIVE DECLARATION
ACTION DEADLINE: OCTOBER 23, 2008

PLANNING COMMISSION MEMBERS RESIDING WITHIN 500' OF SUBJECT PROPERTY: NONE

BACKGROUND

Although no building permits were found on file with the City in regard to the construction of the existing sanctuary, it is assumed that the sanctuary was constructed in the early 1960's.

On April 23, 1985, the Planning Commission approved, with conditions, Conditional Use Permit #96, thereby allowing the construction of a new social/meeting hall (Barrett Hall).

On July 22, 1986, the Planning Commission approved Conditional Use permit #96 – Minor Revision, thereby allowing the construction of a 121 square foot trellis over an existing sun deck, located above the garage of the church rectory.

On January 11, 1994, the Planning Commission approved, with conditions, Variance #116 and Conditional Use Permit #96 – Revision "B", thereby allowing the construction of a 36'-6" tall elevator for access to the lower level meeting room, a 1,004 square foot expansion of the existing sanctuary and a 50'-0" tall tower with a 15'-0" tall cross affixed to the top of the tower, for a maximum overall height of 65'-0". In addition, the project included the approval of bells, not to be located on the new tower, whereby the bells were permitted to be used on Sundays only, and special religious holidays (as approved by the Director of Planning, Building and Code Enforcement) between the hours of 9:00 AM to 6:00 PM, and not to exceed 50 decibel levels, as measured from the adjacent residential property lines.

On February 1, 1994, an appeal was filed by the Rancho Crest Homeowners Association (HOA) to the City Council for Conditional Use Permit #96 – Revision “B”. On February 7, 2008, a letter was submitted to the Planning, Building and Code Enforcement Department stating that the proposed tower and bells have been eliminated from the project proposal due to funding restrictions. Subsequently, on February 14, 1994, the Rancho Crest HOA withdrew their appeal of the January 11, 1994 Planning Commission decision. Thus the approved project was built without the tower and bells.

On February 11, 1997, the Planning Commission approved, with conditions, Conditional Use Permit #96 – Revision “C”, thereby allowing the construction of 3,189 square feet, in two phases, to provide 10 elementary school classrooms.

On October 5, 2007, the applicant submitted applications to the Planning, Building and Code Enforcement Department for review and processing of Grading Permit, Minor Exception Permit, Sign Permit and Conditional Use Permit – Revision “D”. The applicant requested approval to establish a Master Plan for the St. John Fisher Church and School property, including parking and an expansion of the existing facilities.

On October 29, 2007, Staff completed the initial review of the application, at which time the application was deemed incomplete, pending the submittal of additional information on the project plans and review and approval from the Fire Department, City Traffic Consultant, City Geologist and City’s National Pollution Discharge Elimination System Consultant. Upon submittal of all information, the application was deemed complete for processing on April 29, 2008.

After the project was deemed complete, a temporary frame structure (silhouette) was constructed on the site to provide a basic outline of the height and bulk of the main portions of the new sanctuary at the northeast corner of the subject property (corner of Crest and Crenshaw). The temporary silhouette was in place for a period of two weeks, from June 2, 2008 through June 15, 2008. Additionally, a Mitigated Negative Declaration was prepared in accordance with the California Environmental Quality Act (CEQA) to assess the projects environmental impacts. On May 31, 2008, Staff mailed notices to 102 property owners who reside within a 500-foot radius of the subject property and concurrently published a notice in the *Peninsula News* on May 31, 2008. Additionally, on June 4, 2008, the Mitigated Negative Declaration was circulated to the County Recorder for a posting and comment period of at least twenty days (as required by CEQA) and circulated to all appropriate public agencies for comments. The comment period on the Mitigated Negative Declaration is scheduled to end on June 23, 2008. Staff has received several inquiries and comment letters from the public. These comments are addressed throughout the body of this report.

SITE DESCRIPTION

The St. John Fisher property is located at 5448 Crest Road, on the southeast corner of the intersection at Crest Road and Crenshaw Boulevard. The property is 399,804 square feet (9.2 acres) in area and zoned Institutional. Additionally, the property is currently developed with an elementary school (K-8), administrative/parish offices, a recreational hall (Barrett Hall), rectory (priest's residence), convent (no longer in use) and sanctuary. The existing campus is sited 15 – 20 feet above the adjacent streets, Crest Road and Crenshaw Boulevard. The main parking lot is located along the south property line and provides 227 parking spaces for everyday use. Additional parking is located near the northwest corner of the property and is currently used as a playground during the regular school hours (Monday through Friday). This parking area provides an additional 132 parking spaces for the property. A total of 359 parking spaces are provided for the property through a Variance application (#116) approved by the City in 1994.

PROJECT DESCRIPTION

The proposed project involves a request for Conditional Use Permit #96 – Revision "D", a Grading Permit, Minor Exception Permit and Sign Permit to establish a Master Plan for the St. John Fisher Church and School property. The overall project includes a major remodel and expansion of the existing facilities. Details of the project are listed below:

Proposed Construction

A request to construct a combined total of 34,406 square feet of new gross floor area (23,870 square feet of net floor area) to the existing site as delineated below:

- ⇒ A new 18,400 square foot sanctuary (to replace the existing 15,402 square foot sanctuary) to be located at the northwest corner of the subject property. The new sanctuary will be circular in shape, whereby the main structure will range in height from 15'-0" at the east end of the structure to 48'-0" at the west and southeast ends of the structure. In addition, the new sanctuary will include a tall steeple, at the west end of the structure, with a maximum height of 72'-0" to the top of the steeple and 88'-0" to the top of the cross which is affixed to the top of the steeple. The proposal includes the installation of speakers in the steeple and the operation of recorded carillon bells to ring briefly on the following dates and times: Monday through Saturday at 8:00 AM, 12:00 PM, 5:05 PM, and 6:00 PM; and Sunday at 8:50 AM, 10:35 AM, 12:00 PM, 12:20 PM, 4:50 PM and 6:00 PM. Additionally, the applicant is proposing to ring the bells on the Holy Days (7 days per year), before weddings and after funerals.

- ⇒ A new 11,268 square foot administration building (8,968 square foot first floor and 2,300 square foot basement).

- ⇒ A 1,074 square foot addition for the creation of a new two-classroom preschool. St. John Fisher currently operates as a K-8 elementary school, and does not have a preschool.
- ⇒ A new 1,289 square foot art room at the northwest corner of the existing classrooms.
- ⇒ A new 1,217 square foot school library at the northeast corner of the existing classrooms.
- ⇒ A 304 square foot expansion to Barrett Hall for storage area.
- ⇒ A new 454 square foot garage at the southeast corner of the property, adjacent to the priest's new rectory (previously a convent).
- ⇒ A 400 square foot addition north of the existing music room to accommodate two (2) new offices.

Proposed Demolition and Remodel

In addition to the proposed new construction, the applicant is proposing to demolish a combined total of 10,329 square feet of existing facilities including offices, a youth building and the existing rectory located near the northwest corner of the subject property. Also, a total of 26,544 square feet of the existing structures will be remodeled, including converting the existing convent into a new rectory, converting the existing sanctuary into a new gymnasium and remodeling existing classrooms and office areas.

Proposed Grading

A total of 30,688 cubic yards of grading is required (19,694 cubic yards of raw cut and 10,994 cubic yards of fill to be reused on-site) to accommodate the new construction, major remodel, proposed retaining walls and new parking lot. The applicant is proposing a total of five (5) retaining walls, described as follows:

- ⇒ A combination wall along the east property line, adjacent to the existing driveway, which will exceed an allowed height of 8'-0" and will reach a maximum height of 11'-6" (proposed maximum height of 10'-0"),
- ⇒ A combination wall along the west side of the existing driveway, accessed from Crest Road (proposed maximum height of 11'-6"),
- ⇒ A combination wall to accommodate new parking along the south property line (proposed maximum height of 11'-6"),

- ⇒ A new retaining wall, just north of the proposed parking lot (maximum height of 7'-6",
- ⇒ A new garden wall to accommodate a new walkway from the corner of Crest and Crenshaw to the new sanctuary and
- ⇒ An 8'-0" tall retaining wall between the proposed gymnasium and new sanctuary for a columbarium.

Proposed Parking

The existing property has a total of 359 parking spaces with 0 loading spaces. As the new sanctuary will be located on a portion of the existing parking lot, the applicant is grading and reconfiguring the parking lot at the south end of the property to accommodate a total of 331 parking spaces and 3 additional loading spaces. The total number of proposed parking spaces is based on a parking needs analysis for the highest peak hour of operation for all proposed uses which was reviewed and approved by the City's Traffic Engineer. This parking analysis can be viewed on sheet A0.9 of the project plans.

Proposed Phasing

The applicant is proposing to phase the project, as funding is made possible from donations. As such, the applicant has noted that phasing of construction is not 100% certain. However, two phases for construction are anticipated over a period of 10 years as follows:

- ⇒ Phase One would include construction of the new sanctuary, remodel of the existing sanctuary into a new gymnasium/parish activity center, new parking lot, site work that will not be impacted by future phase construction, remodel/conversion of existing convent into rectory, and demolition of existing rectory and youth building on east side of property;
- ⇒ Phase Two would include the construction of the new administration building, remodel the existing administration building into meeting rooms, construction of new preschool, library, and art room and remaining site work associated with phase two construction.

The applicant has noted that Phase One construction is anticipated to begin September 2009, with estimated construction duration of 18 months. Phase Two is anticipated to be completed within 10 years, from the completion date of Phase One, and may be broken up into additional phases based on funding.

It is important to note, Section 17.60.070 of the Rancho Palos Verdes Municipal Code (RPVMC) states, “before approving any conditional use permit, the planning commission shall establish a time limit within which the applicant shall commence upon the permitted use...The time limit shall be a reasonable time based on the size and nature of the proposed development. If no date is specified by the planning commission or city council, a conditional use permit shall be valid for one year from the date of final action on the permit or approval...Upon a showing of substantial hardship, delays beyond the control of the applicant, or other good cause, the planning commission or city council may extend this period one time for up to one additional year.” Under the Additional Information section of this report, Staff has recommended that the Planning Commission allow the entitlements for the proposed project to be valid for a period of 5 years in order to allow the applicant time to submit their plans for each element of the project into Building and Safety Plan Check within a reasonable time. Any elements of the plan that are not submitted within the 5-year time frame would require additional future review and approval through the CUP process, including additional CEQA review.

ENVIRONMENTAL ASSESSMENT

In accordance with the provisions of the California Environmental Quality Act (CEQA), Staff prepared an Initial Study of the project’s environmental impacts (see attached Environmental Checklist Form). Although CEQA identifies a number of categorical exemptions that would exempt a proposed project from the preparation of environmental documents, the Initial Study and subsequent Mitigated Negative Declaration (MND) were prepared due to the fact that the proposed project did not qualify for a CEQA exemption.

As a result of the Initial Study, Staff determined that the proposed project would not have a significant effect on the environment if appropriate mitigation measures are incorporated. As a result, a MND was prepared. The MND was circulated to the County Recorder on June 4, 2008 for a posting period of at least twenty days prior to consideration of the MND (as required by CEQA), and was also circulated to all applicable public agencies. The comment period is scheduled to end on June 23, 2008. A public notice was also mailed to 102 property owners located within a 500 foot radius of the subject property and published in the *Peninsula News* on May 31, 2008. Staff has received many written correspondence letters in response to the MND and public notice and will continue to accept comments until June 23, 2008.

As identified in the attached Initial Study, the St. John Fisher Master Plan will not result in or create any significant impacts, or will have a less than significant impact to Agricultural Resources, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation and/or Traffic, and Utilities and Service Systems. However, the project was identified to potentially create significant impacts to Aesthetics, Air Quality, Geology and Soils, Hydrology and Water Quality, and

Noise, unless mitigated with appropriate measures. These potential impacts and the associated mitigation measures are discussed below.

Aesthetics: It was identified that the proposed project may result in an aesthetic impact with regard to an effect on scenic vistas, visual character of the surroundings and the creation of light. It is important to note, although Staff initially identified potential impacts to protected views of the Pacific Ocean and Catalina Island from the new sanctuary, after viewing the silhouette, Staff determined that the sanctuary will not have any impacts to protected views from neighboring properties. At the same time, as a result of the silhouette, Staff confirmed potential aesthetic issues relating to the height of the proposed steeple, as seen from neighboring communities. In order to mitigate the height impacts, Staff has added a mitigation measure to reduce the height or architecturally modify the design of the sanctuary. Additionally, Staff has incorporated mitigation measures to reduce the lighting impacts by requiring shields on lighting fixtures, requiring an inspection to insure no spill-over onto adjacent properties and providing a trial period of six months for assessment of lighting impacts. Staff believes that incorporation of these mitigation measures will result in a less than significant impact upon aesthetics.

Air Quality: It was identified that the proposed project may result in limited short-term air quality impacts as a result of the proposed construction and grading activities. Although the impacts are considered short-term, in order to ensure that air quality standards are upheld, the City is requiring that the applicant implement dust suppression techniques to prevent fugitive dust from creating a nuisance off-site, provide maintenance records for construction equipment vehicles to be maintained in good condition and property tuned per manufacturer specifications, submittal of measures to minimize emissions of heavy equipment, avoid equipment idling more than two minutes and avoid unnecessary delay of traffic along off-site access roads by heavy equipment. Additionally, the architectural coatings will be required to be reduced by using pre-coated/natural colored building materials, water-based or low-ROG coatings and using coating transfer or spray equipment with high transfer efficiency. Lastly, the applicant will be required to submit a Construction Traffic Management Plan, specifying that construction activities will not interfere with peak-hour traffic, will minimize obstruction of through-traffic lanes adjacent to the site, utilization of electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible and noting that work crews will turn off equipment when not in use. Staff believes that incorporation of these mitigation measures will result in a less than significant impact upon air quality.

Geology and Soils: It was identified that the project may result in an impact with regard to soils due to the fact that the Palos Verdes Peninsula is underlain by expansive soils. The potential impact has led Staff to incorporate mitigation measures that require submittal of a geotechnical report that must be reviewed and approved by the City Geologist, prior to the issuance of building permits or grading permits. Further, the applicant is required to incorporate into the project any recommendations or conditions

resulting from the geotechnical and soils reports. It should be noted, that a soils and geology report was submitted to the City's Geologist. The applicant obtained "in-concept approval for Planning purposes" and will be required to obtain full approval from the City's Geologist. Staff believes that incorporation of these mitigation measures will result in a less than significant impact to geology and soils.

Hydrology and Water Quality: As the proposed project includes 30,688 cubic yards of grading (19,694 cubic yards of cut and 10,994 cubic yards of fill or re-compaction), Staff identified potentially significant impacts with regard to wastewater discharge. In order to ensure that the proposed project will be in compliance with water quality standards and wastewater discharge requirements during and after construction Staff incorporated mitigation measures requiring submittal and approval of a drainage report, Standard Urban Stormwater Mitigation Plan (SUSMP) and Local Stormwater Pollution Prevention Plan (SWPPP), prior to the issuance of a building permit or grading plan. Staff believes that incorporation of these mitigation measures will result in a less than significant impact to hydrology and water quality.

Noise: It was identified that the project may result in a potentially significant impact with regard to a periodic or temporary increase in ambient noise levels as a result of construction activity. Due to the fact that the construction related to the St. John Fisher Master Plan is proposed to be phased over a period of time to be determined by the Planning Commission, a number of short term mitigation measures have been incorporated, including submittal of a Construction Noise Mitigation and Monitoring Program, limitation of construction activity between the hours of 7:00 AM and 7:00 PM, Monday through Saturday (per Section 17.56 of the RPVMC), restricting trucks related to construction, demolition or grading, from parking, queuing and/or idling at the project site or in the adjoining public rights-of-way before 7:00 AM, Monday through Saturday, requiring construction, demolition and grading hauling be limited between the hours of 9:00 AM and 4:00 PM, and restricting staging of equipment or accumulation of vehicles in public rights-of-ways. Staff believes that incorporation of these mitigation measures will result in a less than significant impact to noise.

As such, Staff has concluded that a MND can be approved for this project as mitigation measures have been incorporated to result in a project with less than significant impacts.

CODE CONSIDERATION AND ANALYSIS

CONDITIONAL USE PERMIT #96 – REVISION "D"

The City's Zoning Map designates the subject property for Institutional (I) uses. The construction of a new sanctuary (church) and an expansion of the existing St. John Fisher school facilities is considered a permitted use in Institutional Districts through the review and approval of a Conditional Use Permit pursuant to Chapter 17.60 of the RPVMC (Section 17.26.030 of the RPVMC). Furthermore, the Development Code sets

a 16-foot height limit for buildings in an Institutional zone, which can be exceeded (with no maximum height limit) with approval of a Conditional Use Permit.

In considering a Conditional Use Permit application, Development Code Section 17.60.050 requires the Planning Commission to make six (6) findings in reference to the property and uses under consideration. (Development Code language is **boldface**, followed by Staff's analysis in normal type):

- 1. The site is adequate in size and shape to accommodate said use and for all of the yards, setbacks, walls or fences, landscaping and other features required by this title [Title 17 "Zoning] or by conditions imposed under this section [Section 17.60.050] to adjust said use to those on abutting land and within the neighborhood.**

The subject property is 399,804 square feet (9.2 acres) in area and is currently operated as an elementary school (K-8) and church. The property is located at the southeast corner of the intersection of Crest Road and Crenshaw Boulevard and is currently sited with multiple buildings, including classrooms, offices, a recreational hall, residential building/on-site housing and a sanctuary. The majority of the property is relatively flat (less than 5% slope) and is developed with impervious surface area to accommodate the existing parking and playground area.

The proposed project includes the implementation of a Master Plan for the St. John Fisher school and church property. This Master Plan would accommodate the construction of a new sanctuary, administration building, art room, library, ancillary offices, storage area and preschool. Additionally, the Master Plan would include the demolition of the existing rectory and remodeling the existing convent (not in use) into a new rectory, the existing sanctuary into a new gymnasium, existing classrooms and offices.

Section 17.26.040 of the RPVMC establishes general development standards for all permitted Institutional uses. Staff has determined that all elements of the proposed Master Plan will comply with the standards identified within this section. Specifically, the proposed structures will be located outside of the 25'-0" front and street-side setback areas (proposed 40'-0" from the west property line at Crenshaw Boulevard and 48'-0" from the north property line at Crest Road). Additionally, the proposed additions would not alter the existing east side yard setback or rear setback. It is important to note, the project includes the construction of a new 454 square foot maintenance garage, adjacent to the remodeled rectory, along the east side yard. The proposed maintenance garage would require a Variance application as it does not meet the required side yard setback of 20'-0". This portion of the project is not being analyzed as part of this Staff Report. The applicant has indicated that they will be submitting an application for a Variance to allow the garage to encroach into the east side yard setback. The project will be re-noticed to include the Variance request prior to the next public hearing (proposed July 22, 2008).

There are two access driveways for ingress/egress on the property. One driveway is located at the southwest corner of the property and ascends approximately 43 feet from Crenshaw Boulevard (elevation 1182') to the main parking lot (average elevation 1225'). A second driveway is located at the northeast corner of the property and ascends approximately 30 feet from Crest Road (elevation 1195) to the main parking lot (average elevation 1225').

The project proposal includes the construction of a new sanctuary and administration building on a portion of the existing parking lot. According to Section 17.50 of the RPVMC (Parking Standards), the proposed St. John Fisher Master Plan would require a total of 657 parking spaces if the code required parking standards are applied collectively for each individual use on the property (sanctuary, school library, offices, gymnasium, elementary school, preschool, auditorium, etc.). Due to the fact that all uses on the St. John Fisher site would not be operated at the same time, Staff required the applicant to provide a parking analysis delineating the required parking for each use on an hour-by-hour basis to determine the necessary parking quantity required at the highest peak hour of operation for the entire site. The parking analysis, which was reviewed and approved by the City's Traffic Engineer, noted that the highest peak hour of operation, when the most parking would be necessary based on the uses, was on Sundays between the hours of 10 AM and 12 PM. During this time 331 parking spaces would be necessary. As such the applicant has provided 331 parking spaces. Additionally, the applicant has provided three (3) additional loading spaces as required by Section 17.50.050 (Loading) of the RPVMC. Given the City's Traffic Engineer's review and approval of the parking analysis, Staff believes that the provision of 331 parking spaces, plus 3 additional loading spaces, is adequate to accommodate the proposed uses.

It is important to note, Section 17.50.040(E)(1) (development standards for parking lots) requires a solid masonry wall, not less than 5'-0" in height, to be constructed where a parking area abuts a residential district, unless waived by the Planning Commission. The existing and proposed parking lot, along the south property line, abuts the residential neighborhood known as the Rancho Crest HOA. The applicant is requesting that the Planning Commission waive this requirement. Staff is of the opinion that this requirement is not necessary due to the existing landscaping located along the south property line and the large hillside that descends 15 to 25 feet from the south property line to the single-family residences located at the bottom of the hillside. In order to ensure that the existing landscaping is maintained, if the project is approved, Staff would add a condition of approval requiring said landscaping to be maintained. Additionally, in the event that said landscaping dies or is eliminated due to unforeseen circumstances beyond the control of the applicant, the applicant will be required to provide landscaping of similar nature and size for replacement.

According to Section 17.50.040 (Parking Standards), *"a minimum of five percent of the paved parking area shall be devoted to interior planting areas."* Additionally, *"planting*

areas shall be distributed throughout the lot as evenly as possible, but variations from this pattern may be granted by the Staff when a different pattern would result in the overall aesthetic improvement of the project.” With regard to landscaping within the proposed parking lot, the applicant has provided a minimum of 7,202 square feet of landscaped area (5.9%) within the 121,047 square foot parking lot in order to meet the code requirements for landscaping (minimum 5%). Additionally, in order to provide additional landscaped area within the parking lot, the applicant is proposing to provide a 5'-0" wide planter, proposed with a 2'-6" landscaped car bumper overhang into the low-lying planter area, in order to increase the landscaped area within the parking lot to 11,485 square feet (9.4%). Staff and the City Traffic Consultant have reviewed the design of the proposed parking lot and feel that the proposed landscaped planter and bumper area would be a beneficial addition to the parking lot and would not impact the parking spaces.

Based on the above discussion and the fact that the subject property is large enough in size and shape to accommodate the proposed project while complying with the development standards for an Institutional District, Staff believes that the this finding can be made.

2. The site for the proposed use relates to streets and highways sufficient to carry the type and quality of traffic generated by the subject use.

Traffic

Staff has referred to the City's Traffic Engineer for recommendations for the St. John Fisher Master Plan as it relates to off-site and on-site circulation and parking. According to the traffic study prepared for the project, and reviewed and approved by the City's Traffic Engineer, the study intersection (Crest Road and Crenshaw Boulevard) and nearby roadway segments (Crenshaw Boulevard, north of Crest Road and Crest Road, west of Crenshaw Boulevard) are operating at acceptable levels of service during peak hours for both weekday and Sunday conditions. Additionally, the traffic study states that under "existing with ambient growth and project" conditions, the proposed St. John Fisher project is not expected to significantly impact the study locations beyond the threshold limits required by the City for review. The City's Traffic Engineer has noted that the increase in trip generation is negligible and would not require mitigation as a result of the proposed project. Further, the existing property is currently improved with two driveways that are situated more than 300 feet from the intersection of Crest and Crenshaw. The project would maintain the existing driveways in their current locations.

Parking

As noted in the previous finding #1, based on a parking study that was reviewed and approved by the City's Traffic Engineer, the highest number of parking spaces necessary to accommodate potential vehicles during the highest peak hour of operation (10:00 AM to 12:00 PM on Sundays) for the entire property (all uses) would be 331

parking spaces, which the applicant has provided. Based upon the traffic study, parking analysis and review and approval by the City's Traffic Engineer, Staff is of the opinion that the proposed St. John Fisher Master Plan will not adversely impact traffic patterns. As such, the streets are adequate in type and quality to accommodate the expansion of the St. John Fisher Master Plan project and this finding can be made.

3. In approving the subject use at the specific location, there will be no significant adverse effect on adjacent property or the permitted use thereof.

The applicant constructed a temporary frame structure (silhouette) to assist Staff in assessing potential view impact/impairment as seen from neighboring residential properties. As a result, Staff determined that the proposed new structures would not impair views of the Pacific Ocean, Catalina or city lights due to the location, topography and orientation of the proposed sanctuary.

According to Section 17.26.010 of the RPVMC, "*The Institutional district provides for a wide range of major public and quasi-public, institutional and auxiliary uses established in response to the health, safety, educational, cultural and welfare needs of the city in efficient, functionally compatible and attractively planned...educational institutions and similar uses in conformance with the general plan.*" The focus of Staff's assessment of the proposed Master Plan is on the proposed sanctuary building since the other proposed buildings will not be visible or be will be barely visible from the adjoining properties or public rights-of-way.

The applicant has incorporated a variety of architectural elements and articulated facades in order to minimize the overall appearance of the new sanctuary building. Specifically, the sanctuary has been designed to include a number of tall windows and architectural "fins" that project from the main structure and help to break up the appearance of what could be a more massive building located at one of the main intersections within the City. Additionally, the sanctuary has been designed in a circular shape at varying heights to minimize the appearance of harsh angles and to help soften its appearance from the public right-of-way. The main structure will range from 15'- 0" in height at the east end of the structure to 48'-0" in height at the west and southeast ends of the structure. Although the new sanctuary building will exceed the 16-foot height limit, Staff believes that the building has employed architectural elements and articulation that are typically sought by the City to minimize the bulk and mass of a building. Furthermore, Staff believes that the height of the sanctuary is commensurate with its use and is comparable with the height of other religious buildings in the City. For example, the height for the main structure of The Church of Jesus Christ LDS is approximately 50 feet in height to the highest ridgeline, St. Peter's By the Sea is a maximum height of 66' feet and Wayferer's Chapel is approximately 40 feet to the highest ridgeline.

Notwithstanding, Staff does have a concern with the overall height of the proposed steeple which is proposed to measure 72'-0" to the top of the structure (with a 16-foot

cross on top). Specifically, Staff believes that the proposed height of the steeple, which is essentially an architectural element, would create an overly dramatic element to the proposed sanctuary, thereby magnifying its presence relative to the public right-of-way and neighboring properties. Thus, rather than blending in with the surrounding area, in Staff's opinion, the height of the steeple affects the overall appearance of the structure by accenting its mass, thereby departing from the appearance of other structures, landscaping and topography in the area. As such, Staff is of the opinion that the current design of the new sanctuary, specifically the steeple element, should be lowered in height or modified by the applicant to address this specific concern.

Therefore, for the reasons explained above, Staff believes that with a reduction of the height of the proposed sanctuary steeple, all aspects of the proposed project would not result in a significant adverse effect on the adjacent properties or public rights-of-way.

4. The proposed use is not contrary to the General Plan.

According to General Plan (Urban Environment Element, Activity Area Goal C, page 56), *"the City shall encourage the development of institutional facilities to serve the political, social, and cultural needs of its citizens."* Additionally, the General Plan addresses the need to ensure compatibility of Institutional Activity Areas (Public, Educational and Religious) in relation to other surrounding uses within the City. Specifically, it is the policy of the City to *"locate schools on or near major arterials or collectors, buffered from residential uses, and provide adequate parking and automobile access"* and *"review the location and site design of future institutional uses very carefully to ensure their compatibility with adjacent sites"* (Urban Environment Element, Institutional Activity Area Policy 1 and 6, page 93).

As previously noted, the subject property is currently developed with an existing sanctuary and elementary school (K-8). The applicant is proposing a Master Plan to update, upgrade and expand the existing school and church facilities to serve the needs of the current and future students and parishioners. Staff is of the opinion that the subject site is adequate in size, shape and location to accommodate the expansion of the school to include a new preschool and can accommodate a new sanctuary at the corner of the intersection of Crest and Crenshaw. Further, the location of the new sanctuary would be located near and visible from the public right-of-way, similar to other churches found throughout the City (i.e. Pacific Unitarian, Mount Olive Lutheran, LDS Church, Congregation Nertamid, Peninsula Community Church, St. Paul's Lutheran, St. Peters by the Sea and Wayfarers). Furthermore, the proposed Master Plan includes the reconfiguration of the existing parking lot and will accommodate a total of 331 parking spaces based on the parking analysis approved by the City's Traffic Engineer, which determined parking need for the highest peak hour of operation on the property at any given time throughout the day.

A majority of the proposed structures will not be easily visible from the public right-of-way or neighboring properties, with the exception of the new sanctuary at the corner of

Crest and Crenshaw. Notwithstanding the articulated features incorporated into the design of the proposed sanctuary (identified in finding #3 above), after the silhouette for the proposed sanctuary was constructed, Staff came to the conclusion that the steeple portion of the proposed structure significantly reduces the compatibility of the proposed sanctuary and increases the overall appearance of structure as seen from the public right-of-way, the Villa Verdes HOA, Island View HOA and portions of the Ridgecrest Rancho, Inc. HOA. Staff is of the opinion that the steeple portion of the proposed structure should be substantially reduced to blend with the main portion of the structure and accommodate a design that is more compatible with the surrounding areas. As currently designed, Staff is not able to make this finding.

5. **If the site of the proposed use is within any of the overlay control districts established by Chapter 17.40 (Overlay Control Districts) of this title [Title 17 “Zoning”], the proposed use complies with all applicable requirements of that chapter.**

The subject property is not located within an Overlay Control District defined in Chapter 17.40 of the RPVMC. As such, this finding is not applicable.

6. **Conditions regarding any of the requirements listed in this paragraph, which the Planning Commission finds to be necessary to protect the health, safety and general welfare, have been imposed [including but not limited to]: setbacks and buffers; fences or walls; lighting; vehicular ingress and egress; noise, vibration, odors and similar emissions; landscaping; maintenance of structures, grounds or signs; service roads or alleys; and such other conditions as will make possible development of the City in an orderly and efficient manner and in conformity with the intent and purposes set for in this title [Title 17 “Zoning”].**

- A. Lighting - The applicant is proposing to provide new light standards within the new parking lot and exterior light fixtures around the new sanctuary. As a result, the proposed lighting may create a potential impact to the surrounding neighborhood. The applicant has submitted a photometric site lighting plan indicating that the proposed lighting in the parking lot will have shields to prevent lighting from spilling onto adjacent properties. Additionally, the applicant has noted that the pedestrian access at the northwest corner of the property will provide a minimum of one-foot candle of light source up to the sidewalk, as required for emergency pedestrian ingress/egress. If the project is approved, in order to ensure that there will not be light or glare impacts as a result of the new, on-site lighting, Staff will incorporate conditions of approval requiring that 1) each light fixture head incorporates appropriate shields so that light is directed onto the subject property only and are hooded to direct light downward, 2) a site inspection be conducted by the City after installation of the light fixtures and 3) a trial period of six months be imposed after installation of the light fixtures for assessment of the lighting, after which the City may require additional screening, or reduction in the intensity of light.

- B. Vehicular Ingress and Egress - As noted above, the subject property is currently developed with two access driveways that are located over 300 feet from the intersection of Crest and Crenshaw. One driveway is located on Crest and one is located on Crenshaw. A portion of the driveway accessed from Crest Road will be widened to meet the 28'-0" width requirement from the Fire Department. The location of the existing driveway will remain and a condition to this effect would be imposed if the project were approved.
- C. Noise, Vibration, Odors and Similar Emissions – Staff has determined that the proposed project will not increase the ambient noise levels on the subject property as a result of the proposed project, after construction. On a short-term basis, noise generated by the implementation and construction of the proposed project may result in a temporary increase in vibrations, odors and similar emissions. Due to the fact that the proposed project would be constructed in phases, over a time period to be determined by the Planning Commission, appropriate mitigation measures (Construction Noise Mitigation and Monitoring Plan and Construction Management Plan), as identified in the MND, have been incorporated.

The proposed project includes the installation of speakers in the steeple element and the operation of recorded carillon bells and a chime schedule to ring on the following dates and times: Monday through Saturday at 8:00 AM, 12:00 PM, 5:05 PM and 6:00 PM; and Sunday at 8:50 AM, 10:35 AM, 12:00 PM, 12:20 PM, 4:50 PM and 6:00 PM. The bells will be audible for a relatively short period of time (60 seconds), prior to the mass times listed above. The City does not currently have a noise ordinance in place regulating a maximum decibel level for intermittent noise. Thus, audible bells are not prohibited or regulated by the City's Development Code. The Development Code does attempt to regulate construction noise, which tends to produce the loudest noise levels, by limiting construction between the hours of 7:00 AM and 7:00 PM, Monday through Saturday, with no construction allowed on Sundays. Staff notes that, with the exception of Sundays, all of the proposed bell times are during the time that construction noise is allowed with no noise limit. Furthermore, Staff believes that the bell rings can be regulated in a manner to minimize the frequency and sound level by imposing conditions of approval. Thus, if the project is approved, Staff recommends adding conditions of approval, regulating the bell schedule to the abovementioned dates and times only, with the exception of ringing the bells on Holy Day masses (November 1 – All Saints Day, December 8 – Immaculate Conception, December 25 – Christmas, January 1 – New Years, January 6 – Epiphany, Ascension Thursday, August 15 – Assumption), and before weddings and after funerals. The bells will be permitted to ring at those times for the duration of 60 seconds only. The bells will not be permitted to ring before 7:00 AM or after 7:00 PM on any given day. Additionally, to further mitigate any potential impacts that would occur as a result of the new bells, Staff is proposing to add conditions that the speakers for the carillon bells be oriented toward the center of the subject property and be limited to a maximum height of 16'-0" (height permitted

“by-right”). Lastly, Staff will require a six month review period, after the installation of the bells, to assess the effectiveness of the conditions and, if necessary, impose any additional conditions related to the bells.

- D. Landscaping – Most, if not all, of the existing landscaping located at the corner of Crest and Crenshaw, on the subject property, will be removed to accommodate the construction of the new sanctuary. Although the applicant has submitted a landscape concept plan, Staff would require a final landscape plan, indicating new landscaping that will offset the visibility of the new sanctuary from neighboring properties and the surrounding rights-of-way. Said landscape plan will be required to be reviewed and approved by the City’s Arborist prior to issuance of a building permit and/or grading permit. Additionally, the applicant will be required to maintain, in a thriving manner, all existing trees that are not affected by approved construction.
- E. Maintenance of Structures, Grounds and Signs - Section 17.56 of the RPVMC (Environmental Protection) *“protects properties and persons from environmental nuisances and hazards and sets tolerance levels for adverse environmental effects created by any use or development of land.”* To ensure that the structures and grounds of the property are properly maintained, Staff proposes conditions that require landscaping to be maintained on a weekly basis, that the parking lot be swept on a weekly basis, and that all trash enclosures and mechanical equipment, whether ground or roof mounted, be adequately screened from other properties and rights-of-way.
- F. National Pollutant Elimination System (NPDES) - The Federal Clean Water Act requires that developers and contractors reduce the amount of pollutants in storm water runoff to the maximum extent practical. Pursuant to the requirements set forth in the Federal Clean Water Act, a Standard Urban Stormwater Mitigation Plan (SUSMP) and Local Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the City prior to the issuance of building permits and/or grading permits. The applicants have submitted a preliminary mitigation plan that is in the early stages of development and was reviewed and approved in-concept by the City’s NPDES Consultant. However, if the project is approved, building permits and/or grading permits will not be issued, as conditioned, unless the SUSMP and SWPPP are approved as a final design.

GRADING PERMIT

Pursuant to Section 17.76.040 of the RPVMC, the City requires a major grading permit for grading activity that will involve the following: 1) excavation, fill, or both, in excess of 50 cubic yards in a two year period; or 2) cut or fill more than 5’-0” in depth or height; 3) excavation or fill encroaching in or altering a natural drainage course; or 4) excavation or fill on an extreme slope (35% or greater slope), or 5) remedial grading (cut and re-compaction) for the purpose of enhancing soil stability. As the project would include a

combined total of 30,688 cubic yards of grading (19,694 cubic yards of raw cut and 10,994 cubic yards of fill to be reused on-site), a major grading permit is required.

In order to approve the Grading Permit, the Planning Commission must determine that the request meets all criteria as set forth in Municipal Code Section No. 17.76.040.

Regular Grading (Cut, Fill and Retaining Walls)

The subject 399,804 square foot (9.2 acres) property is zoned for Institutional uses and is currently operated as an elementary school and Catholic Church. A majority of the property is a pad lot (less than 5% slope) that was previously graded for the existing buildings and a large parking lot. Of the total amount of earth graded, 8,700 cubic yards would be exported. A majority of the proposed grading, identified within the St. John Fisher Master Plan, would occur within the already developed portions of the property to accommodate the construction of the new buildings and reconfigure the parking lot at the south end of the property. A few retaining walls are proposed along the sides and center of the property to accommodate additional parking or additional yard area.

Staff is of the opinion that the proposed grading does not exceed that which is necessary for the permitted primary use of the lot due to the size of the lot (9.2 acres) and the fact that a majority of the proposed grading will occur within the developed portions of the property (grading criterion E1). The proposed grading and/or related construction would not significantly adversely affect the visual relationships with nor views from the viewing area of neighboring properties (grading criterion E2) due to the fact that a majority of the existing grade elevations will be maintained between grade elevation 1219' and 1222'. A majority of the excavation (cut) will occur for the construction of a basement for the new administration building and lowering of the pad area for the new sanctuary by four feet. Due to the fact that the existing parking lot along the south property line is sloped, the west and north portions of the parking lot will be filled with dirt to create a new flat parking area. Additionally, portions of the existing driveways and other areas of the site will be re-graded to allow for adequate fire access and fire lanes, as required by the Fire Department.

Staff is also of the opinion that the proposed grading minimizes disturbances to the natural contours and the finished contours are reasonably natural (grading criterion E3) as the applicant is proposing to blend any man-made or manufactured slopes into the natural topography (grading criterion E4). As noted above, the proposed grading is reasonable and necessary for the construction of a flat parking lot and fire access. Further, the proposed retaining walls will follow the contours of the existing topography. Additional grading is proposed on the existing slope at the corner of Crest and Crenshaw to accommodate pedestrian access, via stairs and an ADA approved ramp, to the new sanctuary and property. The grading associated with the pedestrian access will provide a slope that will reasonably follow and blend the existing contours along the slope.

One of the grading review criteria requires a finding that the grading would not cause excessive and unnecessary disturbance of the natural landscape or wildlife habitat through the removal of vegetation (grading criterion E8). Natural landscape is usually considered wild flowers, low coastal sage scrub, chaparral, and grasslands. Based on the City's NCCP vegetation maps, there is no evidence of natural landscape or wildlife habitat on the subject property, which is a developed lot zoned for Institutional use and surrounded by a neighborhood developed with single-family residences. As such, the proposed project would not result in excessive or unnecessary removal of sensitive vegetation.

The proposed grading would not create finished slopes greater than 35%, would not occur on a slope greater than 50% and is permitted to occur on slopes equal to or exceeding 35% when the lot legally existed prior to City incorporation, such as the subject property. Additionally, grading is permitted to exceed a depth of 5 feet for the excavation of a basement (administration building). The project applicant includes a request to allow three upslope retaining walls. Although the grading criterion does not allow the creation of more than one upslope retaining wall at a maximum height of 8'-0" and one downslope retaining wall not to exceed a height of 3'-6", the Planning Commission is allowed to approve a Grading Permit that does not conform to these standards, provided that the following four findings can be adopted:

a) The first eight criterion in subsection (E)(1) through (E)(8) have been met.

As noted in the discussion above, Staff's opinion is that all eight criteria are being met. It is important to note that grading criterion E5 through E7 do not apply to the subject property or proposed development as the subject property does not include construction of a new single-family residence, is not part of a proposed subdivision and does not include grading within the public right-of-way. As such, Staff feels that this finding can be adopted.

b) The second finding is that the request is consistent with the purpose of Municipal Code Section No. 17.76.040.

Municipal Code Section No. 17.76.040 states, "the purpose of the chapter is to provide reasonable development of land, ensure the maximum preservation of the scenic character of the area, ensure that the development of properties occurs in a manner harmonious to adjoining properties, and that the project complies with the goals and polices of the General Plan." By allowing deviations to the permitted grading criterion, the applicant is able to construct retaining walls that would accommodate additional playground area for the students of the St. John Fisher school as well as provide additional parking stalls, as required. Further, the majority of the proposed retaining walls will be upslope retaining walls (inward facing) and will not be visible from the adjoining or nearby properties. Additionally, one downslope retaining wall will be constructed along

the west side of the property, adjacent to the driveway, however this retaining wall will not be easily visible from the property to the east (Daughters of Mary and Joseph) due to the fact that the pad area of the neighboring property is located approximately 15 to 20 feet above the proposed retaining wall. As such, Staff believes this finding can be adopted.

c) The third finding is that approval of the grading permit will not constitute a special privilege with the limitations upon other properties in the vicinity.

The surrounding neighborhood is inundated with hillside properties that utilize retaining walls to support slopes and planting areas. The subject property has an existing pad area that would be maximized to accommodate the construction of a new sanctuary, administration building, library, art room, preschool and ancillary offices. Further, the proposed retaining walls would offer a substantial support system for the existing slopes along the driveway, parking lot, playground area and would accommodate a new inward facing columbarium between the new sanctuary and remodeled gymnasium. As such, Staff feels this finding can be adopted.

d) The final finding is that departures from the standards will not be detrimental to the public safety, nor to other property.

The City's geotechnical consultant will be required to approve a soil engineering report for the grading and retaining walls. Furthermore, the City, prior to issuance of building permits and/or grading permits, requires that the structure and all retaining walls be engineered to meet the requirements of the building code. These aforementioned requirements are placed on all structures, regardless of deviations to the grading criteria. Further, deviation from the criteria would allow the property owner the ability to stabilize the slopes on the property by constructing structurally sound retaining walls adjacent to the proposed parking and playground areas. As such, deviating from the standards does not alter the City's review of the structural aspect of the structure and the retaining walls. With these provisions the proposed deviations will not cause a detrimental impact to public safety and/or other properties in the vicinity of the project; therefore Staff feels that this finding can be adopted.

Ultimately, Staff believes that all four findings can be made and the proposed grading related to the project, which is in excess of that normally permissible under subsection (E)(9) of Municipal Code Section No. 17.76.040, can be approved.

Remedial Grading

Of the total 30,688 cubic yards of grading, the applicant is proposing remedial excavation in the amount of 6,967 cubic yards and remedial fill in the amount of 7,664

cubic yards (including 10% shrinkage). The maximum height of cut and/or fill associated with the remedial grading was determined by a geology and soils report submitted by the applicant which was approved “in-concept for Planning purposes” by the City’s Geologist. Although stockpiling is allowed for remedial grading, if the project is approved, Staff will add a condition of approval requiring all stockpiles to be less than 200 cubic yards in any given area, to not be stockpiled for more than a six month period and to not be visible from any right-of-way. It is important to note, the subject property is currently developed and a majority of the grading will occur within the existing driveway and parking lot. Nonetheless, the applicant will be required to submit and obtain approval of a drainage plan ensuring that the remedial grading will be designed to improve surface drainage and will not cause ponding or surface runoff so as to minimize surface water infiltration. Lastly, as noted under the “Regular Grading” section above, all of the proposed grading will comply with remaining criterion for remedial grading as follows: the grading will minimize disturbances to the natural contours and finished contours will remain reasonably natural by blending man-made or manufactured slopes into the natural topography; no habitat will be disturbed as habitat does not exist on the subject property; and the grading will not cause excessive and/or unnecessary scarring of the natural landscape through the removal of vegetation. As such, the remedial grading associated with the proposed project can be approved.

MINOR EXCEPTION PERMIT

The project includes the construction of three combination walls located outside the required front and/or street-side setback area that exceed 8’-0” in height from the low side and 6’-0” in height from the high side. Specifically, the applicant is proposing 1) a combination wall (retaining wall with rod-iron fence) along the east side property line, 2) a combination wall (retaining wall with rod-iron fence) along the west side of the driveway accessed from Crest Road, 3) a combination wall (retaining wall with rod-iron fence) along the south property line and 4) a combination wall (retaining wall with rod-iron fence) along the north side of the new parking lot. The applicant is required to obtain approval of a Minor Exception Permit to allow the combination walls (retaining wall and freestanding wall) to exceed the 8’-0” height limit. Development Code Section No. 17.76.030(D) allows a combination wall located outside of a front or street-side setback area which does not exceed 11’-6” in height, as measured from the lower side and 6’-0” in height as measured from grade on the higher side, provided the approval of a Minor Exception Permit has been granted.

According to Municipal Code Section No. 17.66.050, in order for the Planning Commission to approve the Minor Exception Permit, one of the following findings must be made:

- 1. The requested minor exception is warranted by practical difficulties; or,**
- 2. The requested minor exception is warranted by an unnecessary hardship; or,**

3. The requested minor exception is necessary to avoid inconsistencies with the general intent of Title 17 of the Municipal Code.

Staff feels that the request is necessary to avoid inconsistencies with the general intent of the zoning code. There will be greater than 30" of fall adjacent to the expanded playground and adjacent to the neighboring properties to the east and south. The applicant will be required to construct a guardrail/freestanding wall/fence on top of the retaining walls to protect the safety of people on the subject property and adjacent properties, therefore creating three combination walls that exceed the "by-right" limits for walls outside of the required front and/or street-side setback areas. As such, Staff feels that the Minor Exception Permit can be approved.

In addition to the review criteria listed in Chapter 17.66.050, the Planning Commission shall use, but not be limited to, the following criteria in assessing an application to allow a combination wall to exceed 8'-0" on the low side and/or 6'-0" on the high side through a Minor Exception Permit:

1. The height of the fence, wall or hedge will not be detrimental to the public safety and welfare;

The request to construct a fence on top of three of the proposed retaining walls would provide a safety barrier for people between the subject lot and the neighboring properties to the south and east as well as for the play area for the students and pedestrian in the parking lot. Further, the applicant is proposing to construct wrought-iron fencing, as opposed to a solid wall in order to soften the appearance of tall combination walls. Staff is also proposing that the wrought-iron fence meet the code definition of "fence" pursuant to Section 17.96.700 of the RPVMC. As such, this criterion can be met.

2. The line of sight over or through the fence is adequate for safety and does not significantly impair a view from the viewing area of an adjacent parcels as defined in Section 17.02.040 of the Municipal Code;

The proposed combination walls would not impair any views as seen from adjacent parcel as there are no views enjoyed from the viewing areas of adjacent parcels. As such, this finding may be adopted.

3. On corner lots, intersection visibility as identified in Section 17.48.070 of the Municipal Code is not obstructed; and

Although the subject lot is a corner lot, the proposed combination walls will be located outside of the intersection visibility triangle. As such, this finding can be made.

4. The height of the retaining portion does not exceed the grading limits set forth in Section 17.76.040 of the Municipal Code

As discussed in the grading permit section above, the retaining walls are necessary to support the reconfigured parking lot and would accommodate additional playground area for the school use and would not exceed the grading limits set forth in the Municipal Code.

SIGN PERMIT

Development Code Section 17.76.050(F)(1) states, “One major identification sign shall be permitted on each building frontage in which a public entry is located...up to a maximum of 75 square feet.” The proposed project includes the construction of wall signage at the corner of the intersection of Crest and Crenshaw, parallel to the proposed building façade of the new sanctuary. The proposed signage would read “St. John Fisher Catholic Community” and would encompass a total of 63 square feet along a new wall that is attached to the proposed sanctuary. It is important to note, an existing freestanding sign is located near the northeast corner of the subject property, adjacent to the existing driveway, and is proposed to remain. As such, Staff has reviewed the proposed new signage in accordance with Section 17.76.050(F) of the RPVMC and has found that the proposed identification signage complies with the development code.

ADDITIONAL INFORMATION

Duration of Time for Phasing

As noted under the project description section above, the applicant is proposing to phase the various components identified in the St. John Fisher Master Plan. Although the applicant has proposed to complete the entirety of the Master Plan within a 10 year period, Section 17.60.070 of the RPVMC (Conditional Use Permit) allows the Planning Commission to “*establish a time limit within which the applicant shall commence upon the permitted use...the time limit shall be a reasonable time based on the size and nature of the proposed development.*” As noted above, under the Environmental Assessment section of this report, an Initial Study and Mitigated Negative Declaration were prepared to analyze the impacts associated with the proposed St. John Fisher Master Plan. Staff is of the opinion that the environmental assessment would only be valid for a period of 5 years before an additional environmental assessment would be required for review through CEQA. This is because some of the existing conditions may be different in 5 years and thus some of the environmental concerns that are identified today may not be valid in 5 years. Additionally, Staff is of the opinion that, funding questions aside, all portions of the proposed St. John Fisher Master Plan could reasonably be completed with a 5 year period. As such, Staff is recommending that the Planning Commission allow the Conditional Use Permit #96 – Revision “D” to be valid for a maximum of 5 years, to allow the applicant to submit all portions of the Master Plan into Building and Safety Plan Check. If the St. John Fisher Master Plan project is approved, a condition allowing the CUP #96 – Revision “D” to be valid for a period of 5 years will be imposed. If the applicant does not commence submittal of plans into Building and Safety Plan for any or all portions of the St. John Fisher Master Plan, the

applicant will be required to submit an application for a new Conditional Use Permit Revision application and Environmental Assessment for those portions of the project.

Affordable Housing Requirement

According to Section 17.11.140 of the RPVMC (Affordable Housing), “...requirements...[for affordable housing]...shall apply to all applications for construction, expansion or intensification of nonresidential uses, including, but not limited to, applications for...institutional developments.” As such, if the St. John Fisher Master Plan is approved, Staff will include a condition of approval requiring that the project comply with this section of the municipal code by paying the required in lieu fee prior to issuance of a certificate of occupancy. However, please note that Section 17.11.140(B) allows projects to be exempt from this requirement provided that it meets specific criteria. If the applicant believes the project is exempt from this requirement, then the applicant shall obtain City Council approval for such exemption. Staff has added a condition requiring compliance with this Municipal Code section.

Silhouette Construction Requirement

According to the City’s Non-Single-Family Residential Silhouette Construction Criteria, “a silhouette shall be constructed exactly as [delineated in the guidelines,] unless the applicant can demonstrate to the Director that strict adherence to these guidelines will adversely impact the operation of the existing non-residential use and/or public safety.” The applicant stressed concerns with the requirement to provide the silhouette for the sanctuary and administration building for an extended period of time as it would affect the every-day operation of the St. John Fisher School and could potentially cause a safety hazard due to the height of the silhouette story poles if they were to fall onto the property or adjacent public rights-of-way. The Director of Planning, Building and Code Enforcement noted the concerns from the applicant and allowed the silhouette to be constructed for a period of two weeks, from July 2, 2008 through July 15, 2008, before the scheduled Planning Commission hearing. The public was provided notice of the two-week silhouette in the public notice mailed out on May 31, 2008 and published in the *Peninsula News*. It is important to note, although Staff is recommending that the Planning Commission direct the applicant to redesign the steeple portion of sanctuary, Staff does not feel it is necessary to require the sanctuary to be re-silhouetted. Staff has taken a number of photographs of the silhouette, from many locations throughout the surrounding neighborhood, to aid Staff in future analysis of revisions to design of the proposed sanctuary.

Public Notice

As noted above, Staff mailed notice of the public hearing to all property owners within a 500-foot radius of the subject property and concurrently published the notice in the *Peninsula News*. Furthermore, construction of the silhouette, which was visible from the Crest and Crenshaw intersection, served as a notice to nearby residents beyond the 500-foot radius of a pending project. As a result of the public notice, and at the time that

this Staff Report was prepared, Staff received a total of 96 comment letters, 28 of which are in support of the proposed St. John Fisher Master Plan and 68 had concerns with the project. In addition to the comment letters, Staff received a number of phone calls stating support and concern of the proposed project.

A majority of the correspondence raised concerns with the height of the steeple, the expansion of the existing facilities with a reduction in parking, issues with the public notice, noise impacts from the proposed bells and bell schedule, traffic and congestion, invasion of privacy, construction noise, bulk and mass issues, lack of a noise study, view impacts and air quality. Staff believes that the issues raised in the correspondence have been addressed within the analysis of this Staff Report and the Mitigated Negative Declaration (attached).

CONCLUSION

Based on the above analysis, Staff supports the request for a Sign Permit, Grading Permit and Minor Exception Permit. Staff is also of the opinion that the mandatory findings could possibly be made for the Conditional Use Permit #96 – Revision “D”, provided that the height of the proposed steeple on the sanctuary is substantially reduced. Therefore, Staff recommends that the Planning Commission review the proposed project and direct the applicant to redesign the bell tower element of the new sanctuary and continue the public hearing to July 22, 2008.

ALTERNATIVES

In addition to Staff’s recommendation, the following alternatives are available for the Planning Commission to act on:

1. Approve the Conditional Use Permit #96 – Revision “D”, Grading Permit, Minor Exception Permit and Sign Permit as proposed, and direct Staff to prepare and return to the next Planning Commission meeting with appropriate Resolutions; or
2. Deny, without prejudice, Conditional Use Permit #96 – Revision “D”, Grading Permit, Minor Exception Permit and Sign Permit and direct Staff to prepare and return to the next Planning Commission meeting with the appropriate Resolutions.

ATTACHMENTS

- Draft Mitigated Negative Declaration
- Traffic Study
- City Traffic Engineer’s Memo (dated January 4, 2008)
- Proposed Phasing Statement from Hyndman and Hyndman Architecture
- Correspondence Letters

- Project Plans

Environmental Assessment

Initial Study & Mitigated Negative Declaration

ORIGINAL

**Rancho Palos Verdes
GENERAL CHECKLIST FORM**



1. [Redacted]

Project Name: Remodel and Expansion (Case No. ZON2007-00492)

2. Lead agency name/ address:

City of Rancho Palos Verdes
Department of Planning, Building & Code Enforcement
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

3. Contact person and phone number:

Leza Mikhail, Associate Planner
City of Rancho Palos Verdes
(310) 544-5228

4. Project location:

St. John Fisher
5448 Crest Road (APN 7581-024-010 and 7581-024-011)
City of Rancho Palos Verdes
County of Los Angeles

5. Project sponsor's names and addresses:

City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

6. General Plan designation:

Religious

7. Coastal Plan designation:

This project is not located in the City's Coastal Zone

8. Zoning:

Institutional (I)

9. Description of project:

The proposed project involves a request for Conditional Use Permit #96 – Revision “D”, a Grading Permit, Minor Exception Permit and Sign Program to establish a Master Plan for the St. John Fisher Church and school property. The overall project includes a major remodel and expansion of the existing facilities. Details of the proposed project are listed below:

A request to construct a combined total of 34,406 square feet of new building area to the existing site as delineated below:

- A new 18,400 square foot sanctuary at the northwest corner of the property. The new sanctuary will be circular in shape, whereby the main structure will range in height from 15'- 0" at the east end of the structure to 48'-0" at the west and southeast ends

Environmental Checklist Form/Initial Study
St. John Fisher Master Plan: Revision, Remodel and Expansion
June 3, 2008

of the structure. In addition, the new sanctuary would include a bell tower/steeple, at the west end of the structure, with a maximum height of 72'-0" to the top of the bell tower/steeple and 88'-0" to the top of the cross. The proposed bells are proposed to ring intermittently between the hours of 8:00 am and 6:00 pm Monday through Saturday and 8:50 am and 6:00 pm Sunday.

- A new 11,268 square foot administration building (8,968 square foot first floor and 2,300 square foot basement)
- A 1,074 square foot addition for the creation of a new two-classroom preschool (currently no preschool on-site)
- A new 1,289 square foot art room at the northwest corner of the existing classrooms
- A new 1,217 square foot school library at the northeast corner of the existing classrooms
- A 304 square foot expansion to Barrett Hall for storage area
- A new 454 square foot garage at the southeast corner of the property, adjacent to the priest's new residence (previously nun's residence)
- A 400 square foot addition north of the existing music room to accommodate two (2) new offices

In addition to the proposed new construction, the applicant is proposing to demolish a combined total of 10,329 square feet of the existing facilities (offices, youth building and existing priest residence) and remodel 26,544 square feet of the existing structures (existing nun's residence to be converted to priest's residence, existing sanctuary to be converted to new gymnasium, office areas and classrooms).

A total of 30,688 cubic yards of grading is required (19,694 cubic yards of raw cut and 10,994 cubic yards of fill to be reused on-site) to accommodate the new construction, major remodel, proposed retaining walls and new parking lot. The existing property has a total of 359 parking spaces with 0 loading spaces. As the new sanctuary will be located on a portion of the existing parking lot, the applicant is grading and reconfiguring the parking lot at the south end of the property to accommodate a total of 331 parking spaces with 3 loading spaces. The total number of proposed parking spaces is based on a parking needs analysis for the highest peak hour of operation.

The applicant is proposing to phase the project. Phase One would include the construction of the new sanctuary, a remodel of the existing sanctuary into a gymnasium, parking and site work improvements, and demolition of the existing rectory and conversion of the existing convent into a new rectory for the priests' living quarters. Phase Two would include remodeling the existing administration building and constructing the new administration building, preschool, library and art room. At this time, the Applicant has not identified the timing for the Phase Two construction. Notwithstanding the proposed phasing, the project in its entirety, as discussed above, was analyzed for the purposes of this environmental assessment. Thus, all environmental conclusions decided herein, assume construction of the entire project at generally the same time. If Phase Two is initiated after a substantial amount of time has passed after certification of this Mitigated Negative Declaration, then additional CEQA analysis for Phase 2 may be required.

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10. Description of project site (as it currently exists):

The St. John Fisher property is located at 5448 Crest Road, on the southeast corner of the intersection at Crest Road and Crenshaw Boulevard. The property is currently developed with an elementary school (K-8), administrative/parish offices, recreational hall (Barrett Hall), rectory (priest's residence), convent (no longer in use) and sanctuary. The existing campus is sited 15 – 20 feet above the adjacent streets, Crest Road and Crenshaw Boulevard.

The main parking lot is located along the south property line and provides 227 parking spaces for everyday use. Additional parking is located near the northwest corner of the property and is currently utilized as a playground during regular school hours (Monday through Friday). This parking provides an additional 132 parking spaces for overflow parking when needed.

There are two access driveways for ingress/egress on the property. One driveway is located at the southwest corner of the property and ascends approximately 43 feet from Crenshaw Boulevard (elevation 1182) to the main parking lot (average elevation 1225). A second driveway is located at the northeast corner of the property and ascends approximately 30 feet from Crest Road (elevation 1195) to the main parking lot (average elevation 1225).

11. Surrounding land uses and setting:

| | Land Uses | Significant Features |
|---------|---|--|
| On-site | Institutional | The 399,804 square foot (9.2 acres) lot is privately owned and currently operated as an elementary school and Catholic Church. The property is located at the southeast corner of Crest Road and Crenshaw Boulevard and is sited with multiple buildings (classrooms, offices, recreational hall, residential buildings for on-site priest's and a sanctuary). The property is 15 – 20 feet above Crest Road and Crenshaw Boulevard. |
| North | Public right-of-way and Single-Family Residential | Single-family residences surround the property to the north, across Crest Road, a primary street in the City of Rancho Palos Verdes. These residences are located at the Northeast corner of Crest Road and Crenshaw Boulevard, within the RS-2 zoning district, a minimum of 15 feet below Crest Road and 25 – 30 feet below the St. John Fisher building pad. |
| South | Single-Family Residential with an open space buffer | The Del Cerro Homeowners Association owns a large hillside (greater than 35% slope) immediately south of the St. John Fisher property that is zoned RS-2 but maintained as open space due to the hillside configuration. The hillside descends 15 – 25 feet from the St. John Fisher property to single-family residences located at the toe of the slope, in the RS-2 zoning district. |

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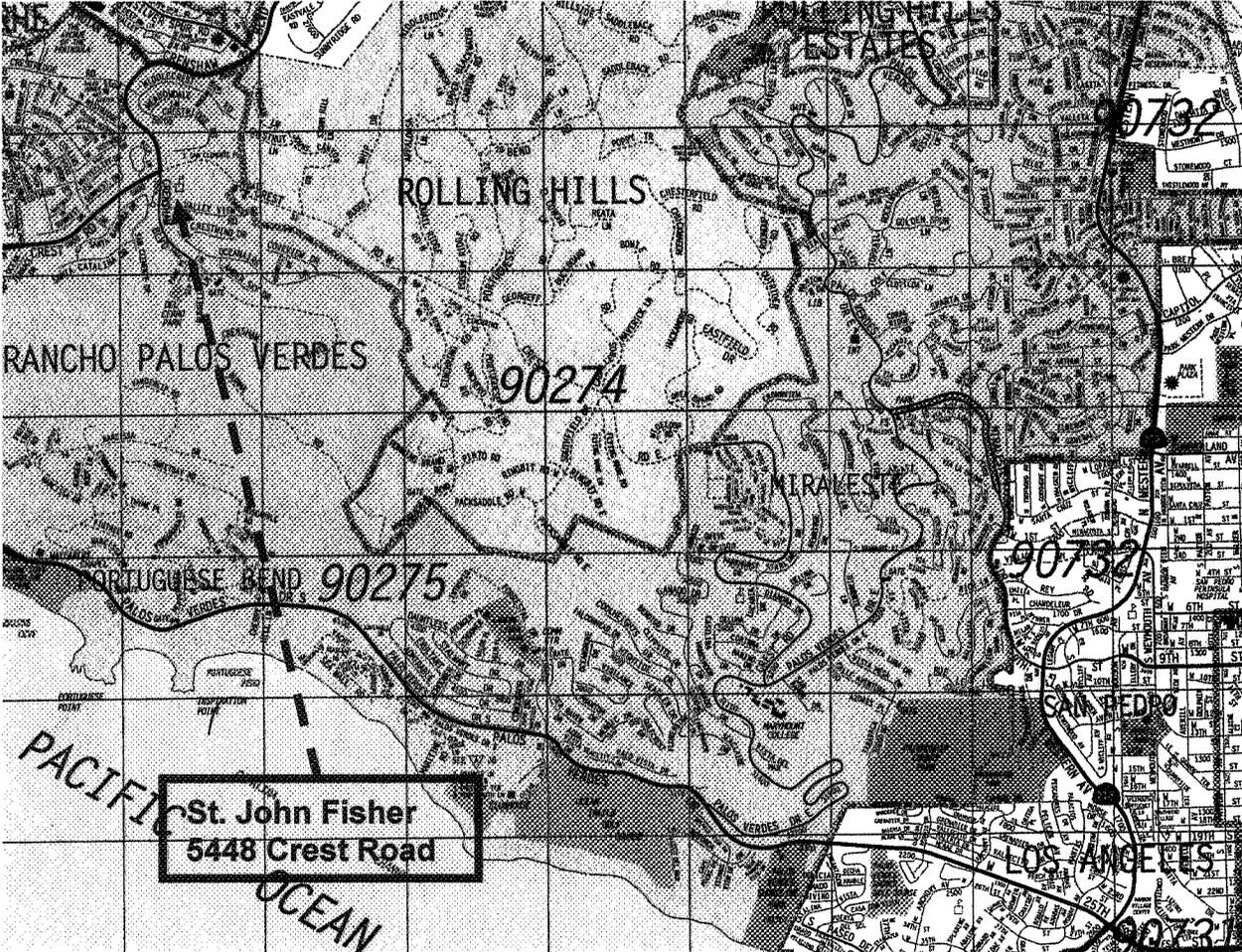
| | Land Uses | Significant Features |
|-----------|---------------------------|--|
| East | Institutional | The property to the east is owned by the Daughters of Mary and Joseph and encompasses 5.98 acres at an elevation approximately 10 above the St. John Fisher property. This property is used to conduct retreats, prayer meetings and religious conferences. The site consists of a chapel, two retreat centers, a lounge, service building and living quarters for active and senior members of the Daughters of Mary and Joseph Community (sisters) |
| West | Single-Family Residential | Single-family residences surround the property to the west, across Crenshaw Boulevard, a primary street in the City of Rancho Palos Verdes. These residences are located at the Southwest corner of Crest Road and Crenshaw Boulevard, within the RS-2 zoning district. These residences are approximately 15 – 25 feet below the St. John Fisher building pad. |
| Northwest | Single-Family Residential | Single-Family Residences are located at the Northwest corner of Crest Road and Crenshaw Boulevard, within the RS-4 zoning district. The building pads of these residences range in elevation from 20 to 35 feet above the intersection of Crest Road and Crenshaw Boulevard, catty-corner from the St. John Fisher property. |

10. Other public agencies whose approval is required:

None

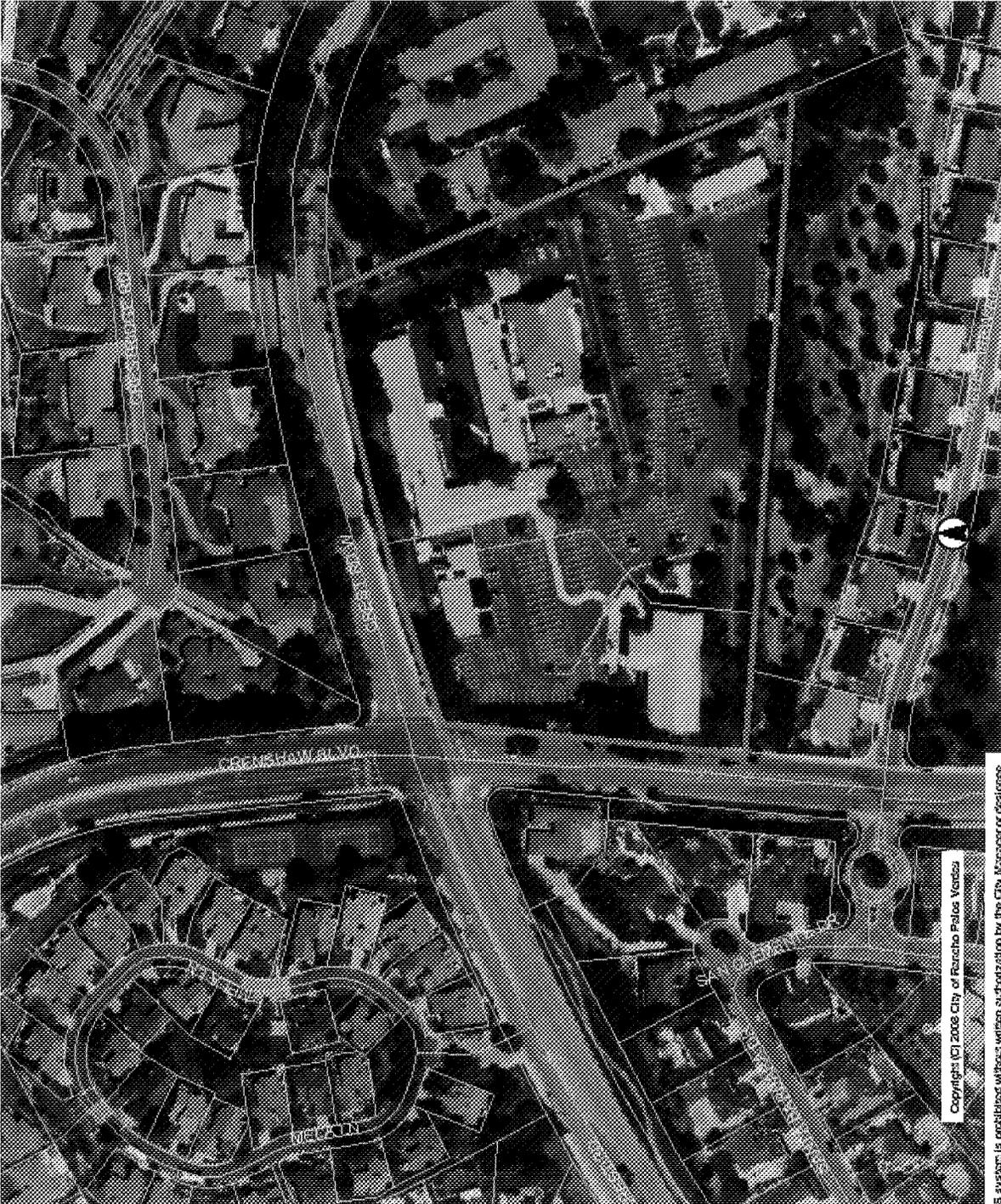
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Figure 1: Project Vicinity



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Figure 2: Aerial of Subject property and immediate neighborhood



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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

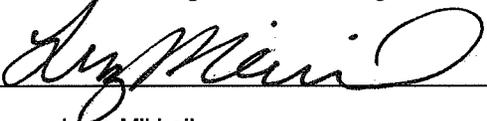
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicted by the checklist on the following pages.

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing | |

DETERMINATION:

On the basis of this initial evaluation:

- I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An ENVIRONMENTAL IMPACT REPORT is required but must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effect (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project

Signature:  Date: June 3, 2008

Printed Name: Leza Mikhail For: City of Rancho Palos Verdes
 Associate Planner

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EVALUATION OF ENVIRONMENTAL IMPACTS:

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
| I. AESTHETICS. Would the proposal: | | | | | |
| a) Have a substantial effect on a scenic vista? | 1 | | X | | |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historical buildings, within a state scenic highway? | | | | | X |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | | | X | | |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | 1 | | X | | |
| <p>Comments:</p> <p>a) Potentially Significant Unless Mitigation Incorporated: No officially-designated scenic vistas, corridors or resources are in the vicinity of the St. John Fisher property as specifically designated in the City's General Plan. Some of the residential properties located at the northwest corner of Crest and Crenshaw (catty-corner of St. John Fisher property), however enjoy views of the Pacific Ocean and Catalina, which are considered protected views within Section 17.02.040 of the City's Development Code. As proposed, the project may potentially affect "far views" from these properties due to the height of the proposed Sanctuary and the elevation of these residential properties. In order to mitigate any potential view impacts, the following mitigation measure has been added:</p> <p>A-1: If the new sanctuary results in significant view impairment from the viewing areas of surrounding properties, as defined by the City or Rancho Palos Verdes' Development Code, then elements of the proposed project which significantly impair views shall be reduced to a less than significant impairment.</p> <p>b) No Impact: The proposed project is located in a developed residential neighborhood on a lot zoned and developed for Institutional use. There are existing trees and shrubs on the existing property and on other developed residential properties in the surrounding neighborhood, however the property does not contain scenic resources that could be substantially damaged by construction of the project. The area is not near a State highway that is designated as a scenic highway, as stated above. Therefore, the proposed project would not have a substantial adverse effect upon, or cause damage to, scenic resources. Thus, there would be no impact, an no further analysis would be required.</p> <p>c) Potentially Significant Unless Mitigation Incorporated: The existing property is currently developed with multiple buildings (sanctuary, classrooms, offices, residential quarters and a recreational hall) and has been graded and landscaped. Additionally, the immediate neighborhood is currently developed with residential properties that have been disturbed through grading, landscaping or other uses associated with residential development. Consequently, the majority of the area has limited scenic characteristics as the surrounding neighborhood is already developed. Outside of the proposed sanctuary at the corner of Crest Road and</p> | | | | | |

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------|--------------------------------|--|------------------------------|-----------|
| <p>Crenshaw Boulevard, most of the elements of the proposed project will not be visible from the public right-of-way or private properties. will not be The proposed new 18,400 square foot sanctuary, however would be constructed at the northwest corner of the subject property and will be easily visible from the public right-of-way, specifically, the intersection of Crest and Crenshaw. The applicant has incorporated a variety of architectural elements and articulated the structure to minimize the appearance of a solid, bulky structure. Specifically, the sanctuary has been designed to include a number of tall windows and architectural "fins" that project from the main structure that eliminate the appearance of a uniform structure. Further, the sanctuary has been designed in a circular shape at varying heights to minimize the appearance of harsh angles and a massive structure. Notwithstanding, due to the proposed size and location of the proposed sanctuary, this component of the proposed project has the potential to result in bulk and mass impacts. To address the potential impacts, they following mitigation measure has been added:</p> <p><u>A-2:</u> If the new sanctuary is determined to create bulk and mass impacts, then elements of the proposed project shall be reduced in height or architecturally modified to minimize said impacts.</p> <p>d) Potentially Significant Unless Mitigation Incorporated: The applicant is proposing to provide new light standards within the new parking lot and exterior light fixtures around the new sanctuary. As a result, the proposed lighting may create a potential, aesthetic impact to the surrounding neighborhood. The applicant has submitted a photometric site lighting plan indicating that the proposed lighting in the parking lot will have shields to prevent lighting from spilling onto adjacent properties. Additionally, the applicant has noted that the pedestrian access at the northwest corner of the property will provide a minimum of one-foot candle of light source up to the sidewalk, as required for emergency pedestrian ingress/egress. To ensure that there will be no light or glare impacts as a result of the new, on-site lighting, the following mitigation measures have been added:</p> <p><u>A-3:</u> Subject to the satisfaction of the Director of Planning, Building and Code Enforcement, and prior to issuance of Certificate of Use and Occupancy for the sanctuary and parking lot, each fixture head shall incorporate appropriate shields on the fixtures to adequately shield the light source from adjacent property. The fixtures shall be hooded so that the light is directed downward.</p> <p><u>A-4:</u> After installation of all lighting, but prior to Issuance of Certificate of Use and Occupancy of any and all of the proposed buildings, the applicant shall request that the City conduct an inspection of the site to ensure that there is no spill-over of on-site lighting onto adjacent properties.</p> <p><u>A-5:</u> A trial period of six months from issuance of Certificate of Use and Occupancy for assessment of exterior lighting impacts shall be instituted. At the end of the six-month period, the City may require additional screening, reduction in intensity of any light or the incorporation of time-restricting for exterior lighting that has been determined to be excessively bright.</p> <p>Therefore, the project, as mitigated, will not create a significant aesthetic impact as a result of the proposed project.</p> | | | | | |
| II. AGRICULTURE RESOURCES: Would the proposal: | | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on | | | | | X |

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------|--------------------------------|--|------------------------------|-----------|
| the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use? | | | | | |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | 3 | | | | X |
| c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use? | 1,3 | | | | X |
| Comments: a) – c) No Impact: The proposed project will be on a privately owned property that is not zoned for agricultural purposes. No agricultural resources are present on the project site. The site is zoned for institutional use, and is not in conflict with the Williamson Act. As such, there would be no impact and no further analysis is required. | | | | | |
| III. AIR QUALITY. Would the proposal: | | | | | |
| a) Conflict with or obstruct the implementation of any applicable air quality plan? | 1,6 | | | | X |
| b) Violate any air quality standard or contribute to an existing or projected air quality violation? | 6 | | X | | |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | 6 | | X | | |
| d) Expose sensitive receptors to substantial pollutant concentrations? | 6 | | X | | |
| e) Create objectionable odors affecting a substantial number of people? | 6 | | X | | |
| Comments: a) No Impact: The proposed project site is within the South Coast Air Basin (SCAB), which is in the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD establishes the Air Quality Management Plan (AQMP) for the SCAB, which sets forth a comprehensive program that will lead the SCAB | | | | | |

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------|--------------------------------|--|------------------------------|-----------|
| <p>into compliance with all federal and State air quality standards. However, the SCAB is an area of non-attainment for Federal air quality standards for ozone, carbon monoxide, and suspended particulate matter. The proposed project would be an expansion to an existing development, within an existing urban area. This project is consistent with the local land use plans. Additionally, the project does not include any new residential development, housing, or large local or regional employment centers, nor is it growth-inducing. As such, it is appropriate to conclude that the proposed project is in compliance with the current AQMP. Therefore, impacts would be less than significant and no further analysis would be required.</p> <p>b), c), d) & e) Potentially Significant Unless Mitigation Incorporated: As a result of the proposed construction and grading activities, limited short-term air quality impacts may occur throughout the construction process. Pollutants resulting from the construction of the project will be negligible on a local and regional basis, as no objectionable odors are expected to emanate from the site that would adversely affect site visitors or nearby residents. Further, although the proposed project would be adjacent to single-family residences, construction emissions are considered a temporary nuisance that would end following construction completion. Although there are short-term air quality impacts as a result of construction, in order to ensure that air quality standards are up held, the following mitigation measures have been imposed:</p> <p>AQ-1: Prior to issuance of any Grading Permit, the Directory of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventative measures, as specified in the South Coast Air Quality Management District's Rules and Regulations. In addition, South Coast Air Quality Management District Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> • All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; • All delivery truck tires shall be watered down and/or scraped down prior to departing the job site; • All active portions of the construction site shall be watered to prevent excessive amounts of dust; • All materials excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering with complete coverage, shall occur at least twice daily, preferably in the late morning and after school hours; • If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving, or excavation activities that are generating dust shall cease during periods of high winds (i.e. greater than 25 mph average over one hour); <p>AQ-2: Prior to issuance of any Building Permit and/or Grading Permit, the Directory of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and properly tuned per manufacturer's specifications, to the satisfaction of the City Engineer. Maintenance records shall be provided to the City. The City Inspector</p> | | | | | |

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
| shall be responsible for ensuring that contractors comply with this measure during construction. | | | | | |
| <p>AQ-3: Prior to issuance of any Grading Permit, the City shall verify that the construction contract standard specifications include a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment for approval by the Directory of Public Works. Measures shall include provisions for property maintenance of equipment engines, measures to avoid equipment idling more than two minutes, and avoidance of unnecessary delay of traffic along off-site access roads by heavy equipment blocking traffic.</p> | | | | | |
| <p>AQ-4: During construction and in compliance with South Coast Air Quality Management District Rule 1113, ROG emissions from architectural coatings shall be reduced by using pre-coated/natural-colored building materials, water-based or low-ROG coatings and using coating transfer or spray equipment with high transfer efficiency.</p> | | | | | |
| <p>AQ-5: Prior to issuance of any Grading Permit, the contractor shall include the following measures on the Grading Plan, to the satisfaction of the Director of Public Works and Building Official:</p> <ul style="list-style-type: none"> • The Applicant shall submit, for review and approval by the City, a Construction Traffic Management Plan that specifies that construction activities shall be organized so as not to interfere significantly with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to the existing roadways; • The General Contractor shall utilize electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible; and • The General Contractor shall state in the Grading Plans that work crews turn off equipment when not in use. | | | | | |
| IV. BIOLOGICAL RESOURCES. Would the proposal: | | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of fish and Game or US Fish and Wildlife Service? | 8 | | | | X |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | 8 | | | | X |
| | 8 | | | | X |

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|---|---------|--------------------------------|--|------------------------------|-----------|
| c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means? | | | | | |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | 8 | | | | X |
| e) Conflict with any local polices or ordinances protecting biological resources, such as tree preservation policy or ordinance? | 8 | | | | X |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | 8 | | | | X |
| <p>Comments:</p> <p>a) - f) No Impact: The project site is located in a developed area of the City or Rancho Palos Verdes. The area is not located in or adjacent to the City's Natural Communities Conservation Plan (NCCP) habitat preserve, and is not located in or adjacent to any existing or proposed Significant Ecological Areas (SEA). As such, the area is unlikely to be inhabited by species identified as candidates or as sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service. The project site is not located within any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the resource agencies. Further, the project site is not located within federally-protected wetlands (as defined by Section 404 of the Clean Water Act) and no special-status animals or habitats are known to exist on or directly adjacent to this property.</p> <p>Therefore, there would be no impact to biological resources and no further analysis is required.</p> | | | | | |
| V. CULTURAL RESOURCES. Would the proposal: | | | | | |
| g) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? | 1 | | | | X |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the | 10 | | | | X |

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|--|---------|--------------------------------|--|------------------------------|-----------|
| State CEQA Guidelines? | | | | | |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | 10 | | | | X |
| d) Disturbed any human remains, including those interred outside of formal cemeteries? | 12, 13 | | | X | |
| <p>Comments:</p> <p>a) No Impact: According to the City's General Plan, the subject site is not located within or identified as an archaeologically sensitive area. There are no existing structures or facilities that would be considered a historical resource as defined in §15064.5 of the State CEQA Guidelines. Therefore, there would be no impact and no further assessment would be required.</p> <p>h) No Impact: There are no known archeological or historical resources on the project site. It is not anticipated that any cultural resources would be found at the project site since the project is in a fully developed neighborhood. As such, there will be no impact and no further assessment is required.</p> <p>i) No Impact: The project site is located in a fully developed neighborhood. As such, it is unlikely that the presence of unique paleontological resources exist. Further, no unique geologic features exist on the subject property and it is unlikely to contain material of paleontological value. Therefore, there is no impact and no further analysis is required.</p> <p>j) Less than Significant Impact: No formal cemeteries are known to have occupied the proposed project area. However, human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California Public Resources Code. Measures required by the Public Resources Code would ensure that this impact remains less than significant by ensuring appropriate examination, treatment, and protection of human remains. Impacts would be less than significant and no further assessment is required.</p> <p>As such, the environmental impacts of the proposed project with respect to air quality are expected to be less than significant to no impact, and no further analysis is required.</p> | | | | | |
| VI. GEOLOGY AND SOILS. Would the proposal: | | | | | |
| a) Expose people or structure to potentially substantial adverse effects, including the risk of loss, injury, or death involving: | | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the | 5, 14 | | | | X |

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
| State Geologist for the area or based on other substantial evidence of a known fault? | . | | | | |
| ii) Strong seismic ground shaking? | 15 | | | X | |
| iii) Seismic-related ground failure, including liquefaction? | 5 | | | X | |
| iv) Landslides? | 4 | | | X | |
| b) Result in substantial soil erosion or the loss of topsoil? | | | | X | |
| c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse? | 4 | | X | | |
| d) Be located on expansive soil, as defined in the Uniform Building Code, thus creating substantial risks to life or property? | | | X | | |
| e) Have soils incapable or adequately supporting the use of septic tanks or alternative wastewater disposal systems, where sewers are not available for the disposal of wastewater? | | | | | X |
| <p>Comments:</p> <p>a) (i)(ii)(iii)(iv) Less than Significant Impact to No Impact: The project site is not located within an Alquist-Priolo special study zone. According to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation, the site is not located within an earthquake-induced landslide zone or liquefaction zone. Therefore, potential impacts are less than significant and no further assessment is required.</p> <p>b) Less than Significant Impact The project would involve 30,688 cubic yards of grading. Of the total grading quantity, 19,694 cubic yards will be exported. A majority of the grading would accommodate the construction of the new sanctuary and a basement in the proposed administration building. Soil erosion during construction will be controlled using conventional on-site methods. Removal of topsoil during construction, outside of the grading associated with the new sanctuary and basement, is expected to be very minor. Further, the applicant will be required to submit an Erosion Control Plan to the Building Official for approval, prior to issuance of Building Permits. Additionally, the applicant will be required to provide measures for consistency with the City's National Pollutant Discharge Elimination System (NPDES) permit and provide Best Management Practice measure as required through the Building and Safety Department.</p> <p>c) – d) Potentially Significant Unless Mitigation Incorporated: In general, the City regulates development (and reduces geologic impacts) through the requirements of the California Building Code that are subject to the Municipal Code, including, but not limited to, Section 15.04.010, [California] Building Code and Section</p> | | | | | |

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------|--------------------------------|--|------------------------------|-----------|
| <p>15.04.040, Building Code Amended – Seismic Safety Requirements. As much of the Palos Verdes Peninsula is underlain by soils characterized as expansive, appropriate construction plans would be reviewed by the City’s Building Official for consistency with current building codes and erosion control standards, as well as for consistency with the City’s National Pollutant Discharge Elimination System (NPDES) permit. Nonetheless, due to the expansive soils common on the peninsula, the City Geologist may require submittal of a geotechnical report prior to the construction of, and grading for the new sanctuary, parking lot and related grading. In order to ensure that there will be no risk from expansive soil or from liquefaction, the following measures have been added:</p> <p>GS-1: The applicant shall submit a geotechnical report for review and approval by the City Geologist prior to the issuance of a building and/or grading permit for the property, unless the City Geologist deems that a geotechnical report is not warranted, based on field assessment of the site.</p> <p>GS-2: The applicant shall ensure that all applicable conditions, as specified within the geotechnical report, and all measures required by the City Geologist are incorporated into the project.</p> <p>k) No Impact: The proposed project would not include the use septic tanks or alternative wastewater disposal systems. No impacts are related to soils supporting septic tanks are relevant and no further assessment is required.</p> | | | | | |
| <p>VII. HAZARDS AND HAZARDOUS MATERIALS. Would the proposal:</p> | | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous material? | | | | | X |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | | | X |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | 1, 3 | | | | X |
| d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment? | 16 | | | | X |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a | | | | | X |

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| public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | | | | | |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | | | | | X |
| g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | 1 | | | | X |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | 7 | | | | X |
| <p>Comments:</p> <p>a), b), c), d), e), f), g), & h) No Impact: The proposed project will not result in the transportation, use, or disposal of hazardous materials. In terms of wildland fires, according to the Los Angeles County Fire Department's map of Fire Hazard Severity Zones, the entire City is located within a Very High Wildland Fire Hazard Severity Zone. Implementation of the project will not result in impacts that expose people or structures to a significant loss, injury or death involving wildland fires. Although the proposed project includes a major remodel to the existing St. John Fisher school and the addition of a new preschool, the proposed construction does not include the production or emission of hazardous materials, substances or waste. Further, no public or private airstrip is located within two miles of the project site; and the project will not interfere with applicable emergency response plans or emergency evacuation plans. As such, there will be no environmental impacts resulting from project and no further assessment is required.</p> | | | | | |
| VIII. HYDROLOGY AND WATER QUALITY. Would the proposal: | | | | | |
| a) Violate any water quality standard or wastewater discharge requirements? | | | X | | |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater? | | | | | X |
| c) Substantially alter the existing drainage pattern of the site or areas, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or | | | | | X |

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| siltation on- or off-site? | | | | | |
| d) Substantially alter the existing drainage pattern of the site or areas including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | | | | | X |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | | | | | X |
| f) Otherwise substantially degrade water quality? | | | | | X |
| g) Place housing within a 100-year flood hazard area, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map? | | | | | X |
| h) Place within a 100-year flood hazard area, structures which would impede or redirect flood flows? | 12 | | | | X |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | 12 | | | | X |
| j) Inundation by seiche, tsunami, or mudflow? | | | | | X |
| <p>Comments:</p> <p>a) Potentially Significant Unless Mitigation Incorporated: The proposed project includes the demolition of 10,329 square feet of the existing facilities and the construction of 34,406 square feet of new building area. Additionally, the project would include 30,688 cubic yards of grading (19,694 cubic yards of cut and 10,994 cubic yards of fill, or re-compaction). Although the project involves new construction and grading, the majority of the proposed work will be conducted within areas of the property that are already improved with a parking lot or paved area. A small amount of grading is proposed on the existing slope at the northwest corner of the subject property to accommodate new stairs and a handicap ramp to the new sanctuary. Additionally, the proposed project will be required to be in compliance with existing National Pollutant Discharge Elimination System (NPDES) requirements, provide Best Management Practices for the construction process and submit a drainage report for review and approval by the Building Official. In order to ensure that the proposed project will be in compliance with water quality standards and wastewater discharge requirements during and after construction, the following mitigation measures have been added:</p> | | | | | |

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| <p>HWQ-1): The Applicant shall submit and obtain approval of a drainage report from the Building Official, prior to issuance of any Grading Permit and/or a Building Permit for new construction.</p> <p>HWQ-2): The Applicant shall submit and obtain approval of a Standard Urban Stormwater Mitigation Plan (SUSMP) to the Department of Planning, Building and Code Enforcement, prior to issuance of any Grading Permit and/or a Building Permit for all construction activity.</p> <p>HWQ-3): The Applicant shall submit and obtain approval of a Local Stormwater Pollution Prevention Plan (SWPPP) to the Department of Planning, Building and Code Enforcement, prior to issuance of any Grading Permit and/or a Building Permit for all construction activity.</p> <p>b) No Impact: The proposed project does not involve the construction of any facilities which would require the use of groundwater supplies. Additionally, as the majority of the proposed project will be located in areas of the property that are currently impervious, construction improvements will not interfere with groundwater recharge. Further, the project is not significantly redirecting water flows or creating large areas of impervious surfaces. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and no further analysis would be required.</p> <p>c) No Impact: The proposed construction of the project would not alter any drainage patterns. The majority of the proposed construction and grading will occur on areas of the property that are currently developed with structures or paved areas. Further, the proposed grading would follow the existing contours found throughout the site. Temporary and/or minor changes to the existing drainage pattern of the area due to construction of the proposed buildings and parking lot would be minimal and would not substantially alter the existing drainage pattern of the proposed project site or area in such a way that it would result in substantial erosion or siltation on- or off-site. As such, the project will not result in significant impacts and no further analysis would be required.</p> <p>d) – f) No Impact: The subject property is currently developed and the majority of new construction will occur on the existing impervious areas of the lot and the proposed grading will result in contours that match and follow the exiting contours found on-site. Therefore, the proposed project will not substantially alter the existing drainage pattern of the site. Further, the subject project would not substantially increase runoff rates to surrounding areas or storm water drainage systems. As such, there are no impacts and no further assessment is required.</p> <p>g), h) No Impact: The project does not include additional housing. In terms of flooding, according to the preliminary revised flood maps prepared by FEMA, the site does not fall within a flood hazard area. As such, no impacts would occur and no further assessment is required.</p> <p>i) No Impact: The proposed project is not within a dam inundation area and is not identified as a flood hazard area. As such, there is no impact and no further analysis is required.</p> <p>j) No Impact: The project site is not subject to a seiche or tsunamis due to its distance from the ocean. The</p> | | | | | |

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| potential for mudflow would not be any greater than what currently exists on the hillsides at the rear of the property. As such, there is no impact and no further assessment is required. | | | | | |
| IX. LAND USE AND PLANNING. Would the proposal: | | | | | |
| a) Physically divide an established community? | 1,4 | | | | X |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | 1,4 | | | | X |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | 1,4,10 | | | | X |
| <p>Comments:</p> <p>a) – c) No Impact: The project involves the construction of a new sanctuary and other buildings associated with the St. John Fisher school (see project description) at the corner of Crest and Crenshaw. The subject property is 9.2 acres in size and provides ample space for the proposed construction. Additionally, the proposal is consistent with the City's General Plan and Zoning Ordinance, which designates the subject property as Institutional. The project is consistent with the intent of the Zoning Ordinance, which allows for religious and educational uses in areas zoned Institutional. Further, the project site is not included in the City's Natural Communities Conservation Plan (NCCP) preserve, and is not located in or adjacent to any existing or proposed Significant Ecological Areas (SEA). As such, there is no impact and no further analysis is required.</p> | | | | | |
| X. MINERAL RESOURCES. Would the proposal: | | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? | 1 | | | | X |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | 1 | | | | X |
| | | | | | |

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| <p>Comments:</p> <p>a) & b) No Impact: According to the Natural Environment Element of the General Plan, areas in Rancho Palos Verdes were quarried for basalt, diatomaceous earth, and Palos Verdes stone between 1948 and 1959. However, these quarries are not situated on the project site. This General Plan Element further states that there are no mineral resources present within the community that would be economically feasible for extraction. Further, no land use plan delineates the site as a locally important mineral resource recovery site. Therefore, there is no impact and no further assessment is required.</p> | | | | | |
| <p>XI. NOISE. Would the proposal result in:</p> | | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | 1,4 | | X | | |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | 1, 4 | | | X | |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | 1, 4 | | | X | |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | 1, 4 | | X | | |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | | X |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | | | | | X |
| <p>Comments:</p> <p>a), b), & c) Potentially Significant Unless Mitigation Incorporated: In order to control excessive noise and vibration, the City has adopted an Environmental Protection Ordinance. The main goal of the City's environmental ordinance is to protect surrounding and nearby properties and persons from environmental</p> | | | | | |

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| <p>nuisances and to set limits on adverse environmental effects created by the development of land. The Applicant would be required to adhere to the provisions of Chapter 17.56 of the Rancho Palos Verdes Municipal Code, which states that "it is unlawful to carry on construction, grading or landscaping activities or to operate heavy equipment except between the hours of seven a.m. and seven p.m. Monday through Saturday." Further, construction activities are not permitted on Sundays. Aside from this regulation, the City does not have noise level standards established in either the General Plan or by local ordinance. Although the project includes the installation and operation of a bell tower with a chime schedule, the bells would ring on a set schedule, intermittently throughout the day. The proposed bells are scheduled to ring on the following dates and times: Monday through Saturday at 8:00 AM, 12:00 PM, 5:05 PM and 6:00 PM; and Sunday at 8:50 AM, 10:35 AM, 12:00 PM, 12:20 PM, 4:50 PM and 6:00 PM. While the bells will be audible, the sound from the bells would occur for a relatively short period of time. Furthermore, most of the bell rings would occur during the hours when heavy construction is permitted between 7:00 AM and 7:00 PM. Therefore, operation of the project site as a church and school would not result in generation of noise that would produce excessive and/or ambient noise levels and is considered less than significant in terms of ambient noise generated on-site and in the surrounding neighborhood.</p> <p>On a short-term basis, noise generated by the implementation of the project may result in negligible impacts to the environment resulting from human interaction, manual labor and small machine equipment. As for long-term impacts, the proposed project will not contribute to the increase of on-site noise. The improvements are intended to provide an expansion of the facilities to the existing site. The project would not generate or expose persons to excessive ground-borne vibration or produce substantial permanent increase in ambient noise levels. However, as the project is proposed to be phased over a period of time to be determined by the Planning Commission, short-term construction mitigation measures have been incorporated as follows:</p> <p><u>N-1:</u> Prior to issuance of any Grading Permit, the Applicant shall provide, to the satisfaction of the Director of Planning, Building and Code Enforcement, a Construction Noise Mitigation and Monitoring Program. Such plan would ensure that the proposed project shall provide the following:</p> <ul style="list-style-type: none"> • Construction contracts specifying that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuations devices. • Property owners and occupants located within 0.25-mile of the Project construction site shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posed at the project construction site. All notices and signs shall be reviewed and approved by the Director of Planning, Building and Code Enforcement, prior to mailing or posting and shall indicate the dates and duration of construction activities, a well as provide a contact name and telephone number where residents can inquire about the construction process and register complaints. • The Applicant shall provide, to the satisfaction of the Director of Planning, Building and Code Enforcement, a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Director of Planning, Building and Code Enforcement. All notices that are sent to residential units within a 0.25-mile radius of the construction site and all signs posted at the construction site shall include the | | | | | |

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| <p>contact name and the telephone number for the Disturbance Coordinator.</p> <ul style="list-style-type: none"> • Prior to issuance of a Building Permit and/or Grading Permit, the Applicant shall demonstrate to the satisfaction of the Building Official how construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas and electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. <p>d) Potentially Significant Unless Mitigation Incorporated: The proposed project will generate temporary construction noise. The noise levels associated with the proposed construction will vary depending on the particular type, number and duration of use of various pieces of construction equipment. As the project will generate construction related noise, the following mitigation measures have been added:</p> <p>N-2: Construction activity associated with the proposed project and grading operations shall be limited to the hours of 7:00 am and 7:00 pm, Monday through Saturday, per Section 17.56 of the RPVMC. There shall be no construction on Sundays or federally observed holidays without the approval of a Special Construction Permit by the City's Department of Planning, Building and Code Enforcement.</p> <p>N-3: During demolition, construction and/or grading operations, trucks shall not park, queue and/or idle at the project site or in the adjoining public rights-of-way before 7:00 am, Monday through Saturday, in accordance with the permitted hours of construction stated in mitigation N-2.</p> <p>N-4: Prior to issuance of any Demolition, Grading or Building Permit, the Director of Planning, Building and Code Enforcement shall review and approve a Construction Management Plan, which shall specify that demolition debris hauling shall be limited between 9:00 AM and 4:00 PM.</p> <p>N-5: There shall be no staging of equipment or accumulation of vehicles on Rancho Palos Verdes City streets. Staging of trucks for the hauling of all demolition debris would occur on the St. John Fisher site.</p> <p>e) No Impact: The proposed project would not be located within an airport land use plan or within two miles of a public airport. No further analysis is required.</p> <p>l) No Impact: The propose project would not be located within the vicinity of a private airstrip. Therefore, there is no impact and no further analysis is required.</p> <p>Therefore, with the implementation mitigation measures, the environmental impacts resulting from the proposed project , with respect to noise, will be less than significant.</p> | | | | | |
| <p>XII. POPULATION AND HOUSING. Would the proposal:</p> | | | | | |

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| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)? | 3 | | | | X |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | 3 | | | | X |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | 3 | | | | X |
| <p>Comments:</p> <p>a) No Impact: The proposed project will not induce a substantial amount of population growth in the area. The project does not include the construction of new homes or the subdivision of lots. In fact, there will be a reduction in living quarters as the existing rectory will be demolished and the convent will be converted into living quarters for the priests'. Further, the project does not include the extension or expansion of roads or other forms of infrastructure typically developed to support new development. It is important to note, the proposed project is subject to the City's Affordable Housing requirements set forth in Section 17.11.140 of the RPVMC, which requires nonresidential projects of a certain size to address affordable housing as part of their project. The proposed project will be required to comply with said section of the code prior to issuance of a certificate of occupancy for any structures. Therefore, there would be no impact and no additional assessment is required.</p> <p>b) & c) No Impact: The subject property is currently developed with rectory and convent, however the convent is no longer in use. As such, the proposed project would not displace any housing and there is no impact. No additional assessment is required.</p> | | | | | |
| XIII. PUBLIC SERVICES. Would the proposal result in: | | | | | |
| a) Substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: | | | | | |
| i) Fire protection? | | | | X | |
| ii) Police protection? | | | | | X |

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| iii) Schools? | | | | | X |
| iv) Parks? | | | | | X |
| v) Other public facilities? | | | | | X |
| <p>Comments:</p> <p>a) (i)(ii)(iii)(iv) & (v) Less than Significant Impact to No Impact: The structures will incorporate interior fire suppression devices required by the Los Angeles County Fire Department and will be constructed in accordance with applicable fire codes; thus, the project presents minimal risk of fire. The level of use is not expected to increase as a result of the proposed project, and there will be no impact on police protection services. Lastly, the project will not generate additional population, and there will be no impacts to schools parks or other public facilities. As such, there will be no environmental impacts associated with the proposed project.</p> | | | | | |
| <p>XIV. RECREATION. Would the proposal:</p> | | | | | |
| a) Increase the use of neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated? | | | | | X |
| b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | | | | | X |
| <p>Comments:</p> <p>a) & b) No Impact: The proposed project will not increase the use of parks or other recreational facilities, as the project will not result in any new residents. As such, there will be no impact and no further assessment is required.</p> | | | | | |
| <p>XV. TRANSPORTATION/TRAFFIC. Would the proposal:</p> | | | | | |
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system? | 17 | | | X | |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion | 17 | | | X | |

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| management agency for designated roads or highways? | | | | | |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | | | | | X |
| d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? | 17 | | | | X |
| e) Result in inadequate emergency access? | | | | | X |
| f) Result in inadequate parking capacity? | 17, 18 | | | X | |
| g) Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? | | | | | X |

Comments:

- a) **Less than Significant Impact:** The project site is located at the southeast corner of Crest Road and Crenshaw Boulevard, a four-way stop-controlled intersection. According to the traffic study prepared for the project, and reviewed by the City's Traffic Engineer, the study intersection (Crest Road and Crenshaw Boulevard) and nearby roadway segments (Crenshaw Boulevard, north of Crest Road and Crest Road, west of Crenshaw Boulevard) are operating at acceptable levels of service (LOS D or better) during peak hours for both weekday (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) and Sunday conditions (8:00 AM to 12:00 PM). Further, the traffic study states that under "existing with ambient growth and project" conditions, the proposed St. John Fisher project is not expected to significantly impact the study locations beyond the threshold limits required by the City for review. As such, impacts would be less than significant.
- b) **Less than Significant Impact:** The traffic analysis included trip generations for a number of close-by developments, near the intersections of Crenshaw Boulevard and Deep Valley Drive and Crenshaw Boulevard and Silver Spur Road, for the purpose of studying "existing with ambient growth and cumulative projects". These projects are considered large projects for the neighborhood and include condos, retail, flats, townhomes and medical offices. According to the traffic study, which was reviewed by the City's Traffic Engineer, the proposed project is not expected to significantly impact the study locations beyond the thresholds mandated by the City. As such, impacts would be less than significant.
- c) **No Impact:** The proposed project would not result in air traffic patterns. Therefore, there would be no impact and no further analysis is required.
- d) **No Impact:** The existing property is currently improved with two ingress/egress driveways that are situated more than 300 feet from the intersection of Crest Road and Crenshaw Boulevard. The project would maintain the existing driveways in their current locations. Thus, there would be no impact and no further assessment is

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| <p>required.</p> <p>e) No Impact: The project has been reviewed by the Land Use department of the Los Angeles County Fire Department. The applicant has provided all necessary measures required by the Fire Department (pedestrian stair access with knox box and lock, hammerhead turn-outs, fire hydrants and adequate driveway widths) resulting in adequate emergency access (vehicular and pedestrian) to various areas of the property. As such, the project will not result in inadequate emergency access and there is no impact.</p> <p>f) Less than Significant Impact: The existing property has a total of 359 parking spaces and 0 loading spaces. Of this existing amount, 227 spaces are dedicated for everyday use and 132 spaces are utilized for overflow parking. The project proposal includes the elimination of the overflow parking area to accommodate the new sanctuary. The existing parking area along the south property line would be reconfigured to accommodate 331 everyday parking spaces and 3 loading spaces. According to the parking tables, the highest number of parking spaces necessary to accommodate potential vehicles during the highest peak hour of operation (10:00 AM to 12:00 PM on Sundays) for the entire property (all uses) would be 331 parking spaces. As such, the proposed project will not create an inadequate parking capacity for the project site and proposed uses based on the expected highest peak hour of campus use. Therefore, impacts to the existing parking will be less than significant.</p> <p>g) No Impact: The proposed project will have no impact on any adopted policies, plans, or programs supporting alternative transportation projects, including existing bus stops.</p> | | | | | |
| <p>XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:</p> | | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | | | X |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | | X |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | | X |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | | | X |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | | | X |

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| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | | | X |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | | | | | X |
| <p>Comments:</p> <p>a), - g) Less than Significant Impact to No Impact: Although there may be a minimal increase in wastewater and water usage as a result of the project, it will not exceed the capacity of existing infrastructure or require the construction of new treatment facilities or new entitlements to serve the subject property. The property owner will be required to provide adequate site drainage to the existing storm drainage system through street outlets or underground drains, and comply with NPDES standards and requirements. Additionally, the Applicant will be required to obtain approvals from CalWater for water supply connections and Los Angeles County Sanitation for sewer connections. Lastly, the property owner and developer are required to comply with all applicable federal, state and local statutes and regulations related to solid waste. As such, there will be less than significant impacts with respect to utilities and service system issues.</p> | | | | | |
| 17. MANDATORY FINDINGS OF SIGNIFICANCE. | | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | | | | X |
| <p>Comments: As described in the above analysis, the proposed St. John Fisher Project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of major periods of California history. No endangered, threatened, or sensitive biological resources, historic structures, or known cultural resources are located within the project site. No adverse impact will result.</p> | | | | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the | | | | X | |

Environmental Checklist Form/Initial Study
St. John Fisher Master Plan: Revision, Remodel and Expansion
June 3, 2008

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------|--------------------------------|--|------------------------------|-----------|
| effects of other current projects, and the effects of probable future projects)? | | | | | |
| <p>Comments: The proposed project may have impacts that are individually limited, but these impacts will not be cumulatively considerable in the context of the entirety of the St. John Fisher property and existing facilities. The site is developed with many buildings including an exiting sanctuary that is proposed to be converted to a gymnasium, exiting classrooms and offices, two residential quarters (one that will be demolished due to non-use) and a recreational hall. Additionally, the traffic analysis, which was reviewed by the City's Traffic Engineer, noted that the level of service for traffic flow will not be significantly impacted. Cumulative impacts resulting from the proposed project would be less than significant and no further analysis would be required.</p> | | | | | |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | | | | X | |
| <p>Comments: The impacts resulting from the proposed project would be less than significant. Although the residents of houses that border the St. John Fisher property may have a slight increase in noise from users, the project would not create any substantial hazards or subject people to substantial risks related to health and safety. As such, impacts would be less than significant and no further analysis is required.</p> | | | | | |
| <p>18. EARLIER ANALYSES.</p> | | | | | |
| <p>Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following items:</p> | | | | | |
| <p>a) Earlier analysis used. Identify earlier analyses and state where they are available for review.</p> | | | | | |
| <p>Comments: Not applicable</p> | | | | | |
| <p>b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.</p> | | | | | |
| <p>Comments: Not applicable</p> | | | | | |
| <p>c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.</p> | | | | | |
| | | | | | |

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------|--------------------------------|--|------------------------------|-----------|
|---|---------|--------------------------------|--|------------------------------|-----------|

Comments: The following is a list of mitigation measures applied to the St. John Fisher Master Plan: Revision, Remodel and Expansion project, as described below:

Aesthetics

A-1: If the new sanctuary results in significant view impairment from the viewing areas of surrounding properties, as defined by the City or Rancho Palos Verdes' Development Code, then elements of the proposed project which significantly impair views shall be reduced to a less than significant impairment.

A-2: If the new sanctuary is determined to create bulk and mass impacts, then elements of the proposed project shall be reduced in height or architecturally modified to minimize said impacts.

A-3: Subject to the satisfaction of the Director of Planning, Building and Code Enforcement, and prior to issuance of Certificate of Use and Occupancy for the sanctuary and parking lot, each fixture head shall incorporate appropriate shields on the fixtures to adequately shield the light source from adjacent property. The fixtures shall be hooded so that the light is directed downward.

A-4: After installation of all lighting, but prior to Issuance of Certificate of Use and Occupancy of any and all of the proposed buildings, the applicant shall request that the City conduct an inspection of the site to ensure that there is no spill-over of on-site lighting onto adjacent properties.

A-5: A trial period of six months from issuance of Certificate of Use and Occupancy for assessment of exterior lighting impacts shall be instituted. At the end of the six-month period, the City may require additional screening, reduction in intensity of any light or the incorporation of time-restricting for exterior lighting that has been determined to be excessively bright.

Air Quality

AQ-1: Prior to issuance of any Grading Permit, the Directory of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventative measures, as specified in the South Coast Air Quality Management District's Rules and Regulations. In addition, South Coast Air Quality Management District Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site;
- All active portions of the construction site shall be watered to prevent excessive amounts of

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------|--------------------------------|--|------------------------------|-----------|
| <p>dust;</p> <ul style="list-style-type: none"> • All materials excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering with complete coverage, shall occur at least twice daily, preferably in the late morning and after school hours; • If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving, or excavation activities that are generating dust shall cease during periods of high winds (i.e. greater than 25 mph average over one hour; <p>AQ-2: Prior to issuance of any Building Permit and/or Grading Permit, the Directory of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and properly tuned per manufacturer’s specifications, to the satisfaction of the City Engineer. Maintenance records shall be provided to the City. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.</p> <p>AQ-3: Prior to issuance of any Grading Permit, the City shall verify that the construction contract standard specifications include a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment for approval by the Directory of Public Works. Measures shall include provisions for property maintenance of equipment engines, measures to avoid equipment idling more than two minutes, and avoidance of unnecessary delay of traffic along off-site access roads by heavy equipment blocking traffic.</p> <p>AQ-4: During construction and in compliance with South Coast Air Quality Management District Rule 1113, ROG emissions from architectural coatings shall be reduced by using pre-coated/natural-colored building materials, water-based or low-ROG coatings and using coating transfer or spray equipment with high transfer efficiency.</p> <p>AQ-5: Prior to issuance of any Grading Permit, the contractor shall include the following measures on the Grading Plan, to the satisfaction of the Director of Public Works and Building Official:</p> <ul style="list-style-type: none"> • The Applicant shall submit, for review and approval by the City, a Construction Traffic Management Plan that specifies that construction activities shall be organized so as not to interfere significantly with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to the existing roadways; • The General Contractor shall utilize electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible; and • The General Contractor shall state in the Grading Plans that work crews turn off equipment when not in use. | | | | | |

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|---|---------|--------------------------------|--|------------------------------|-----------|
|---|---------|--------------------------------|--|------------------------------|-----------|

Geology and Soils

GS-1: The applicant shall submit a geotechnical report for review and approval by the City Geologist prior to the issuance of a building and/or grading permit for the property, unless the City Geologist deems that a geotechnical report is not warranted, based on a field assessment of the site.

GS-2: The applicant shall ensure that all applicable conditions, as specified within the geotechnical report, and all measures required by the City Geologist are incorporated into the project.

Hydrology and Water Quality

HWQ-1: The Applicant shall submit and obtain approval of a drainage report from the Building Official, prior to issuance of any Grading Permit and/or a Building Permit for new construction.

HWQ-2: The Applicant shall submit and obtain approval of a Standard Urban Stormwater Mitigation Plan (SUSMP) to the Department of Planning, Building and Code Enforcement, prior to issuance of any Grading Permit and/or a Building Permit for all construction activity.

HWQ-3: The Applicant shall submit and obtain approval of a Local Stormwater Pollution Prevention Plan (SWPPP) to the Department of Planning, Building and Code Enforcement, prior to issuance of any Grading Permit and/or a Building Permit for all construction activity.

Noise

N-1: Prior to issuance of any Grading Permit, the Applicant shall provide, to the satisfaction of the Director of Planning, Building and Code Enforcement, a Construction Noise Mitigation and Monitoring Program. Such plan would ensure that the proposed project shall provide the following:

- Construction contracts specifying that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuations devices.
- Property owners and occupants located within 0.25-mile of the Project construction site shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posed at the project construction site. All notices and signs shall be reviewed and approved by the Director of Planning, Building and Code Enforcement, prior to mailing or posting and shall indicate the dates and duration of construction activities, a well as provide a contact name and telephone number where residents can inquire about the construction process and register complaints.
- The Applicant shall provide, to the satisfaction of the Director of Planning, Building and Code Enforcement, a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a

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| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|--------------------------------|--|------------------------------|-----------|
| <p>complaint is received, the Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Director of Planning, Building and Code Enforcement. All notices that are sent to residential units within a 0.25-mile radius of the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Disturbance Coordinator.</p> <ul style="list-style-type: none"> • Prior to issuance of a Building Permit and/or Grading Permit, the Applicant shall demonstrate to the satisfaction of the Building Official how construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas and electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. <p>N-2: Construction activity associated with the proposed project and grading operations shall be limited to the hours of 7:00 am and 7:00 pm, Monday through Saturday, per Section 17.56 of the RPVMC. There shall be no construction on Sundays or federally observed holidays without the approval of a Special Construction Permit by the City's Department of Planning, Building and Code Enforcement.</p> <p>N-3: During demolition, construction and/or grading operations, trucks shall not park, queue and/or idle at the project site or in the adjoining public rights-of-way before 7:00 am, Monday through Saturday, in accordance with the permitted hours of construction stated in mitigation N-2.</p> <p>N-4: Prior to issuance of any Demolition, Grading or Building Permit, the Director of Planning, Building and Code Enforcement shall review and approve a Construction Management Plan, which shall specify that demolition debris hauling shall be limited between 9:00 AM and 4:00 PM.</p> <p>N-5: There shall be no staging of equipment or accumulation of vehicles on Rancho Palos Verdes City streets. Staging of trucks for the hauling of all demolition debris would occur on the St. John Fisher site.</p> | | | | | |
| <p>Authority: Public Resources Code Sections 21083 and 21087. Reference: Public Resources Code Sections 21080 (c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 321094, 21151; <i>Sundstrom v. County of Mendocino</i>, 202 Cal. App. 3d 296 (1988); <i>Leonoff v. Monterey Board of Supervisors</i>, 222 Cal. App. 3d 1337 (1990).</p> | | | | | |
| <p>19. SOURCE REFERENCES</p> | | | | | |
| 1 | City of Rancho Palos Verdes, <u>Rancho Palos Verdes General Plan</u> , and associated Environmental Impact Report. Rancho Palos Verdes, California: as amended through August 2001. | | | | |
| 2 | City of Rancho Palos Verdes, <u>General Plan Housing Element</u> . Rancho Palos Verdes, California: adopted August 2001. | | | | |
| 3 | City of Rancho Palos Verdes, <u>Development Code and Zoning Map</u> (Municipal Code Titles 16 and 17). | | | | |

**Environmental Checklist Form/Initial Study
St. John Fisher Master Plan: Revision, Remodel and Expansion
June 3, 2008**

| Issues and Supporting Information Sources | Sources | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|--------------------------------|--|------------------------------|-----------|
| | Rancho Palos Verdes, California: as amended through August 2004. | | | | |
| 4 | City of Rancho Palos Verdes, <u>Landslide Moratorium Area Map</u> and regulations (Municipal Code Chapter 15.20). Rancho Palos Verdes, California: as amended through April 2004 | | | | |
| 5 | State of California, Division of Mines and Geology, <u>Official Maps of Seismic Hazard Zones</u> . Sacramento, California: March 1999. | | | | |
| 6 | South Coast Air Quality Management District, <u>CEQA Air Quality Handbook</u> . Diamond Bar, California: November 1993. | | | | |
| 7 | Los Angeles County Fire Department, <u>Very High Wildland Fire Hazard Severity Zones</u> (map). Los Angeles, California: undated (probably January 1985). | | | | |
| 8 | City of Rancho Palos Verdes, <u>Final Draft Natural Communities Conservation Plan (NCCP) and Preserve Design</u> . Rancho Palos Verdes, California: July 2004. | | | | |
| 9 | Los Angeles County Department of Regional Planning, <u>SEA Update Study 2000</u> , November 2000. | | | | |
| 10 | City of Rancho Palos Verdes, <u>Archaeological Resources Map</u> . Rancho Palos Verdes, California: undated | | | | |
| 11 | Rancho de Los Palos Verdes Historical Society and Museum, <u>Dedicated Historical Sites on the Palos Verdes Peninsula</u> (map). Palos Verdes Estates, California: 1993. | | | | |
| 12 | Federal Emergency Management Agency (FEMA), <u>Digital Flood Insurance Rate Map for Los Angeles County, 2001</u> . | | | | |
| 13 | California Public Resources Code http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=prc&codebody=&hits=20 , accessed on August 22, 2007. | | | | |
| 14 | Department of Conservation, CA Geological Survey. Cities and Counties Affected by Alquist-Priolo Fault Zones. http://www.consrv.ca.gov/CGS/rghm/ap/affected.htm , website accessed August 22, 2007. | | | | |
| 15 | Southern California Earthquake Data Center (SCEC), http://www.data.scec.org/faults/lafault.html , website accessed August 22,2007. | | | | |
| 16 | State of California, Department of Toxic Substance Control, <u>Hazardous Waste and Substances Site List (Cortese List)</u> , as revised through September 2005. | | | | |
| 17 | <u>Traffic Study for St. John Fisher Church</u> , Prepared by KOA Corporation: December 21, 2007. | | | | |
| 18 | <u>Parking Tables for St. John Fisher Church</u> , Prepared by Hyndman and Hyndman, January 2008. | | | | |

Traffic Study

December 21, 2007

**Traffic Study for
St. John Fisher Church
Rancho Palos Verdes, California**

December 21, 2007

Prepared For:
St. John Fisher Church

Prepared by:

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**PLANNING, BUILDING &
CODE ENFORCEMENT**

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Introduction

This study report identifies the potential traffic impacts associated with the proposed St. John Fisher Church/School expansion (hereafter refer to as "Project"). The proposed expansion is located at 5448 Crest Road within the City of Rancho Palos Verdes, California. Figure 1 shows the location of the Project site.

The Project proposes to add a 40-seat capacity preschool program to its current K-8 program. The Project also proposes to expand the church by an additional 250 seats to its current 650-seat capacity. Along with the expansion, a number of on-site improvements to ancillary uses are also proposed.

The Project study area, as defined through consultation with the City of Rancho Palos Verdes, includes the one key intersection and two roadway segments. Traffic impacts were analyzed utilizing weekday AM and PM peak hour traffic and Sunday AM and midday peak hour traffic at the key study intersection and roadway segments. The traffic analysis includes the following traffic scenarios:

- Existing 2007 Conditions
- Existing plus Project plus Ambient Growth
- Existing plus Ambient Growth plus Cumulative Projects (including St. John Fisher Project)

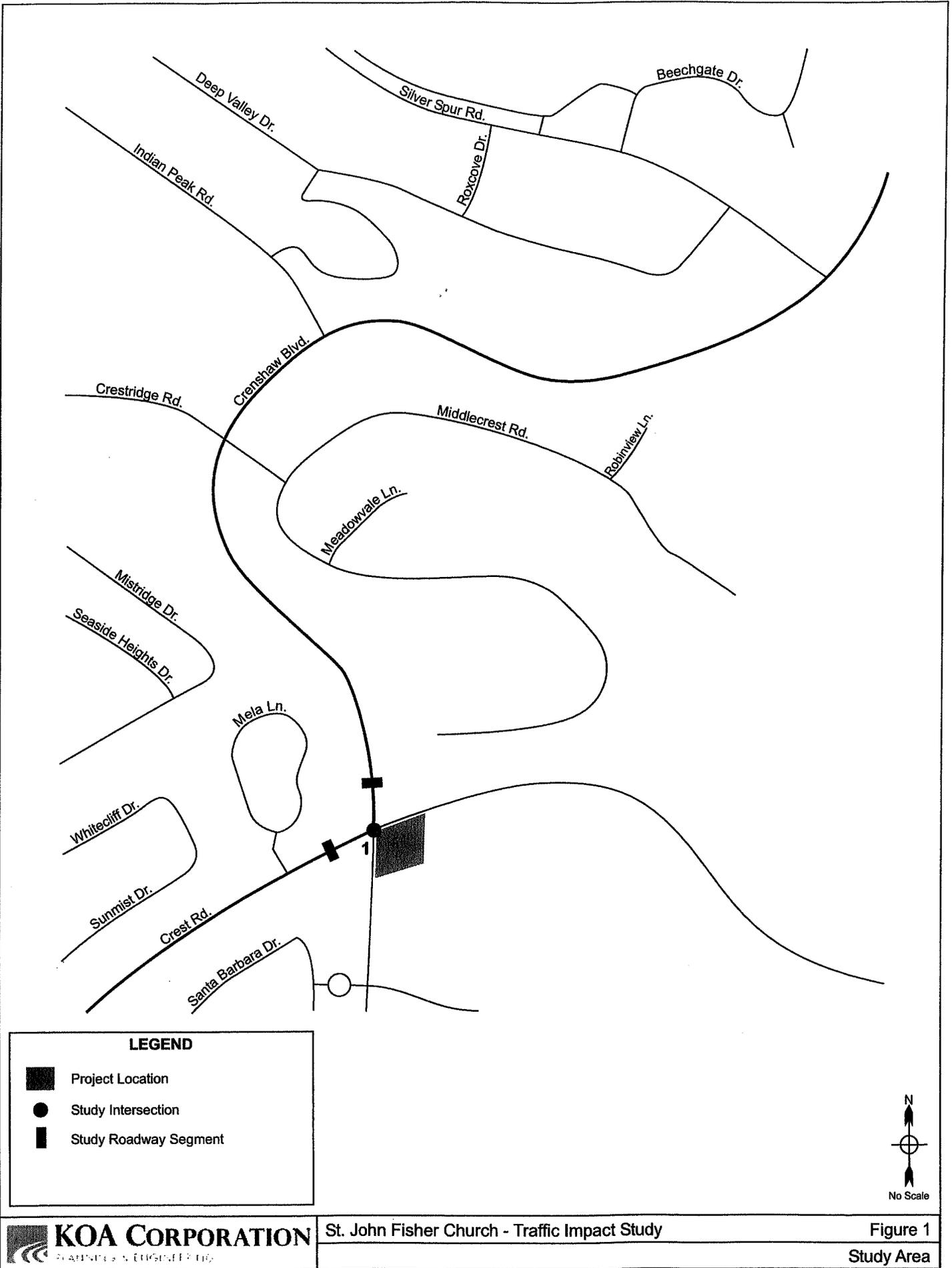
Based on discussions with City staff, the analysis focuses on weekday AM and PM peak hour conditions and Sunday AM and midday peak hour conditions.

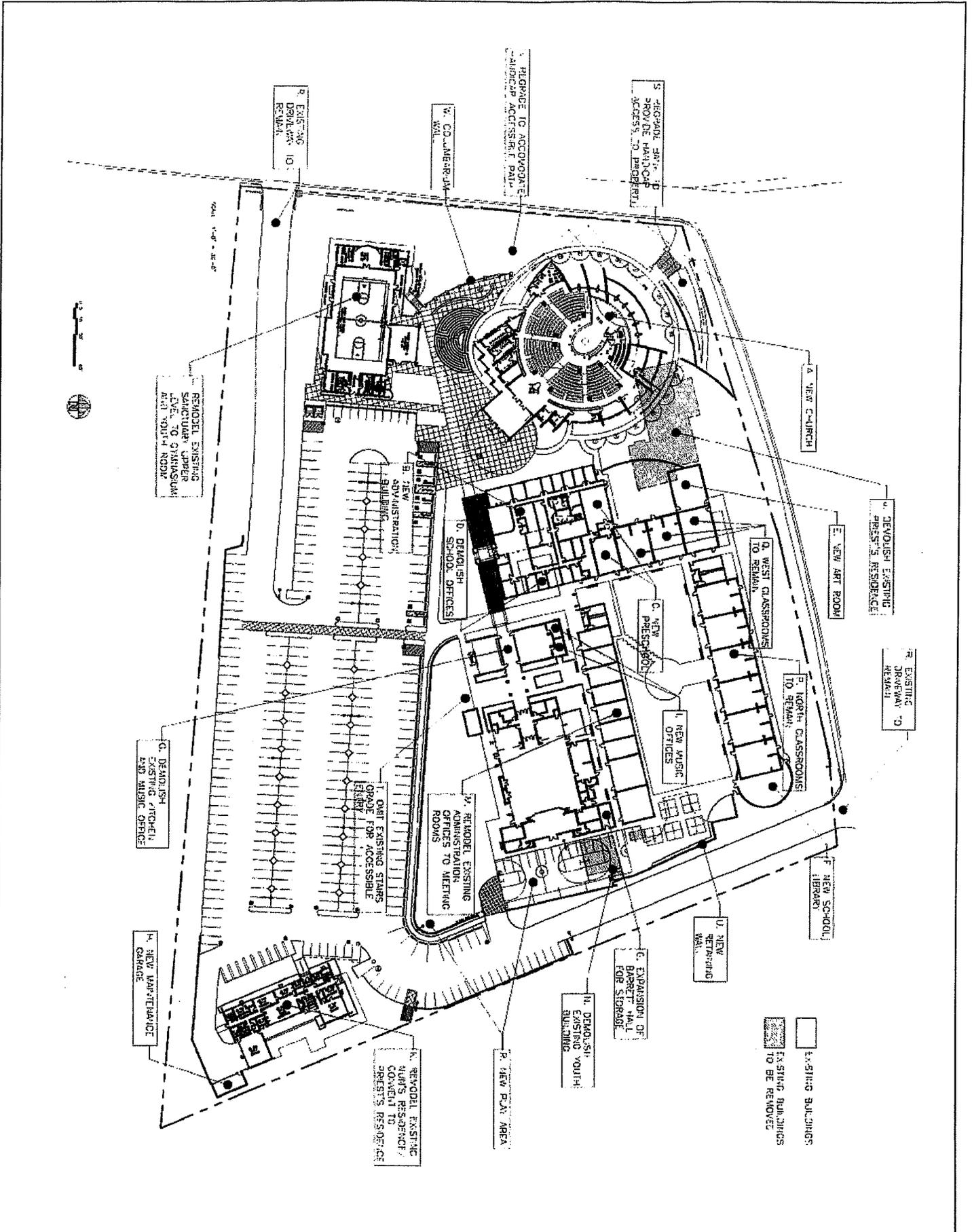
Project Study Area

The Project study area is defined by the following key study intersection and roadway segments:

1. Crenshaw Boulevard and Crest Road (4-way stop intersection)
2. Crenshaw Boulevard north of Crest Road
3. Crest Road west of Crenshaw Boulevard

Figure 1 also shows the location of the three study locations and Figure 2 shows the Project site plan.





Project Access

Access to and from the project site are via driveways located on Crenshaw Boulevard (south of Crest Road) and Crest Road (east of Crenshaw Boulevard). Figure 2 also shows the location of the current driveways.

Analysis Methodology

The proposed Project site is located within the City of Rancho Palos Verdes. KOA coordinated with city staff to achieve consensus on assumptions such as trip generation, trip distribution, study locations, ambient growth and related projects. The following describes the methodology for this report:

Project Trip Generation and Distribution

Forecast Project trip generation was based on the Institute of Transportation Engineers' (ITE) publication *Trip Generation, 7th Edition* rates. The assumptions utilized for Project trip distribution are discussed in the "Project Trip Generation" section of this report.

Level of Service Methodology

The study intersection of Crenshaw Boulevard and Crest Road is a four-way stop controlled intersection. Typically for stop-controlled intersections, the Highway Capacity Manual (HCM) methodology is utilized. At this location however, due to the unusual lane configurations (i.e. southbound approach has a shared through/right-turn lane and an exclusive right-turn lane), the HCM methodology restrictions/limitations prevents the analysis to accurately estimate average delay and corresponding level of service. Since the City of RPV has adopted the same methodology as Los Angeles County, the traffic impact analysis for this location utilizes the Intersection Capacity Utilization (ICU) methodology which is typically used to determine level of service for signalized intersection. To account for the lower capacity/flow-rate at a stop-controlled intersection, the overall capacity of 1600 vehicles per hour per lane (vphpl) has been adjusted to 1200 vphpl. This adjustment methodology has been recently adopted by the City of Los Angeles Department of Transportation (LADOT). Consistent with Los Angeles County guidelines, the resultant volume-to-capacity ratio (V/C) also allows for measurement of traffic impacts associated with the proposed Project.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway.

Table I defines the level of service criteria.

Table I: Level of Service Definitions

| LOS | Interpretation | Signalized Intersection Volume to Capacity Ratio (ICU/CMA) |
|---|--|--|
| A | Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. | 0.000 - 0.600 |
| B | Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form. | 0.601 - 0.700 |
| C | Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted. | 0.701 - 0.800 |
| D | Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods. | 0.801 - 0.900 |
| E | Poor operation. Some long standing vehicular queues develop on critical approaches. | 0.901 - 1.000 |
| F | Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow. | Over 1.000 |
| Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982 | | |

Significant Traffic Impacts

As defined by City of RPV/Los Angeles County traffic study guidelines, significant impacts of a proposed project at an intersection must be mitigated to a level of insignificance. In cases where capacity increases are possible, KOA analyzed mitigation measures that would restore operations commensurate with the future pre-Project period or better.

Based on City of RPV/Los Angeles County standards which established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. The following increases in peak-hour V/C ratios are considered "significant" impacts:

| Level of Service | Final V/C [a] | Project Related v/c increase |
|------------------|---------------|--------------------------------|
| C | 0.71 – 0.80 | Equal to or greater than 0.040 |
| D | 0.81 – 0.90 | Equal to or greater than 0.020 |
| E and F | 0.901 or more | Equal to or greater than 0.010 |

Note:

[a] Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

Please note that Los Angeles County does not have significant impact criteria for un-signalized intersections. As mentioned previously, for the purpose of identifying incremental and significant Project related traffic impacts at stop-controlled intersections, the ICU methodology was utilized.

Based on City of RPV/Los Angeles County standards which established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of roadway segments. The following increases in V/C ratios are considered "significant" impacts:

| Final Level of Service | Percent Increase In Passenger Car by Project |
|-------------------------------|---|
| C | 4% |
| D | 2% |
| E or F | 1% |

Existing 2007 Conditions

This section describes the existing conditions within the study area, in terms of roadway facilities and operating conditions within the study area.

Existing Roadway System

Fieldwork within the Project study area was undertaken to identify traffic control and approach lane configuration at each study intersection. Figure 3 shows the existing intersection geometry. As mentioned previously, the intersection of Crenshaw Boulevard and Crest Road is a four-way stop-controlled intersection. Crenshaw Boulevard north of Crest Road is a four-lane divided facility. South of Crest Road, Crenshaw Boulevard terminates as a two-lane roadway serving the Project, Del Cerro Park and residential use. Crest Road west of Crenshaw Boulevard is a four-lane east-west roadway which provides connection to Hawthorne Boulevard. East of Crenshaw Boulevard, Crest Road is a two-lane facility.

Existing Traffic Volumes

KOA compiled new manual intersection turn movement counts that were conducted at the study intersection and roadway segments. The intersection counts were conducted on November 29, 2007 (Thursday) and December 2, 2007 (Sunday). The roadway segment counts were conducted on December 13, 2007 (Thursday) and December 16 (Sunday).

Peak period turning movement counts were collected between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on weekdays and 8:00 AM to 12:00 PM on Sundays. The results of counts were utilized to determine existing weekday AM and PM peak-hour conditions and Sunday AM and midday peak hour conditions. Traffic count summaries are provided in Appendix A of this report. Figure 4 shows the existing weekday and weekend traffic volumes at the three study locations.

Existing Levels of Service

Based on the weekday and weekend traffic counts shown in Figure 4, a volume-to-capacity ratio and corresponding level of service were determined for three study locations. Table 2 summarizes the existing level of service results.

Generally, LOS D is the lowest acceptable level of service. As shown in Table 2, all the study intersections are all operating at acceptable levels of service (LOS D or better) during peak hours under both weekday and Sunday conditions.

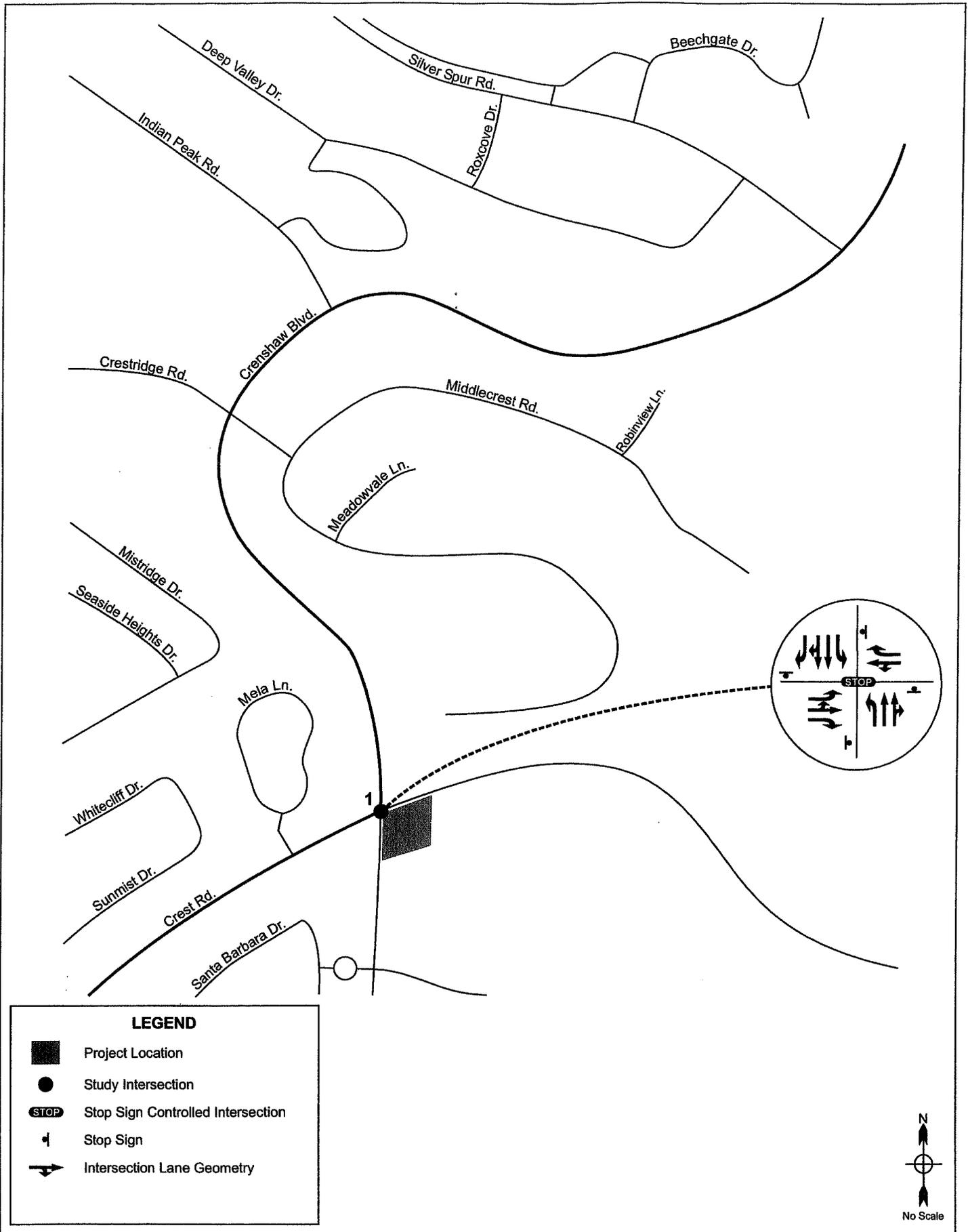
Table 2: Existing 2007 Level of Service Summary

| Study Locations | | Weekday | | | | Sunday | | | |
|---------------------|---------------------------------|---------|-----|---------|-----|---------|-----|---------|-----|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| Intersection | | | | | | | | | |
| 1 | Crenshaw Blvd & Crest Rd [a] | 0.833 | D | 0.739 | C | 0.380 | A | 0.523 | A |
| Roadway Segments | | Weekday | | | | Sunday | | | |
| | | V/C | | LOS | | V/C | | LOS | |
| 1 | Crenshaw Blvd north of Crest Rd | 0.187 | | A | | 0.099 | | A | |
| 2 | Crest Rd west of Crenshaw Blvd | 0.121 | | A | | 0.065 | | A | |

Notes:

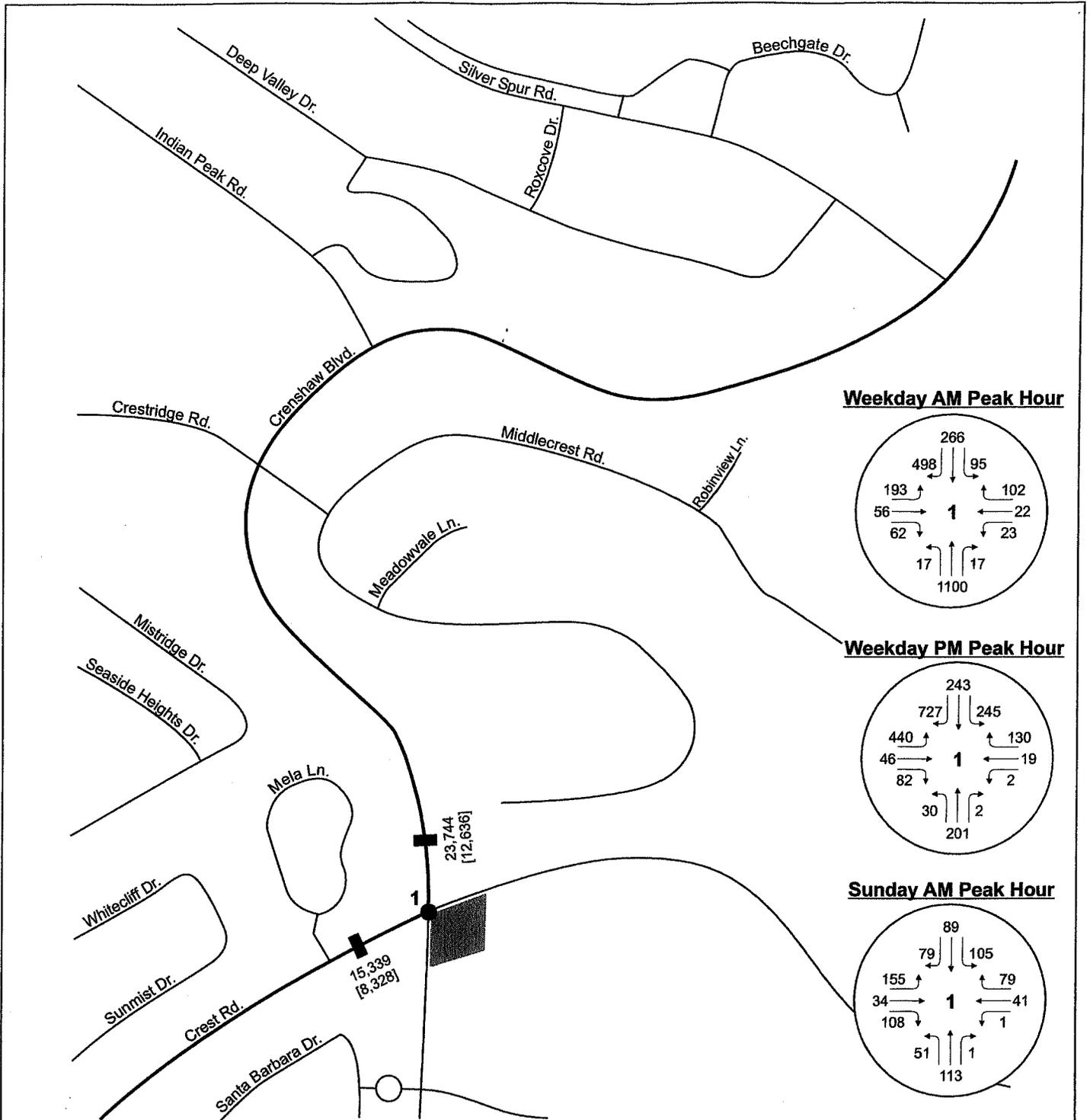
[a] Stop-controlled intersection. LOS was calculated based on the 1,200 capacity utilizing the Intersection Capacity Utilization (ICU) Method.

Existing conditions level of service worksheets are provided in Appendix B of this report.

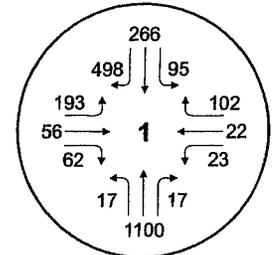


LEGEND

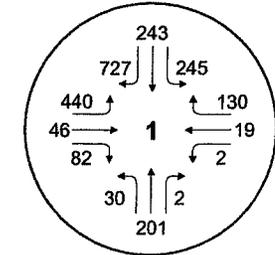
-  Project Location
-  Study Intersection
-  Stop Sign Controlled Intersection
-  Stop Sign
-  Intersection Lane Geometry



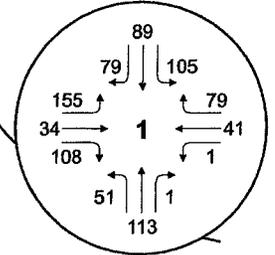
Weekday AM Peak Hour



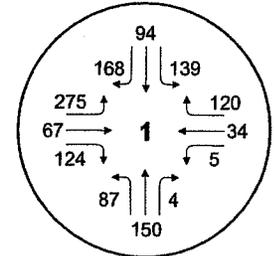
Weekday PM Peak Hour



Sunday AM Peak Hour



Sunday Midday Peak Hour



LEGEND

- Project Location
- Study Intersection
- \overrightarrow{XX} Intersection Turn Volume
- XXXX Weekday [Sunday] Roadway Segment ADT Volumes
- [XXXX] Sunday Roadway Segment ADT Volumes

Existing With Ambient Growth and Project

In order to measure Project related traffic impacts, it is necessary to forecast future traffic conditions within the study area both with and without Project related traffic. The forecast of "Existing with Ambient" traffic growth provides a basis to which Project traffic impacts can be measured against.

Ambient Traffic Growth

Forecast of future traffic also includes an ambient growth increase which is attributed to both regional population and employment growth outside of the study area. Based on data contained in the Los Angeles County Congestion Management Program (CMP), an ambient growth rate of 0.5% was applied to existing 2007 traffic counts to estimate 2009 traffic.

Figure 5 show the "Existing with Ambient" traffic growth for the peak hours under both weekday and Sunday conditions. Table 3 summarizes the level of service results.

Table 3: Existing With Ambient Peak Hour Level of Service Summary

| Study Locations | | Weekday | | | | Sunday | | | |
|---------------------|---------------------------------|---------|-----|---------|-----|---------|-----|---------|-----|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS |
| Intersection | | | | | | | | | |
| 1 | Crenshaw Blvd & Crest Rd [a] | 0.841 | D | 0.745 | C | 0.382 | A | 0.527 | A |
| Roadway Segments | | Weekday | | | | Sunday | | | |
| | | V/C | | LOS | | V/C | | LOS | |
| 1 | Crenshaw Blvd north of Crest Rd | 0.189 | | A | | 0.100 | | A | |
| 2 | Crest Rd west of Crenshaw Blvd | 0.122 | | A | | 0.066 | | A | |

Notes:

[a] Stop-controlled intersection. LOS was calculated based on the 1,200 capacity utilizing the Intersection Capacity Utilization (ICU) Method.

As shown, all three study locations are forecasted to operate at LOS D or better under the peak hours during both weekday and Sunday conditions. Level of service worksheets for Existing plus Ambient conditions are presented in Appendix C.

Project Trip Generation

Table 4 summarizes the project's trip generation rates. Trip generation rates listed in the Institute of Transportation Engineers' (ITE) publication *Trip Generation, 7th Edition* were used to estimate the number of project site generated trips.

Based on discussions with City staff, some concerns have been raised regarding additional traffic that could potentially be generated by some of the ancillary uses in addition to the proposed 40-student preschool and 250-seat church expansion. The ancillary uses include:

- Gymnasium – 6,037 square-feet
- Bookstore – 910 square-feet
- Administrative spaces/meeting room – 2,671 square-feet
- Art room – 1,289 square-feet
- Library – 1,289 square-feet

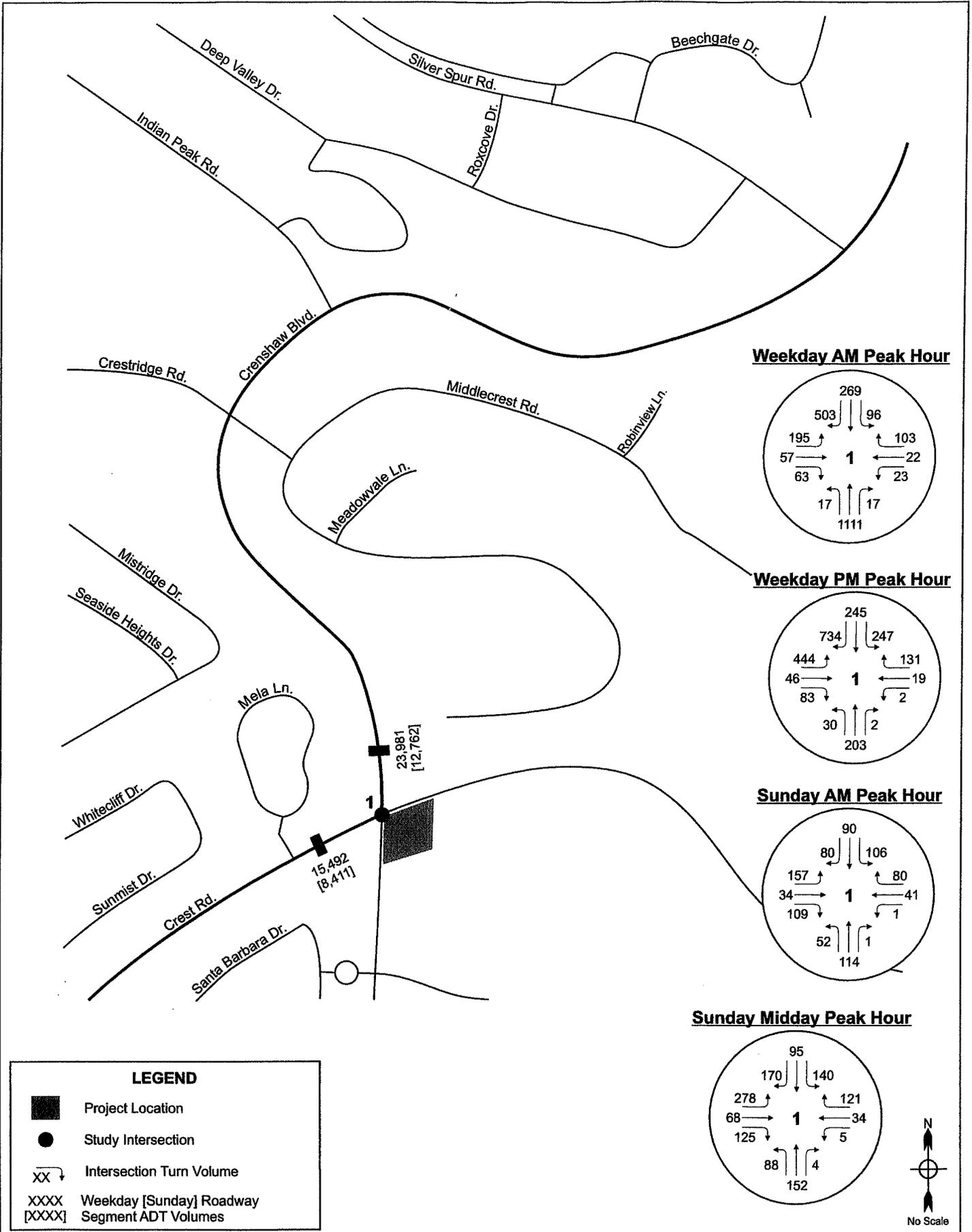


Table 4: Project Trip Generation Estimate

| Trip Generation Rates - Weekday | | | Weekday | | | | | | |
|--|----------|-------------|------------|--------------|-----------|------------|--------------|-----------|------------|
| Land Use | ITE Code | Density | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Pre School (Day Care Center) | 565 | - students | 4.48 | 53% | 47% | 0.80 | 47% | 53% | 0.82 |
| Ancillary Uses | | | | | | | | | |
| Gym [a] | 495 | - ksf | 22.88 | 61% | 39% | 1.62 | 29% | 71% | 1.64 |
| Bookstore [b] | 868 | - ksf | na | na | na | na | 52% | 48% | 19.53 |
| Admin Spaces +Meeting Rooms [c] | 715 | - ksf | 11.57 | 89% | 11% | 1.80 | 15% | 85% | 1.73 |
| Art Room [d] | 534 | - ksf | na | 55% | 45% | 11.19 | 49% | 51% | 6.80 |
| Church | 560 | - seats | na | na | na | na | na | na | na |
| Trip Generation Summary - Weekday | | | | | | | | | |
| Pre School (Day Care Center) | 565 | 40 students | 179 | 17 | 15 | 32 | 15 | 17 | 33 |
| Ancillary Uses | | | | | | | | | |
| Gym [a] | 495 | 6,037 sf | 138 | 6 | 4 | 10 | 3 | 7 | 10 |
| Bookstore [b] | 868 | 910 sf | na | na | na | na | 9 | 9 | 18 |
| Admin Spaces +Meeting Rooms [c] | 715 | 2,671 sf | 31 | 4 | 0 | 5 | 1 | 4 | 5 |
| Art Room [d] | 534 | 1,289 sf | na | 8 | 7 | 15 | 4 | 5 | 9 |
| Library | | (39) sf | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gross Total for Ancillary Uses | | | 169 | 19 | 11 | 30 | 17 | 24 | 41 |
| Internal Trip Reduction for Gym (50%) | | | -69 | -3 | -2 | -5 | -1 | -4 | -5 |
| Internal Trip Reduction for ancillary uses (90%) | | | -28 | -11 | -6 | -18 | -13 | -16 | -28 |
| Net Ancillary trips | | | 72 | 4 | 3 | 7 | 3 | 5 | 8 |
| Church | 560 | 250 seats | na | na | na | na | na | na | na |
| Net Project Trip Generation | | | 251 | 21 | 18 | 39 | 18 | 23 | 41 |
| Trip Generation Rates - Sunday | | | | | | | | | |
| Land Use | ITE Code | Density | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Pre School (Day Care Center) | 565 | - students | na | na | na | na | na | na | na |
| Ancillary Uses | | | | | | | | | |
| Gym [a] | 495 | - ksf | 13.60 | 56% | 44% | 1.48 | 56% | 44% | 1.48 |
| Bookstore [b] | 868 | - ksf | na | na | na | na | na | na | na |
| Admin Spaces +Meeting Rooms [c] | 715 | - ksf | na | na | na | na | na | na | na |
| Art Room [d] | 534 | - ksf | na | na | na | na | na | na | na |
| Church | 560 | - seats | 1.53 | 52% | 48% | 0.63 | 52% | 48% | 0.63 |
| Trip Generation Summary - Sunday | | | | | | | | | |
| Pre School (Day Care Center) | 565 | 40 students | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ancillary Uses | | | | | | | | | |
| Gym [a] | 495 | 6,037 sf | 82 | 5 | 4 | 9 | 5 | 4 | 9 |
| Bookstore [b] | 868 | 910 sf | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Admin Spaces +Meeting Rooms [c] | 715 | 2,671 sf | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Art Room [d] | 534 | 1,289 sf | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Library | | (39) sf | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gross Total for Ancillary Uses | | | 82 | 5 | 4 | 9 | 5 | 4 | 9 |
| Internal Trip Reduction for Gym (50%) | | | -41 | -3 | -2 | -5 | -3 | -2 | -5 |
| Internal Trip Reduction for ancillary uses (90%) | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Net Ancillary trips | | | 41 | 2 | 2 | 4 | 2 | 2 | 4 |
| Church | 560 | 250 seats | 383 | 82 | 76 | 158 | 82 | 76 | 158 |
| Net Project Trip Generation | | | 424 | 84 | 78 | 162 | 84 | 78 | 162 |

[a] ITE land use - recreation center
 [b] ITE land use book superstore
 [c] Single tenant office
 [d] Private School - K - 8

Although the Project does not anticipate significant additional trip would be generated by these ancillary uses, for the purpose of the traffic impact analysis, additional potential trips are included which reflects a worst case scenario in terms of potential traffic impacts. The trip generation from the ancillary uses were adjusted for internal use by the school and are shown in Table 4.

Based on the land uses, their respectively densities and trip rates shown in Table 4, the Project is expected to generate:

- 251 weekday trips
- 39 weekday AM peak hour trips
- 41 weekday PM peak hour trips
- 424 Sunday trips
- 162 Sunday AM peak hour trips
- 162 Sunday midday peak hour trips

Project Trip Distribution

Trip Distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of other land uses to which project trips would originate or terminate.

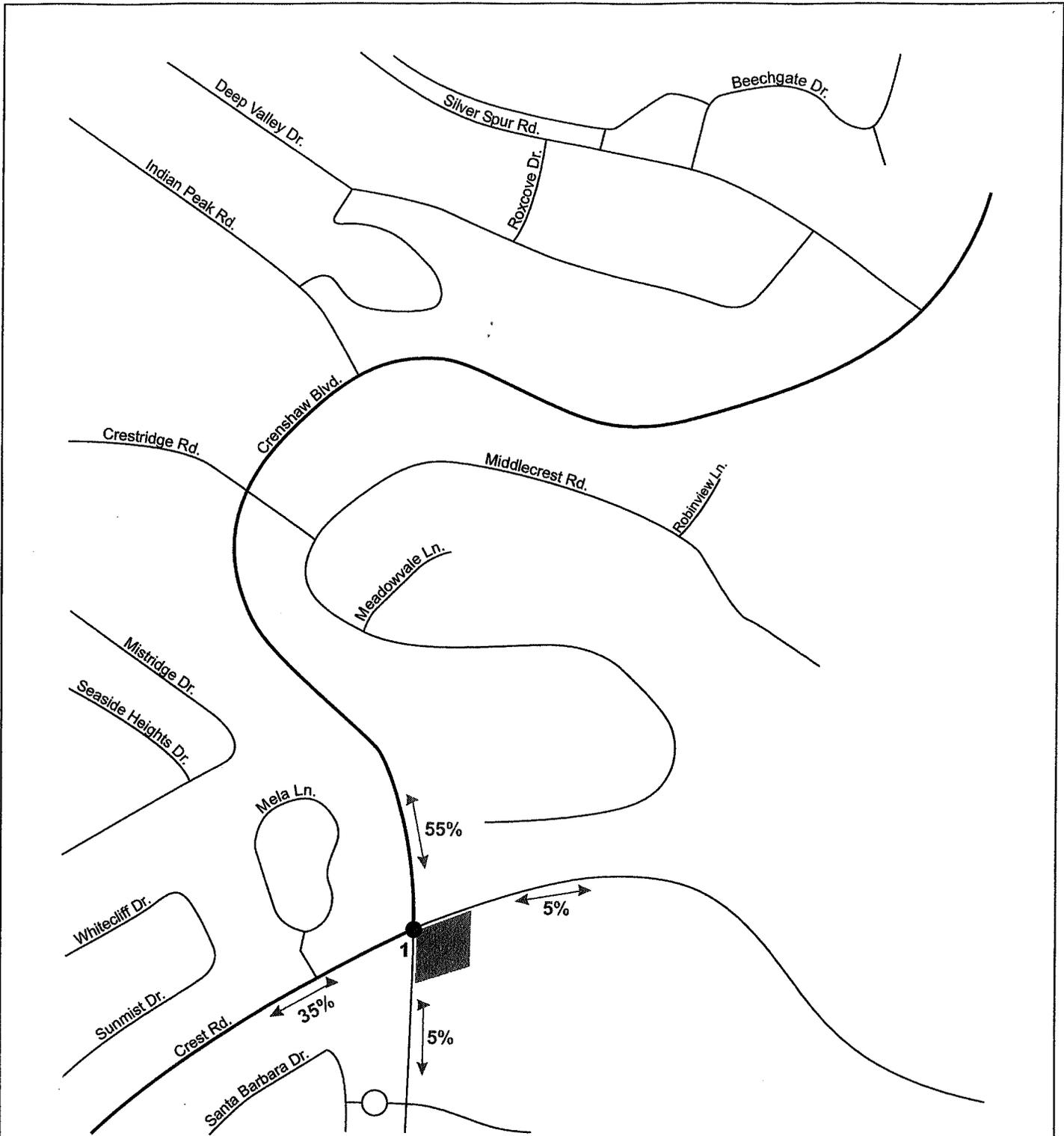
Figure 6 illustrates the intersection trip distribution percentages that were utilized for Project traffic volumes.

Project Trip Assignment

Based on the estimated trip generation and distribution assumptions described above, Project traffic was assigned onto the roadway system based on driveway locations and the availability of local roadways to access the regional highway system. The Project only trips are illustrated in Figure 7.

Existing With Ambient Growth and Project Impacts

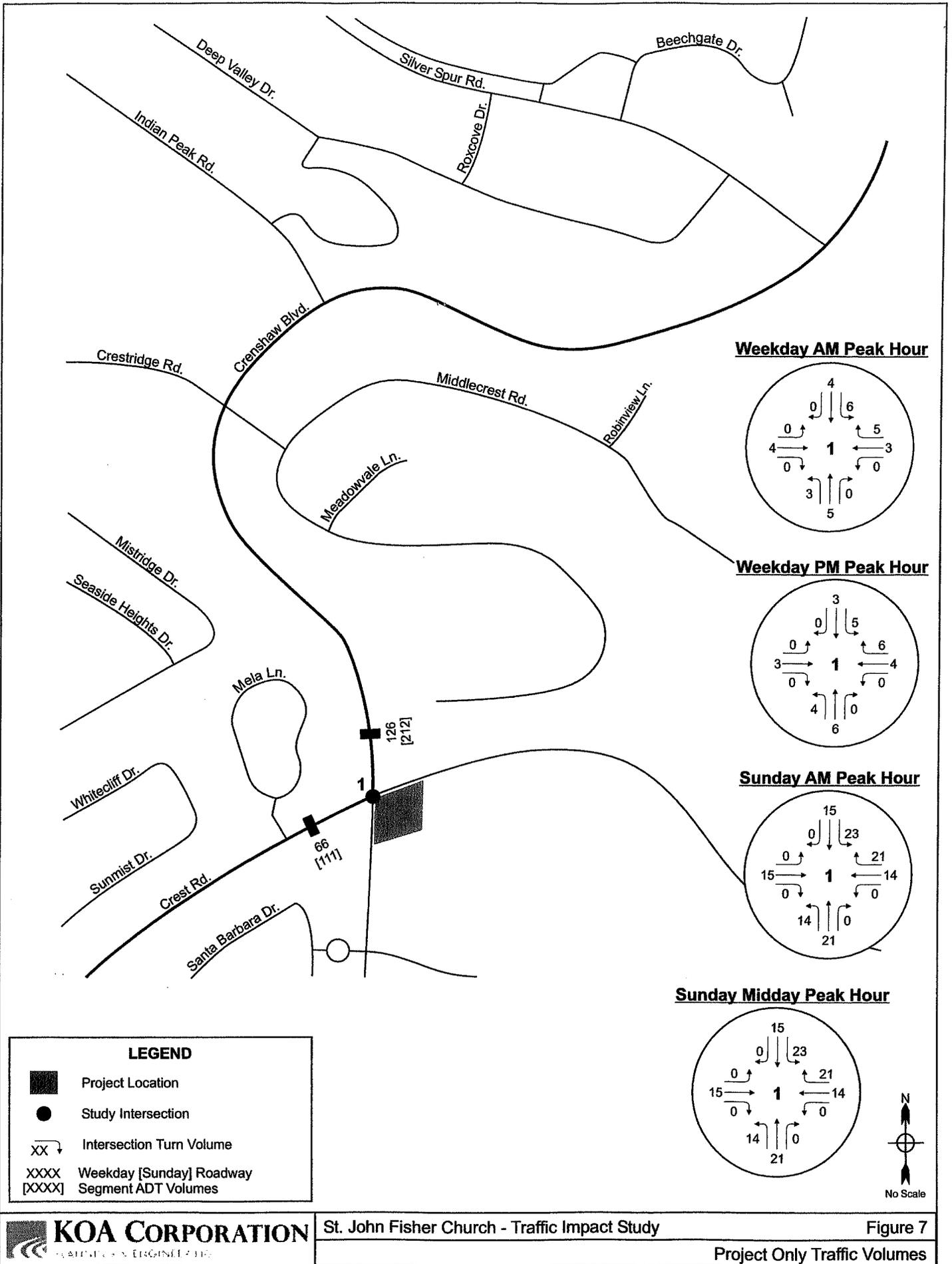
The Project trips are superimposed onto the Existing Plus Ambient Growth forecasts to estimate traffic conditions with Project traffic. The resultant with Project AM and PM peak hour traffic forecasts are shown on Figure 8.



LEGEND

-  Project Location
-  Study Intersection
-  Project Trip Distribution





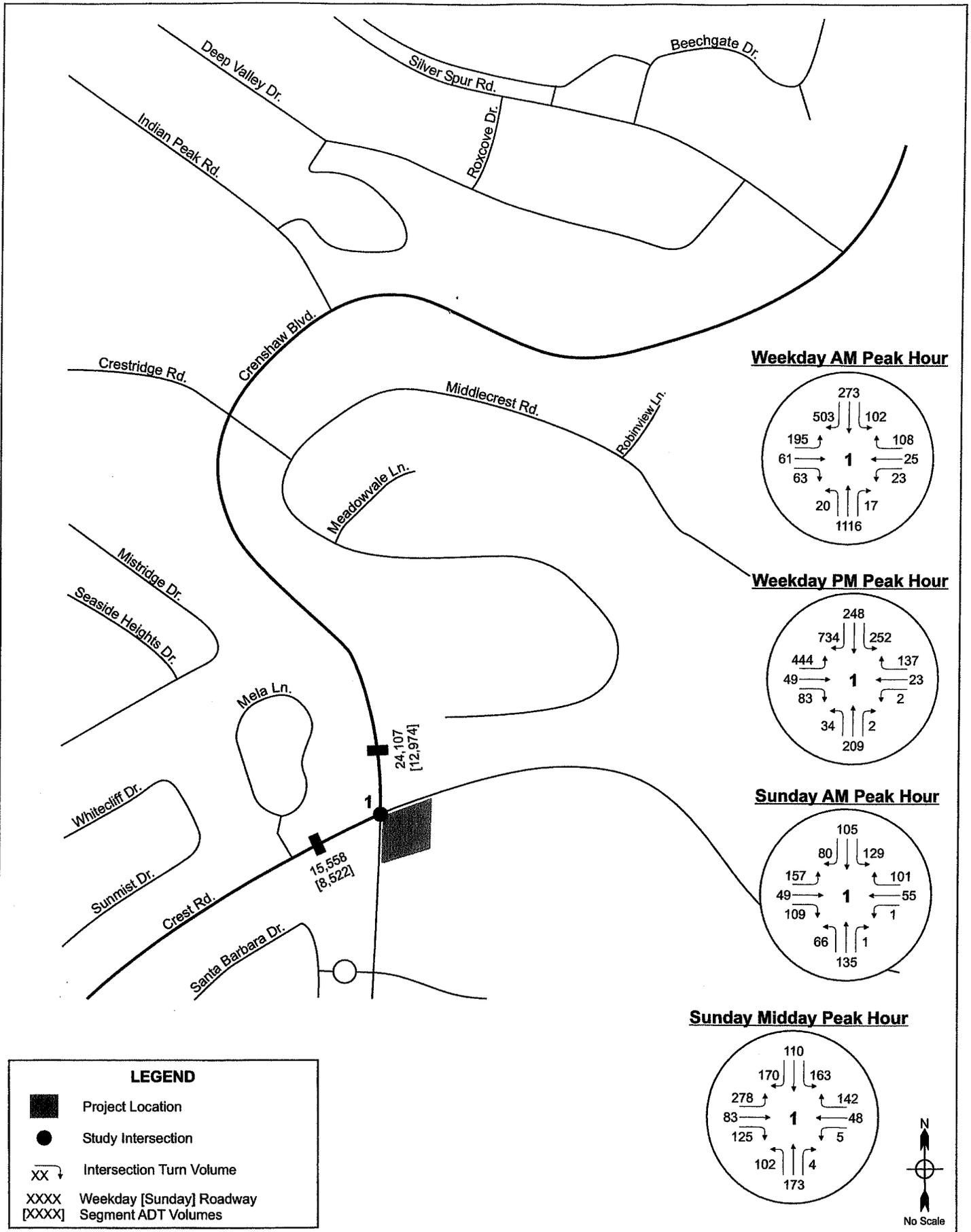


Table 5 summarizes the level of service results under existing plus ambient and Project conditions. Level of service worksheets for Existing plus Ambient plus Project are provided in Appendix D.

Table 5: Existing With Ambient Growth and Project Level of Service Summary

| Weekday | | | | | | | | | | | | |
|---------------------|---------------------------------|---------------------------|-----|---------|-----|-------------------------------------|-----|---------|-----|---------------|---------|----------|
| Study Locations | | Existing + Ambient Growth | | | | Existing + Ambient Growth + Project | | | | Change in V/C | | Signif ? |
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | PM Peak | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | | | |
| Intersection | | | | | | | | | | | | |
| 1 | Crenshaw Blvd & Crest Rd [a] | 0.841 | D | 0.745 | C | 0.854 | D | 0.755 | C | 0.013 | 0.010 | NO |
| Roadway Segments | | Existing + Ambient Growth | | | | Existing + Ambient Growth + Project | | | | Change in V/C | | Signif ? |
| | | V/C | | LOS | | V/C | | LOS | | AM Peak | PM Peak | |
| 1 | Crenshaw Blvd north of Crest Rd | 0.189 | | A | | 0.190 | | A | | | | 0.001 |
| 2 | Crest Rd west of Crenshaw Blvd | 0.122 | | A | | 0.122 | | A | | 0.000 | | NO |

| Sunday | | | | | | | | | | | | |
|---------------------|---------------------------------|---------------------------|-----|---------|-----|-------------------------------------|-----|---------|-----|---------------|---------|----------|
| Study Locations | | Existing + Ambient Growth | | | | Existing + Ambient Growth + Project | | | | Change in V/C | | Signif ? |
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | PM Peak | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | | | |
| Intersection | | | | | | | | | | | | |
| 1 | Crenshaw Blvd & Crest Rd [a] | 0.382 | A | 0.527 | A | 0.434 | A | 0.578 | A | 0.052 | 0.051 | NO |
| Roadway Segments | | Existing + Ambient Growth | | | | Existing + Ambient Growth + Project | | | | Change in V/C | | Signif ? |
| | | V/C | | LOS | | V/C | | LOS | | AM Peak | PM Peak | |
| 1 | Crenshaw Blvd north of Crest Rd | 0.100 | | A | | 0.102 | | A | | | | 0.002 |
| 2 | Crest Rd west of Crenshaw Blvd | 0.066 | | A | | 0.067 | | A | | 0.001 | | NO |

Traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level and project traffic will cause a further decline below a certain threshold.

Based on the forecast and level of service results, it is concluded that under "Existing with Ambient Growth and Project" conditions, the proposed Project is not expected to significantly impact any of the study locations.

Existing With Ambient Growth and Cumulative Projects

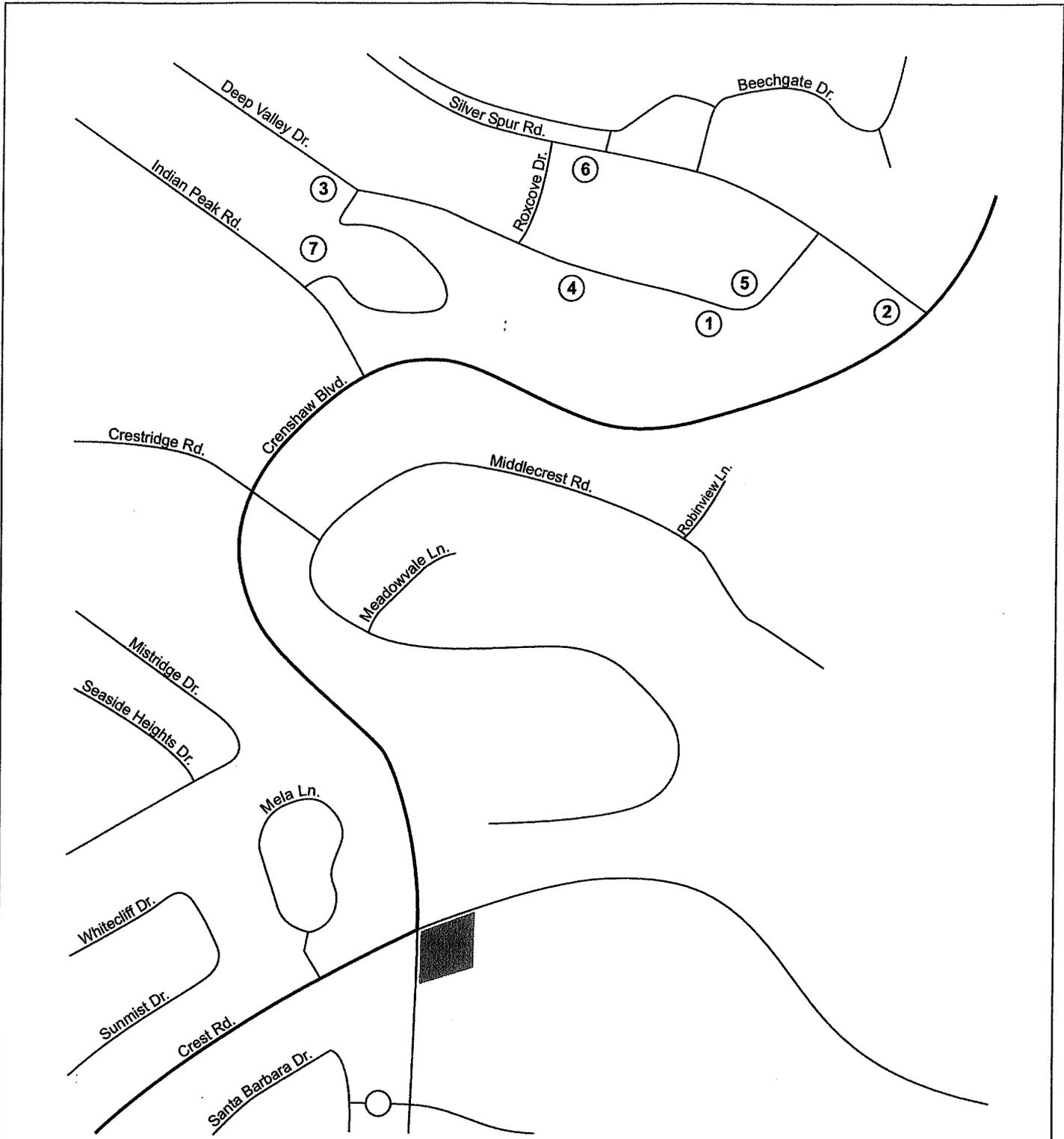
This section summarizes traffic impacts due to cumulative projects (including the proposed St. John Fisher Project) within the vicinity of the study area. Potential cumulative projects traffic impacts and mitigation measures are discussed.

KOA Corporation conducted research and obtained a list of related developments anticipated to be constructed within the timeframe of the proposed Project. The year 2009 was selected to be analyzed based on the anticipated buildout date and occupancy of the proposed Project. Figure 9 illustrates the location of the seven related projects. Table 6 summarizes the trip generation of the seven related projects included in the forecast and their respective trip generation estimates. Trip generation estimates are based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) "Trip Generation Manual – 7th Edition."

Table 6: Related Projects Trip Generation Summary

| Map # | Location | Land Use | Intensity | Units | ITE Code | Daily Total | Weekday AM Peak | | | Weekday PM Peak | | | Sunday Daily | Sunday AM Peak | | | Sunday Mid-day | |
|-------|---|----------------|-----------|-------|----------|-------------|-----------------|----|-----|-----------------|----|-----|--------------|----------------|----|-----|----------------|----|
| | | | | | | | Total | In | Out | Total | In | Out | | Total | In | Out | Total | In |
| 1 | 901 Deep Valley Dr | Condos | 41 | du | 230 | 240 | 18 | 3 | 15 | 21 | 14 | 7 | 198 | 18 | 9 | 9 | 18 | 9 |
| | | Retail | 1,256 | sf | 814 | 56 | - | - | - | 3 | 1 | 2 | 26 | 4 | 2 | 2 | 4 | 2 |
| 2 | 981 Silver Spur Rd | Condos | 18 | du | 230 | 105 | 8 | 1 | 7 | 9 | 6 | 3 | 87 | 8 | 4 | 4 | 8 | 4 |
| | | Senior Condos | 58 | du | 251 | 215 | 12 | 4 | 7 | 15 | 9 | 6 | 135 | 12 | 6 | 6 | 12 | 6 |
| 3 | 627 Deep Valley Dr | Retail | 5,810 | sf | 814 | 257 | - | - | - | 16 | 7 | 9 | 119 | 18 | 9 | 9 | 18 | 9 |
| | | Condos | 16 | du | 230 | 94 | 7 | 1 | 6 | 8 | 6 | 3 | 77 | 7 | 4 | 4 | 7 | 4 |
| 4 | 827 Deep Valley Dr | Senior Condos | 75 | du | 230 | 440 | 33 | 6 | 27 | 39 | 26 | 13 | 363 | 34 | 17 | 17 | 34 | 17 |
| | | Retail | 2,000 | sf | 814 | 89 | - | - | - | 5 | 2 | 3 | 41 | 6 | 3 | 3 | 6 | 3 |
| 5 | 927 Deep Valley Dr | Condos | 16 | du | 230 | 94 | 7 | 1 | 6 | 8 | 6 | 3 | 77 | 7 | 4 | 4 | 7 | 4 |
| | | Medical Office | 39,800 | sf | 720 | 1,438 | 99 | 78 | 21 | 148 | 40 | 108 | 62 | 16 | 8 | 8 | 16 | 8 |
| 6 | 828 Silver Spur Rd | Townhomes | 69 | du | 230 | 404 | 30 | 5 | 25 | 36 | 24 | 12 | 334 | 31 | 15 | 16 | 31 | 15 |
| | | Flats | 100 | du | 220 | 672 | 51 | 10 | 41 | 62 | 40 | 22 | 586 | 51 | 26 | 26 | 51 | 26 |
| | | Retail | 14,200 | sf | 814 | 629 | - | - | - | 38 | 17 | 22 | 290 | 44 | 22 | 23 | 44 | 22 |
| 7 | 655-683 Deep Valley Dr & 924-950 Indian Peek Rd | Senior Condos | 16 | du | 230 | 94 | 7 | 1 | 6 | 8 | 6 | 3 | 77 | 7 | 4 | 4 | 7 | 4 |
| | | Retail | 14,200 | sf | 814 | 629 | - | - | - | 38 | 17 | 22 | 290 | 44 | 22 | 23 | 44 | 22 |

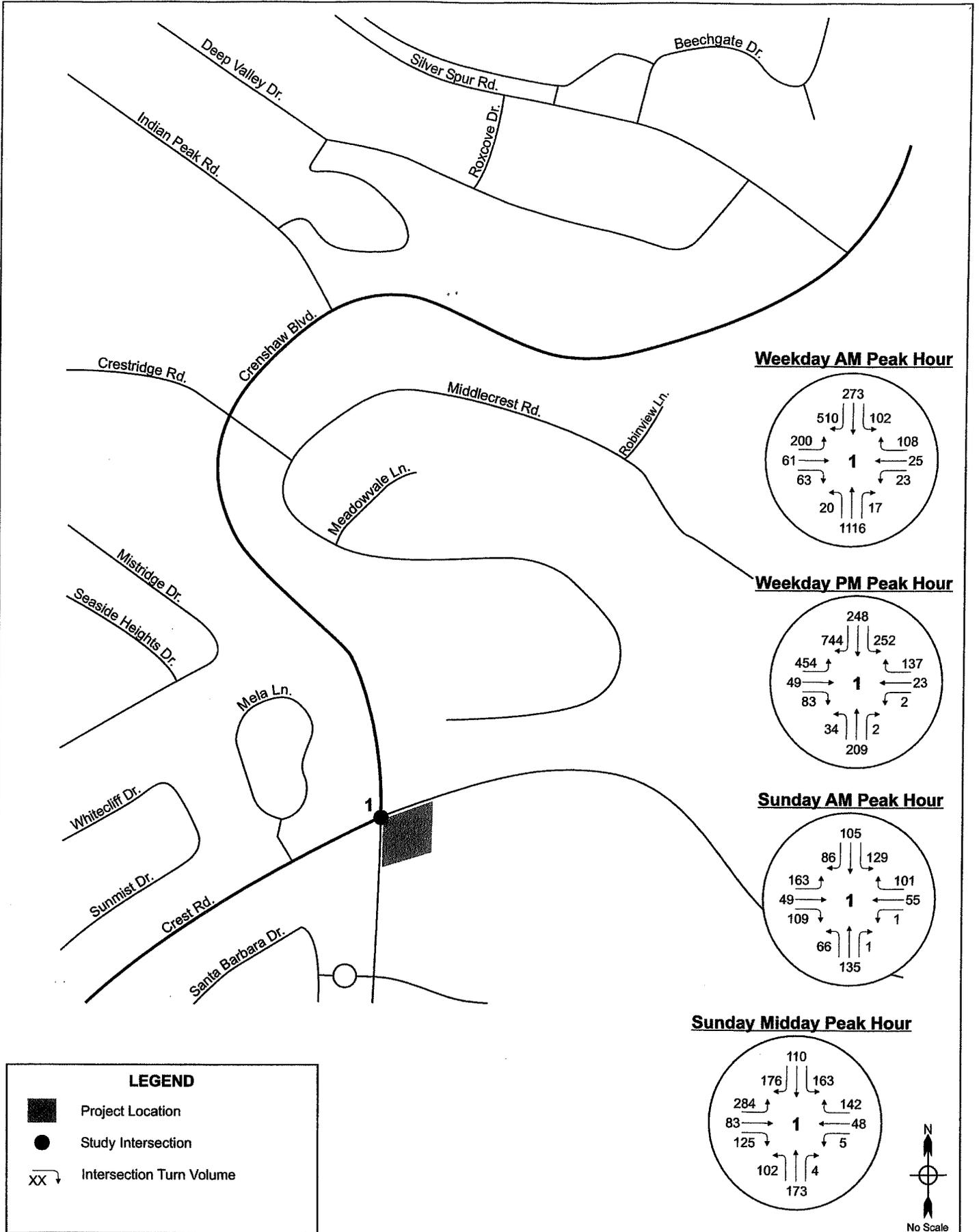
Based on the estimated trip generation summarized in Table 6, related project trips along with the proposed Project trips were assigned onto the roadway network. Figure 10 illustrates the resultant existing plus ambient plus cumulative projects (including St. John Fisher expansion) traffic volumes.



LEGEND

-  Project Location
-  Related Project and Reference Number





Based on the traffic forecast, intersection level of service analysis was conducted at the three study locations. Table 7 summarizes the future level of service results. Level of service worksheets for Existing plus Ambient plus Cumulative Projects are presented in Appendix E.

Table 7: Existing With Ambient Growth and Cumulative Projects

Weekday

| Study Locations | | Existing + Ambient Growth | | | | Existing + Ambient Growth + Project | | | | Change in V/C | | Signif ? |
|---------------------|---------------------------------|---------------------------|-----|---------|-----|-------------------------------------|-----|---------|-----|---------------|----------|----------|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | PM Peak | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | | | |
| Intersection | | | | | | | | | | | | |
| 1 | Crenshaw Blvd & Crest Rd [a] | 0.841 | D | 0.745 | C | 0.856 | D | 0.763 | C | 0.015 | 0.018 | NO |
| Roadway Segments | | Existing + Ambient Growth | | | | Existing + Ambient Growth + Project | | | | Change in V/C | Signif ? | |
| | | V/C | | LOS | | V/C | | LOS | | | | |
| 1 | Crenshaw Blvd north of Crest Rd | 0.189 | | A | | 0.191 | | A | | 0.002 | | NO |
| 2 | Crest Rd west of Crenshaw Blvd | 0.122 | | A | | 0.124 | | A | | 0.002 | | NO |

Sunday

| Study Locations | | Existing + Ambient Growth | | | | Existing + Ambient Growth + Project | | | | Change in V/C | | Signif ? |
|---------------------|---------------------------------|---------------------------|-----|---------|-----|-------------------------------------|-----|---------|-----|---------------|----------|----------|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | PM Peak | |
| | | V/C | LOS | V/C | LOS | V/C | LOS | V/C | LOS | | | |
| Intersection | | | | | | | | | | | | |
| 1 | Crenshaw Blvd & Crest Rd [a] | 0.382 | A | 0.527 | A | 0.437 | A | 0.581 | A | 0.055 | 0.054 | NO |
| Roadway Segments | | Existing + Ambient Growth | | | | Existing + Ambient Growth + Project | | | | Change in V/C | Signif ? | |
| | | V/C | | LOS | | V/C | | LOS | | | | |
| 1 | Crenshaw Blvd north of Crest Rd | 0.100 | | A | | 0.103 | | A | | 0.003 | | NO |
| 2 | Crest Rd west of Crenshaw Blvd | 0.066 | | A | | 0.068 | | A | | 0.002 | | NO |

As shown in Table 7, all three study locations are not expected to be significantly impacted by the proposed Project.

Potential On-Street Parking Impacts

During the traffic count survey effort on both weekday and weekend, KOA conducted an on-street parking utilization count to determine the current level of on-street parking. Based on visual observation during the weekday and weekend peak periods, no on-street parking activity was observed. All school and church related parking is currently accommodated on-site.

With the Project's proposed expansion, a total of 344 parking spaces will be provided on-site. Based on the shared parking analysis conducted by the Project's architect, the typical peak parking demand is not expected to exceed the 344-space parking supply. Under typical conditions, the Project is not expected to significantly impact on-street parking.

Construction Truck Haul Route

Based on discussions with City staff, the preferred truck haul route during construction are Crest Road and Hawthorne Boulevard. Crenshaw Boulevard has a truck restriction and construction related trucks will be restricted from using Crenshaw Boulevard. Contractors will be instructed to adhere to the haul route for all construction related trucks traffic.

Congestion Management Plan Conformance

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program.

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring intersection to the project site is Pacific Coast Highway at Crenshaw Boulevard. Based on the Project trip generation and the distance of these CMP routes from the study intersections, it is not expected that 50 or more new trips per hour would be added to these locations. Therefore, no further analysis of potential CMP impacts is required.

The nearest CMP mainline freeway-monitoring location to the project site is on I-110 at Wilmington south of C Street. Based on the trip distribution and traffic assignment presented, the proposed project is primarily local traffic rather than regional traffic. The proposed project is expected to add less than 150 new trips per hour to any freeway segments near the project site since the project generates local/neighborhood trips than regional trips. Therefore, no further analysis of CMP freeway monitoring stations is required.

Summary and Project Recommendations

Analysis Conclusions

The following summarizes the traffic study results, findings and conclusions:

- Under existing 2007 conditions, all of the three study locations are operating at LOS D or better during both peak hours under weekday and Sunday conditions.
- An ambient growth rate of 0.5% per year was applied to reflect regional traffic growth in the study area.
- Under existing plus ambient conditions, all of the three study locations are operating at LOS D or better during both peak hours under weekday and Sunday conditions.
- The proposed Project is estimated to generate:
 - 251 weekday trips
 - 39 weekday AM peak hour trips
 - 41 weekday PM peak hour trips
 - 424 Sunday trips
 - 162 Sunday AM peak hour trips
 - 162 Sunday midday peak hour trips
- Under existing plus ambient plus Project conditions, traffic from the proposed Project is not expected to significantly impact any of the study locations.
- Under existing plus ambient plus cumulative projects conditions, seven related projects have been identified within the vicinity of the Project site.
- Under existing plus ambient plus Project conditions (which includes the St. John Fisher Project), traffic from the proposed cumulative projects is not expected to significantly impact any of the study locations.
- Currently, there are negligible on-street parking activity fronting the Project site. Based on the a shared parking analysis conducted by the Project's architect, typical peak demand is not expected to exceed the 344-space capacity. The Project is not expected to significantly impact on-street parking conditions.

APPENDIX A
Traffic Counts

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Crenshaw Blvd

DATE: 11/29/2007

LOCATION: City of Rancho Palos Verdes

E-W STREET: Crest Rd

DAY: THURSDAY

PROJECT# 07-2549-003

| LANES: | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | TOTAL |
|----------|------------|-----|----|------------|----|-----|-----------|-----|----|-----------|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 1 | 2 | 0 | 1 | 2 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 1 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | |
| 7:00 AM | 2 | 211 | 3 | 12 | 44 | 99 | 30 | 7 | 7 | 2 | 7 | 16 | 440 |
| 7:15 AM | 4 | 230 | 1 | 18 | 63 | 97 | 42 | 2 | 8 | 7 | 11 | 21 | 504 |
| 7:30 AM | 6 | 248 | 4 | 21 | 78 | 111 | 50 | 11 | 9 | 8 | 8 | 23 | 577 |
| 7:45 AM | 7 | 274 | 7 | 22 | 84 | 122 | 52 | 15 | 11 | 4 | 7 | 22 | 627 |
| 8:00 AM | 2 | 276 | 4 | 26 | 68 | 132 | 57 | 12 | 15 | 5 | 6 | 31 | 634 |
| 8:15 AM | 2 | 285 | 4 | 29 | 55 | 116 | 46 | 18 | 16 | 7 | 4 | 27 | 609 |
| 8:30 AM | 6 | 265 | 2 | 18 | 59 | 128 | 38 | 11 | 20 | 7 | 5 | 22 | 581 |
| 8:45 AM | 3 | 222 | 2 | 9 | 45 | 118 | 56 | 8 | 18 | 8 | 5 | 18 | 512 |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | |
| 10:15 AM | | | | | | | | | | | | | |
| 10:30 AM | | | | | | | | | | | | | |
| 10:45 AM | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | |
| 11:15 AM | | | | | | | | | | | | | |
| 11:30 AM | | | | | | | | | | | | | |
| 11:45 AM | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|-----------------|----|------|----|-----|-----|-----|-----|----|-----|----|----|-----|-------|
| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 32 | 2011 | 27 | 155 | 496 | 923 | 371 | 84 | 104 | 48 | 53 | 180 | 4484 |

AM Peak Hr Begins at: 7:45 AM

| | | | | | | | | | | | | | |
|------------------|----|-------|----|----|-------|-----|-----|-------|----|----|-------|-----|-------|
| PEAK VOLUMES = | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 | 2451 |
| PEAK HR. FACTOR: | | 0.974 | | | 0.942 | | | 0.926 | | | 0.875 | | 0.966 |

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Crenshaw Blvd

DATE: 11/29/2007

LOCATION: City of Rancho Palos Verde

E-W STREET: Crest Rd

DAY: THURSDAY

PROJECT# 07-2549-003

| LANES: | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | TOTAL |
|---------|------------|----|----|------------|----|-----|-----------|-----|----|-----------|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 1 | 2 | 0 | 1 | 2 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 1 | |
| 1:00 PM | | | | | | | | | | | | | |
| 1:15 PM | | | | | | | | | | | | | |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | |
| 2:15 PM | | | | | | | | | | | | | |
| 2:30 PM | | | | | | | | | | | | | |
| 2:45 PM | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | |
| 3:15 PM | | | | | | | | | | | | | |
| 3:30 PM | | | | | | | | | | | | | |
| 3:45 PM | | | | | | | | | | | | | |
| 4:00 PM | 5 | 50 | 0 | 41 | 41 | 181 | 157 | 4 | 5 | 0 | 4 | 28 | 516 |
| 4:15 PM | 5 | 35 | 2 | 53 | 35 | 188 | 148 | 10 | 5 | 1 | 6 | 37 | 525 |
| 4:30 PM | 6 | 46 | 1 | 50 | 38 | 162 | 131 | 2 | 6 | 0 | 2 | 42 | 486 |
| 4:45 PM | 9 | 52 | 0 | 52 | 45 | 204 | 121 | 10 | 14 | 0 | 5 | 34 | 546 |
| 5:00 PM | 6 | 39 | 1 | 46 | 52 | 183 | 98 | 12 | 15 | 0 | 1 | 28 | 481 |
| 5:15 PM | 6 | 50 | 0 | 78 | 77 | 164 | 113 | 9 | 24 | 0 | 8 | 30 | 559 |
| 5:30 PM | 9 | 60 | 1 | 69 | 69 | 176 | 108 | 15 | 29 | 2 | 5 | 38 | 581 |
| 5:45 PM | 8 | 52 | 0 | 57 | 70 | 158 | 126 | 11 | 22 | 2 | 4 | 29 | 539 |
| 6:00 PM | | | | | | | | | | | | | |
| 6:15 PM | | | | | | | | | | | | | |
| 6:30 PM | | | | | | | | | | | | | |
| 6:45 PM | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|-----------------|----|-----|----|-----|-----|------|------|----|-----|----|----|-----|-------|
| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 54 | 384 | 5 | 446 | 427 | 1416 | 1002 | 73 | 120 | 5 | 35 | 266 | 4233 |

PM Peak Hr Begins at: 445 PM

| | | | | | | | | | | | | | |
|------------------|----|-------|---|-----|-------|-----|-----|-------|----|---|-------|-----|-------|
| PEAK VOLUMES = | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 | 2167 |
| PEAK HR. FACTOR: | | 0.832 | | | 0.952 | | | 0.934 | | | 0.839 | | 0.932 |

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Crenshaw Blvd

DATE: 12/2/2007

LOCATION: City of Rancho Palos Verd

E-W STREET: Crest Rd

DAY: SUNDAY

PROJECT# 07-2549-003

| LANES: | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | TOTAL | |
|---|------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|-----|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | | |
| | 1 | 2 | 0 | 1 | 2 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 1 | | |
| 6:00 AM | | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | | |
| 7:00 AM | | | | | | | | | | | | | | |
| 7:15 AM | | | | | | | | | | | | | | |
| 7:30 AM | | | | | | | | | | | | | | |
| 7:45 AM | | | | | | | | | | | | | | |
| AM Peak Hour - 8:00 AM to 10:00 AM | 8:00 AM | 4 | 22 | 1 | 7 | 6 | 14 | 28 | 1 | 7 | 0 | 4 | 9 | 103 |
| | 8:15 AM | 11 | 24 | 0 | 8 | 7 | 14 | 35 | 2 | 12 | 0 | 15 | 15 | 143 |
| | 8:30 AM | 20 | 48 | 0 | 16 | 15 | 16 | 40 | 4 | 15 | 0 | 13 | 41 | 228 |
| | 8:45 AM | 10 | 25 | 1 | 42 | 38 | 22 | 41 | 16 | 49 | 1 | 8 | 13 | 266 |
| | 9:00 AM | 10 | 16 | 0 | 39 | 29 | 27 | 39 | 12 | 32 | 0 | 5 | 10 | 219 |
| | 9:15 AM | 2 | 14 | 1 | 14 | 9 | 20 | 39 | 5 | 8 | 0 | 1 | 13 | 126 |
| | 9:30 AM | 3 | 26 | 3 | 17 | 12 | 24 | 56 | 4 | 4 | 0 | 2 | 10 | 161 |
| Midday Peak Hour - 10:00 AM to 12 Noon | 9:45 AM | 14 | 45 | 2 | 20 | 22 | 35 | 45 | 5 | 11 | 0 | 6 | 17 | 222 |
| | 10:00 AM | 2 | 58 | 1 | 14 | 9 | 20 | 65 | 5 | 8 | 0 | 1 | 13 | 196 |
| | 10:15 AM | 39 | 50 | 0 | 16 | 14 | 29 | 56 | 6 | 11 | 2 | 10 | 36 | 269 |
| | 10:30 AM | 13 | 32 | 2 | 27 | 22 | 40 | 72 | 15 | 21 | 1 | 7 | 30 | 282 |
| | 10:45 AM | 25 | 41 | 2 | 64 | 42 | 45 | 76 | 35 | 60 | 2 | 10 | 32 | 434 |
| | 11:00 AM | 10 | 27 | 0 | 32 | 16 | 54 | 71 | 11 | 32 | 0 | 7 | 22 | 282 |
| | 11:15 AM | 8 | 13 | 3 | 12 | 21 | 50 | 65 | 6 | 8 | 2 | 6 | 16 | 210 |
| 11:30 AM | 18 | 19 | 2 | 39 | 22 | 59 | 44 | 17 | 18 | 1 | 7 | 14 | 260 | |
| 11:45 AM | 40 | 11 | 2 | 26 | 22 | 47 | 50 | 13 | 12 | 3 | 30 | 80 | 336 | |
| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | |
| | 229 | 471 | 20 | 393 | 306 | 516 | 822 | 157 | 308 | 12 | 132 | 371 | 3737 | |

AM Peak Hr Begins at: 1015 AM

| | | | | | | | | | | | | | |
|-------------------------|----|-------|---|-------|----|-----|-------|----|-----|-------|----|-----|-------|
| PEAK VOLUMES = | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 | 1267 |
| PEAK HR. FACTOR: | | 0.677 | | 0.664 | | | 0.681 | | | 0.828 | | | 0.730 |

CONTROL: Signalized

Volumes for: Thursday, December 13, 2007

City: Rancho Palos Verdes

Project #: 07-2550-002

Location: Crest Rd W/o Crenshaw Blvd

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB | | | |
|-----------|----|----|-----|-----|-----------|-----|-----|-----|-----|-----|-----|------|
| 00:00 | | | 4 | 1 | 12:00 | | | 124 | 203 | | | |
| 00:15 | | | 10 | 3 | 12:15 | | | 100 | 163 | | | |
| 00:30 | | | 6 | 3 | 12:30 | | | 118 | 184 | | | |
| 00:45 | | | 0 | 20 | 0 | 7 | 27 | 114 | 456 | 160 | 710 | 1166 |
| 01:00 | | | 8 | 2 | 13:00 | | | 104 | 152 | | | |
| 01:15 | | | 8 | 1 | 13:15 | | | 87 | 175 | | | |
| 01:30 | | | 8 | 1 | 13:30 | | | 106 | 120 | | | |
| 01:45 | | | 4 | 28 | 1 | 5 | 33 | 150 | 447 | 179 | 626 | 1073 |
| 02:00 | | | 6 | 1 | 14:00 | | | 136 | 156 | | | |
| 02:15 | | | 2 | 2 | 14:15 | | | 114 | 160 | | | |
| 02:30 | | | 0 | 0 | 14:30 | | | 203 | 220 | | | |
| 02:45 | | | 0 | 8 | 1 | 4 | 12 | 205 | 658 | 294 | 830 | 1488 |
| 03:00 | | | 2 | 1 | 15:00 | | | 217 | 253 | | | |
| 03:15 | | | 2 | 0 | 15:15 | | | 173 | 260 | | | |
| 03:30 | | | 2 | 1 | 15:30 | | | 171 | 239 | | | |
| 03:45 | | | 8 | 14 | 0 | 2 | 16 | 156 | 717 | 194 | 946 | 1663 |
| 04:00 | | | 4 | 0 | 16:00 | | | 164 | 213 | | | |
| 04:15 | | | 2 | 3 | 16:15 | | | 142 | 222 | | | |
| 04:30 | | | 6 | 6 | 16:30 | | | 152 | 158 | | | |
| 04:45 | | | 2 | 14 | 4 | 13 | 27 | 126 | 584 | 230 | 823 | 1407 |
| 05:00 | | | 4 | 13 | 17:00 | | | 173 | 211 | | | |
| 05:15 | | | 6 | 13 | 17:15 | | | 156 | 171 | | | |
| 05:30 | | | 2 | 25 | 17:30 | | | 164 | 144 | | | |
| 05:45 | | | 2 | 14 | 18 | 69 | 83 | 158 | 651 | 167 | 693 | 1344 |
| 06:00 | | | 6 | 30 | 18:00 | | | 165 | 116 | | | |
| 06:15 | | | 25 | 41 | 18:15 | | | 122 | 114 | | | |
| 06:30 | | | 34 | 51 | 18:30 | | | 114 | 184 | | | |
| 06:45 | | | 34 | 99 | 68 | 190 | 289 | 112 | 513 | 127 | 541 | 1054 |
| 07:00 | | | 42 | 77 | 19:00 | | | 98 | 104 | | | |
| 07:15 | | | 53 | 121 | 19:15 | | | 93 | 122 | | | |
| 07:30 | | | 120 | 186 | 19:30 | | | 83 | 112 | | | |
| 07:45 | | | 127 | 342 | 165 | 549 | 891 | 73 | 347 | 65 | 403 | 750 |
| 08:00 | | | 86 | 113 | 20:00 | | | 87 | 65 | | | |
| 08:15 | | | 76 | 118 | 20:15 | | | 61 | 66 | | | |
| 08:30 | | | 80 | 107 | 20:30 | | | 61 | 63 | | | |
| 08:45 | | | 86 | 328 | 113 | 451 | 779 | 57 | 266 | 28 | 222 | 488 |
| 09:00 | | | 80 | 101 | 21:00 | | | 81 | 63 | | | |
| 09:15 | | | 84 | 92 | 21:15 | | | 59 | 34 | | | |
| 09:30 | | | 63 | 83 | 21:30 | | | 55 | 51 | | | |
| 09:45 | | | 78 | 305 | 82 | 358 | 663 | 51 | 246 | 27 | 175 | 421 |
| 10:00 | | | 70 | 76 | 22:00 | | | 43 | 38 | | | |
| 10:15 | | | 63 | 61 | 22:15 | | | 35 | 19 | | | |
| 10:30 | | | 82 | 66 | 22:30 | | | 37 | 19 | | | |
| 10:45 | | | 89 | 304 | 66 | 269 | 573 | 33 | 148 | 23 | 99 | 247 |
| 11:00 | | | 93 | 57 | 23:00 | | | 33 | 19 | | | |
| 11:15 | | | 91 | 66 | 23:15 | | | 14 | 15 | | | |
| 11:30 | | | 78 | 85 | 23:30 | | | 6 | 8 | | | |
| 11:45 | | | 112 | 374 | 146 | 354 | 728 | 12 | 65 | 10 | 52 | 117 |

Total Vol. 1850 2271 **4121** 5098 6120 **11218**

| | | Daily Totals | | | |
|---------|----|--------------|-------|--------------|--------------|
| NB | SB | EB | WB | Combined | |
| | | 6948 | 8391 | 15339 | |
| Split % | | AM | PM | | |
| | | 44.9% | 55.1% | 26.9% | |
| | | | 45.4% | 54.6% | 73.1% |

| | | | | | | |
|------------------|-------|-------|--------------|-------|-------|--------------|
| Peak Hour | 11:45 | 11:45 | 11:45 | 14:30 | 14:45 | 14:30 |
| Volume | 454 | 696 | 1150 | 798 | 1046 | 1825 |
| P.H.F. | 0.92 | 0.86 | 0.88 | 0.92 | 0.89 | 0.91 |

Volumes for: Sunday, December 16, 2007

City: Rancho Palos Verdes

Project #: 07-2550-002

Location: Crest Rd W/o Crenshaw Blvd

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB | | | |
|-------------------|----|----|------|------|-------------|-----|-----|------|------|-------------|-----|-----|
| 00:00 | | | 24 | 5 | 12:00 | | | 105 | 97 | | | |
| 00:15 | | | 15 | 15 | 12:15 | | | 89 | 119 | | | |
| 00:30 | | | 8 | 10 | 12:30 | | | 73 | 104 | | | |
| 00:45 | | | 8 | 55 | 12 | 42 | 97 | 84 | 351 | 106 | 426 | 777 |
| 01:00 | | | 17 | 3 | 13:00 | | | 72 | 72 | | | |
| 01:15 | | | 12 | 8 | 13:15 | | | 97 | 83 | | | |
| 01:30 | | | 7 | 1 | 13:30 | | | 89 | 79 | | | |
| 01:45 | | | 7 | 43 | 2 | 14 | 57 | 62 | 320 | 106 | 340 | 660 |
| 02:00 | | | 5 | 2 | 14:00 | | | 76 | 108 | | | |
| 02:15 | | | 8 | 2 | 14:15 | | | 82 | 68 | | | |
| 02:30 | | | 5 | 4 | 14:30 | | | 63 | 103 | | | |
| 02:45 | | | 8 | 26 | 1 | 9 | 35 | 77 | 298 | 101 | 380 | 678 |
| 03:00 | | | 2 | 0 | 15:00 | | | 89 | 110 | | | |
| 03:15 | | | 3 | 1 | 15:15 | | | 84 | 74 | | | |
| 03:30 | | | 5 | 2 | 15:30 | | | 73 | 75 | | | |
| 03:45 | | | 2 | 12 | 0 | 3 | 15 | 86 | 332 | 77 | 336 | 668 |
| 04:00 | | | 3 | 0 | 16:00 | | | 74 | 74 | | | |
| 04:15 | | | 2 | 0 | 16:15 | | | 109 | 81 | | | |
| 04:30 | | | 5 | 0 | 16:30 | | | 80 | 113 | | | |
| 04:45 | | | 3 | 13 | 2 | 2 | 15 | 58 | 321 | 149 | 417 | 738 |
| 05:00 | | | 7 | 3 | 17:00 | | | 53 | 132 | | | |
| 05:15 | | | 2 | 7 | 17:15 | | | 49 | 106 | | | |
| 05:30 | | | 2 | 8 | 17:30 | | | 51 | 80 | | | |
| 05:45 | | | 3 | 14 | 4 | 22 | 36 | 45 | 198 | 70 | 388 | 586 |
| 06:00 | | | 3 | 10 | 18:00 | | | 55 | 63 | | | |
| 06:15 | | | 10 | 11 | 18:15 | | | 76 | 58 | | | |
| 06:30 | | | 5 | 20 | 18:30 | | | 40 | 68 | | | |
| 06:45 | | | 7 | 25 | 16 | 57 | 82 | 46 | 217 | 56 | 245 | 462 |
| 07:00 | | | 7 | 33 | 19:00 | | | 28 | 45 | | | |
| 07:15 | | | 17 | 67 | 19:15 | | | 55 | 45 | | | |
| 07:30 | | | 10 | 44 | 19:30 | | | 43 | 41 | | | |
| 07:45 | | | 10 | 44 | 30 | 174 | 218 | 36 | 162 | 30 | 161 | 323 |
| 08:00 | | | 19 | 44 | 20:00 | | | 32 | 29 | | | |
| 08:15 | | | 58 | 37 | 20:15 | | | 39 | 16 | | | |
| 08:30 | | | 29 | 68 | 20:30 | | | 38 | 38 | | | |
| 08:45 | | | 49 | 155 | 105 | 254 | 409 | 38 | 147 | 23 | 106 | 253 |
| 09:00 | | | 42 | 85 | 21:00 | | | 16 | 33 | | | |
| 09:15 | | | 46 | 74 | 21:15 | | | 27 | 42 | | | |
| 09:30 | | | 29 | 70 | 21:30 | | | 27 | 32 | | | |
| 09:45 | | | 44 | 161 | 87 | 316 | 477 | 34 | 104 | 20 | 127 | 231 |
| 10:00 | | | 73 | 91 | 22:00 | | | 16 | 16 | | | |
| 10:15 | | | 83 | 94 | 22:15 | | | 8 | 13 | | | |
| 10:30 | | | 75 | 151 | 22:30 | | | 22 | 7 | | | |
| 10:45 | | | 61 | 292 | 109 | 445 | 737 | 11 | 57 | 13 | 49 | 106 |
| 11:00 | | | 63 | 66 | 23:00 | | | 9 | 7 | | | |
| 11:15 | | | 41 | 64 | 23:15 | | | 11 | 5 | | | |
| 11:30 | | | 73 | 80 | 23:30 | | | 11 | 5 | | | |
| 11:45 | | | 136 | 313 | 84 | 294 | 607 | 11 | 42 | 2 | 19 | 61 |
| Total Vol. | | | 1153 | 1632 | 2785 | | | 2549 | 2994 | 5543 | | |

| Daily Totals | | | | |
|--------------|----|-------|-------|--------------|
| NB | SB | EB | WB | Combined |
| | | 3702 | 4626 | 8328 |
| PM | | | | |
| | | 46.0% | 54.0% | 66.6% |

| Split % | AM | | |
|------------------|-------|-------|--------------|
| | 41.4% | 58.6% | 33.4% |
| Peak Hour | 11:30 | 10:00 | 11:45 |
| Volume | 403 | 445 | 807 |
| P.H.F. | 0.74 | 0.74 | 0.92 |

APPENDIX B
Existing Conditions Level of Service Worksheets

St John Fisher Church - Traffic Study
Existing Weekday Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 75 Level Of Service: D

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.04 | 1.96 | 1.55 | 0.45 | 1.00 | 0.51 | 0.49 | 1.00 |
| Final Sat.: | 1200 | 2363 | 37 | 1200 | 1253 | 2347 | 1860 | 540 | 1200 | 613 | 587 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.47 | 0.47 | 0.08 | 0.21 | 0.21 | 0.10 | 0.10 | 0.05 | 0.01 | 0.04 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

St John Fisher Church - Traffic Study
Existing Weekday Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 1.00 | 2.00 | 1.81 | 0.19 | 1.00 | 0.10 | 0.90 | 1.00 |
| Final Sat.: | 1200 | 2376 | 24 | 1200 | 1200 | 2400 | 2173 | 227 | 1200 | 114 | 1086 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.08 | 0.08 | 0.20 | 0.20 | 0.30 | 0.20 | 0.20 | 0.07 | 0.00 | 0.02 | 0.11 |
| Crit Moves: | **** | | | | | **** | **** | | | | | **** |

St John Fisher Church - Traffic Study
Existing Sunday Conditions
AM Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 28 Level Of Service: A

Street Name: Crenshaw Blvd Crest Rd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 1 1 1 0 0 0 1 0 1 0 0 1

Volume Module:

Base Vol: 51 113 1 105 89 79 155 34 108 1 41 79

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 51 113 1 105 89 79 155 34 108 1 41 79

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 51 113 1 105 89 79 155 34 108 1 41 79

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 51 113 1 105 89 79 155 34 108 1 41 79

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 51 113 1 105 89 79 155 34 108 1 41 79

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 51 113 1 105 89 79 155 34 108 1 41 79

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75

Lanes: 1.00 1.98 0.02 1.00 1.59 1.41 1.64 0.36 1.00 0.02 0.98 1.00

Final Sat.: 1200 2379 21 1200 1907 1693 1968 432 1200 29 1171 1200

Capacity Analysis Module:

Vol/Sat: 0.04 0.05 0.05 0.09 0.05 0.05 0.08 0.08 0.09 0.00 0.04 0.07

Crit Moves: **** **** **** ****

St John Fisher Church - Traffic Study
Existing Sunday Conditions
Midday Peak Hour

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 1.08 | 1.92 | 1.61 | 0.39 | 1.00 | 0.13 | 0.87 | 1.00 |
| Final Sat.: | 1200 | 2338 | 62 | 1200 | 1292 | 2308 | 1930 | 470 | 1200 | 154 | 1046 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.06 | 0.06 | 0.12 | 0.07 | 0.07 | 0.14 | 0.14 | 0.10 | 0.00 | 0.03 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

APPENDIX C
Existing + Ambient Conditions Level of Service Worksheets

St John Fisher Church - Traffic Study
Existing Weekday + Ambient Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

| Street Name: | Crenshaw Blvd | | | | | Crest Rd | | | | | | |
|--------------|---------------|---|---|-------------|---|----------|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

| Volume Module: | Crenshaw Blvd | | | Crest Rd | | |
|----------------|---------------|------|------|----------|------|------|
| Base Vol: | 17 | 1100 | 17 | 95 | 266 | 498 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 17 | 1111 | 17 | 96 | 269 | 503 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 1111 | 17 | 96 | 269 | 503 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 1111 | 17 | 96 | 269 | 503 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 1111 | 17 | 96 | 269 | 503 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 17 | 1111 | 17 | 96 | 269 | 503 |

| Saturation Flow Module: | Crenshaw Blvd | | | Crest Rd | | |
|-------------------------|---------------|------|------|----------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.04 | 1.96 |
| Final Sat.: | 1200 | 2363 | 37 | 1200 | 1253 | 2347 |

| Capacity Analysis Module: | Crenshaw Blvd | | | Crest Rd | | |
|---------------------------|---------------|------|------|----------|------|------|
| Vol/Sat: | 0.01 | 0.47 | 0.47 | 0.08 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | **** |

 St John Fisher Church - Traffic Study
 Existing Weekday + Ambient Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: C

| Street Name: | Crenshaw Blvd | | | | | Crest Rd | | | | | | |
|--------------|---------------|---|---|-------------|---|----------|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 30 | 203 | 2 | 247 | 245 | 734 | 444 | 46 | 83 | 2 | 19 | 131 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 30 | 203 | 2 | 247 | 245 | 734 | 444 | 46 | 83 | 2 | 19 | 131 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 30 | 203 | 2 | 247 | 245 | 734 | 444 | 46 | 83 | 2 | 19 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 203 | 2 | 247 | 245 | 734 | 444 | 46 | 83 | 2 | 19 | 131 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 30 | 203 | 2 | 247 | 245 | 734 | 444 | 46 | 83 | 2 | 19 | 131 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 1.00 | 2.00 | 1.81 | 0.19 | 1.00 | 0.10 | 0.90 | 1.00 |
| Final Sat.: | 1200 | 2376 | 24 | 1200 | 1200 | 2400 | 2173 | 227 | 1200 | 114 | 1086 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.09 | 0.09 | 0.21 | 0.20 | 0.31 | 0.20 | 0.20 | 0.07 | 0.00 | 0.02 | 0.11 |
| Crit Moves: | **** | | | | | **** | **** | | | | | **** |

St John Fisher Church - Traffic Study
Existing Sunday + Ambient Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

| Volume Module: | Crenshaw Blvd | | | Crest Rd | | | Crenshaw Blvd | | | Crest Rd | | |
|----------------|---------------|------|------|----------|------|------|---------------|------|------|----------|------|------|
| Base Vol: | 51 | 113 | 1 | 105 | 89 | 79 | 155 | 34 | 108 | 1 | 41 | 79 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 52 | 114 | 1 | 106 | 90 | 80 | 157 | 34 | 109 | 1 | 41 | 80 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 52 | 114 | 1 | 106 | 90 | 80 | 157 | 34 | 109 | 1 | 41 | 80 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 52 | 114 | 1 | 106 | 90 | 80 | 157 | 34 | 109 | 1 | 41 | 80 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 114 | 1 | 106 | 90 | 80 | 157 | 34 | 109 | 1 | 41 | 80 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 52 | 114 | 1 | 106 | 90 | 80 | 157 | 34 | 109 | 1 | 41 | 80 |

| Saturation Flow Module: | Crenshaw Blvd | | | Crest Rd | | | Crenshaw Blvd | | | Crest Rd | | |
|-------------------------|---------------|------|------|----------|------|------|---------------|------|------|----------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 1.59 | 1.41 | 1.64 | 0.36 | 1.00 | 0.02 | 0.98 | 1.00 |
| Final Sat.: | 1200 | 2379 | 21 | 1200 | 1907 | 1693 | 1968 | 432 | 1200 | 29 | 1171 | 1200 |

| Capacity Analysis Module: | Crenshaw Blvd | | | Crest Rd | | | Crenshaw Blvd | | | Crest Rd | | |
|---------------------------|---------------|------|------|----------|------|------|---------------|------|------|----------|------|------|
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.09 | 0.05 | 0.05 | 0.08 | 0.08 | 0.09 | 0.00 | 0.04 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

St John Fisher Church - Traffic Study
 Existing Sunday + Ambient Conditions
 Midday Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 35 Level Of Service: A

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 88 | 152 | 4 | 140 | 95 | 170 | 278 | 68 | 125 | 5 | 34 | 121 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 88 | 152 | 4 | 140 | 95 | 170 | 278 | 68 | 125 | 5 | 34 | 121 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 88 | 152 | 4 | 140 | 95 | 170 | 278 | 68 | 125 | 5 | 34 | 121 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 88 | 152 | 4 | 140 | 95 | 170 | 278 | 68 | 125 | 5 | 34 | 121 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 88 | 152 | 4 | 140 | 95 | 170 | 278 | 68 | 125 | 5 | 34 | 121 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 1.08 | 1.92 | 1.61 | 0.39 | 1.00 | 0.13 | 0.87 | 1.00 |
| Final Sat.: | 1200 | 2338 | 62 | 1200 | 1292 | 2308 | 1930 | 470 | 1200 | 154 | 1046 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.07 | 0.06 | 0.06 | 0.12 | 0.07 | 0.07 | 0.14 | 0.14 | 0.10 | 0.00 | 0.03 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

APPENDIX D
Existing + Ambient + Project Conditions Level of Service Worksheets

St John Fisher Church - Traffic Study
 Existing Weekday + Ambient + Project Only Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.854

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 81 Level Of Service: D

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 17 | 1111 | 17 | 96 | 269 | 503 | 195 | 57 | 63 | 23 | 22 | 103 |
| Added Vol: | 3 | 5 | 0 | 6 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 5 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 20 | 1116 | 17 | 102 | 273 | 503 | 195 | 61 | 63 | 23 | 25 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1116 | 17 | 102 | 273 | 503 | 195 | 61 | 63 | 23 | 25 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1116 | 17 | 102 | 273 | 503 | 195 | 61 | 63 | 23 | 25 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 20 | 1116 | 17 | 102 | 273 | 503 | 195 | 61 | 63 | 23 | 25 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.05 | 1.95 | 1.53 | 0.47 | 1.00 | 0.48 | 0.52 | 1.00 |
| Final Sat.: | 1200 | 2364 | 36 | 1200 | 1266 | 2334 | 1831 | 569 | 1200 | 575 | 625 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.47 | 0.47 | 0.08 | 0.22 | 0.22 | 0.11 | 0.11 | 0.05 | 0.01 | 0.04 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 St John Fisher Church - Traffic Study
 Existing Weekday + Ambient + Project Only Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 58 Level Of Service: C

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 30 | 201 | 2 | 245 | 243 | 727 | 440 | 46 | 82 | 2 | 19 | 130 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 30 | 203 | 2 | 247 | 245 | 734 | 444 | 46 | 83 | 2 | 19 | 131 |
| Added Vol: | 4 | 6 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 4 | 6 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 34 | 209 | 2 | 252 | 248 | 734 | 444 | 49 | 83 | 2 | 23 | 137 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 34 | 209 | 2 | 252 | 248 | 734 | 444 | 49 | 83 | 2 | 23 | 137 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 209 | 2 | 252 | 248 | 734 | 444 | 49 | 83 | 2 | 23 | 137 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 34 | 209 | 2 | 252 | 248 | 734 | 444 | 49 | 83 | 2 | 23 | 137 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 1.00 | 2.00 | 1.80 | 0.20 | 1.00 | 0.08 | 0.92 | 1.00 |
| Final Sat.: | 1200 | 2377 | 23 | 1200 | 1200 | 2400 | 2160 | 240 | 1200 | 96 | 1104 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.09 | 0.09 | 0.21 | 0.21 | 0.31 | 0.21 | 0.21 | 0.07 | 0.00 | 0.02 | 0.11 |
| Crit Moves: | **** | | | | | **** | **** | | | | | **** |

 St John Fisher Church - Traffic Study
 Existing Sunday + Ambient + Project Only Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd . .

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 30 Level Of Service: A

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

| Volume Module: | Crenshaw Blvd | | | Crest Rd | | | Crest Rd | | | Crest Rd | | |
|----------------|---------------|------|------|----------|------|------|----------|------|------|----------|------|------|
| Base Vol: | 51 | 113 | 1 | 105 | 89 | 79 | 155 | 34 | 108 | 1 | 41 | 79 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 52 | 114 | 1 | 106 | 90 | 80 | 157 | 34 | 109 | 1 | 41 | 80 |
| Added Vol: | 14 | 21 | 0 | 23 | 15 | 0 | 0 | 15 | 0 | 0 | 14 | 21 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 66 | 135 | 1 | 129 | 105 | 80 | 157 | 49 | 109 | 1 | 55 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 66 | 135 | 1 | 129 | 105 | 80 | 157 | 49 | 109 | 1 | 55 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 135 | 1 | 129 | 105 | 80 | 157 | 49 | 109 | 1 | 55 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 66 | 135 | 1 | 129 | 105 | 80 | 157 | 49 | 109 | 1 | 55 | 101 |

| Saturation Flow Module: | Crenshaw Blvd | | | Crest Rd | | | Crest Rd | | | Crest Rd | | |
|-------------------------|---------------|------|------|----------|------|------|----------|------|------|----------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 1.70 | 1.30 | 1.52 | 0.48 | 1.00 | 0.02 | 0.98 | 1.00 |
| Final Sat.: | 1200 | 2382 | 18 | 1200 | 2045 | 1555 | 1825 | 575 | 1200 | 21 | 1179 | 1200 |

| Capacity Analysis Module: | Crenshaw Blvd | | | Crest Rd | | | Crest Rd | | | Crest Rd | | |
|---------------------------|---------------|------|------|----------|------|------|----------|------|------|----------|------|------|
| Vol/Sat: | 0.05 | 0.06 | 0.06 | 0.11 | 0.05 | 0.05 | 0.09 | 0.09 | 0.09 | 0.00 | 0.05 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

 St John Fisher Church - Traffic Study
 Existing Sunday + Ambient + Project Only Conditions
 Midday Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd ..

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 38 Level Of Service: A

| Street Name: | Crenshaw Blvd | | | | Crest Rd | | | | | | | | | | | | | | | |
|--------------|---------------|---|-------------|---|------------|---|------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | South Bound | | East Bound | | West Bound | | | | | | | | | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | | | |
| Control: | Permitted | | Permitted | | Permitted | | Permitted | | | | | | | | | | | | | |
| Rights: | Include | | Include | | Include | | Include | | | | | | | | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 88 | 152 | 4 | 140 | 95 | 170 | 278 | 68 | 125 | 5 | 34 | 121 |
| Added Vol: | 14 | 21 | 0 | 23 | 15 | 0 | 0 | 15 | 0 | 0 | 14 | 21 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 102 | 173 | 4 | 163 | 110 | 170 | 278 | 83 | 125 | 5 | 48 | 142 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 173 | 4 | 163 | 110 | 170 | 278 | 83 | 125 | 5 | 48 | 142 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 173 | 4 | 163 | 110 | 170 | 278 | 83 | 125 | 5 | 48 | 142 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 102 | 173 | 4 | 163 | 110 | 170 | 278 | 83 | 125 | 5 | 48 | 142 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 1.18 | 1.82 | 1.54 | 0.46 | 1.00 | 0.09 | 0.91 | 1.00 |
| Final Sat.: | 1200 | 2345 | 55 | 1200 | 1415 | 2185 | 1850 | 550 | 1200 | 114 | 1086 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.07 | 0.07 | 0.14 | 0.08 | 0.08 | 0.15 | 0.15 | 0.10 | 0.00 | 0.04 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

APPENDIX E
Existing + Ambient + Cumulative Projects Conditions Level of Service Worksheets

 St John Fisher Church - Traffic Study
 Existing Weekday + Ambient + Related Projects + Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 82 Level Of Service: D

| Street Name: | Crenshaw Blvd | | | | | Crest Rd | | | | | | | | | | |
|--------------|---------------|---|---|-------------|---|----------|------------|---|---|------------|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | | |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | | | | | |
| Rights: | Include | | | Include | | | Include | | | Include | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

Volume Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 17 | 1100 | 17 | 95 | 266 | 498 | 193 | 56 | 62 | 23 | 22 | 102 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 17 | 1111 | 17 | 96 | 269 | 503 | 195 | 57 | 63 | 23 | 22 | 103 |
| Added Vol: | 3 | 5 | 0 | 6 | 4 | 7 | 5 | 4 | 0 | 0 | 3 | 5 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 20 | 1116 | 17 | 102 | 273 | 510 | 200 | 61 | 63 | 23 | 25 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 1116 | 17 | 102 | 273 | 510 | 200 | 61 | 63 | 23 | 25 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 1116 | 17 | 102 | 273 | 510 | 200 | 61 | 63 | 23 | 25 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 1116 | 17 | 102 | 273 | 510 | 200 | 61 | 63 | 23 | 25 | 108 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.05 | 1.95 | 1.54 | 0.46 | 1.00 | 0.48 | 0.52 | 1.00 |
| Final Sat.: | 1200 | 2364 | 36 | 1200 | 1254 | 2346 | 1842 | 558 | 1200 | 575 | 625 | 1200 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.47 | 0.47 | 0.08 | 0.22 | 0.22 | 0.11 | 0.11 | 0.05 | 0.01 | 0.04 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

 St John Fisher Church - Traffic Study
 Existing Weekday + Ambient + Related Projects + Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 59 Level Of Service: C

Street Name: Crenshaw Blvd Crest Rd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 1 1 1 0 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 30 201 2 245 243 727 440 46 82 2 19 130

Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01

Initial Bse: 30 203 2 247 245 734 444 46 83 2 19 131

Added Vol: 4 6 0 5 3 10 10 3 0 0 4 6

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 34 209 2 252 248 744 454 49 83 2 23 137

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 34 209 2 252 248 744 454 49 83 2 23 137

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 34 209 2 252 248 744 454 49 83 2 23 137

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 34 209 2 252 248 744 454 49 83 2 23 137

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75

Lanes: 1.00 1.98 0.02 1.00 1.00 2.00 1.80 0.20 1.00 0.08 0.92 1.00

Final Sat.: 1200 2377 23 1200 1200 2400 2164 236 1200 96 1104 1200

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.03 0.09 0.09 0.21 0.21 0.31 0.21 0.21 0.07 0.00 0.02 0.11

Crit Moves: **** **** **** ****

 St John Fisher Church - Traffic Study
 Existing Sunday + Ambient + Related Projects + Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Crenshaw Blvd & Crest Rd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

 Street Name: Crenshaw Blvd Crest Rd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 1 1 1 0 0 0 1

 Volume Module:
 Base Vol: 51 113 1 105 89 79 155 34 108 1 41 79
 Growth Adj: 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
 Initial Bse: 52 114 1 106 90 80 157 34 109 1 41 80
 Added Vol: 14 21 0 23 15 6 6 15 0 0 14 21
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 66 135 1 129 105 86 163 49 109 1 55 101
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 66 135 1 129 105 86 163 49 109 1 55 101
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 66 135 1 129 105 86 163 49 109 1 55 101
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 66 135 1 129 105 86 163 49 109 1 55 101

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
 Lanes: 1.00 1.99 0.01 1.00 1.65 1.35 1.53 0.47 1.00 0.02 0.98 1.00
 Final Sat.: 1200 2382 18 1200 1980 1620 1841 559 1200 21 1179 1200

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.06 0.11 0.05 0.05 0.09 0.09 0.09 0.00 0.05 0.08
 Crit Moves: **** **** **** ****

St John Fisher Church - Traffic Study
Midday Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Crenshaw Blvd & Crest Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

| Street Name: | Crenshaw Blvd | | | | | | Crest Rd | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Movement: | | | | | | | | | | | | |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 87 | 150 | 4 | 139 | 94 | 168 | 275 | 67 | 124 | 5 | 34 | 120 |
| Growth Adj: | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Initial Bse: | 88 | 152 | 4 | 140 | 95 | 170 | 278 | 68 | 125 | 5 | 34 | 121 |
| Added Vol: | 14 | 21 | 0 | 23 | 15 | 6 | 6 | 15 | 0 | 0 | 14 | 21 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 102 | 173 | 4 | 163 | 110 | 176 | 284 | 83 | 125 | 5 | 48 | 142 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 173 | 4 | 163 | 110 | 176 | 284 | 83 | 125 | 5 | 48 | 142 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 173 | 4 | 163 | 110 | 176 | 284 | 83 | 125 | 5 | 48 | 142 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 102 | 173 | 4 | 163 | 110 | 176 | 284 | 83 | 125 | 5 | 48 | 142 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 1.15 | 1.85 | 1.55 | 0.45 | 1.00 | 0.09 | 0.91 | 1.00 |
| Final Sat.: | 1200 | 2345 | 55 | 1200 | 1386 | 2214 | 1859 | 541 | 1200 | 114 | 1086 | 1200 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.08 | 0.07 | 0.07 | 0.14 | 0.08 | 0.08 | 0.15 | 0.15 | 0.10 | 0.00 | 0.04 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |

City Traffic Engineer's Memo

January 4, 2008



23084 Maple Avenue, Torrance, CA 90505
(800) 475-5557 / (866) 283-2519 (Fax)

January 4, 2008

TO: Ms. Leza Mikhail, Associate Planner
City of Rancho Palos Verdes

FROM: Jack Rydell, P.E., T.E., PTOE
Consulting Traffic Engineer

**ST. JOHN FISHER CHURCH FACILITY – CUP #96/ZON2007-00492
TRAFFIC STUDY REVIEW**

As requested, I have reviewed the December 21, 2007 traffic study for the subject project and offer the following comments.

1. Paragraph 1 on page 11 of the traffic study states:

“...The forecast of “Existing with Ambient” traffic growth provides a basis to which Project traffic impacts can be measured against.”

However the **Los Angeles County Traffic Impact Analysis Report Guidelines** includes the following statements:

“...If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary...”

“...Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance...”

Based on the above guidelines, the subject project plus cumulative projects would result in a change in v/c (the ratio of volume to capacity) of 0.021 at the intersection of Crenshaw Boulevard and Crest Road during the AM peak hour. This exceeds the 0.02 threshold for significance for a location currently operating at LOS D. The other analysis scenarios (PM peak, Sunday and roadway segment) do not appear to exceed the threshold for significance.

Due to various factors and considerations, it does not appear necessary for the subject project to mitigate this impact. However the discrepancy between the traffic study and the designated guidelines should be documented.

2. Table 6, identifying the related projects used to determine cumulative impacts does not include the Terranea development located on Palos Verdes Drive South, east of Hawthorne Boulevard. This is a significant project and may generate traffic at the study locations. A review of the traffic study for that development may indicate what traffic would be added to the study locations.

Although the addition of Terranea development traffic may further exacerbate traffic impacts at the study locations, if the volumes are significant they would reduce the subject development's fair share contribution for mitigations to a nominal level.

3. The existing volume count taken during the AM peak period on 11/29/07 shows a northbound through volume of 1,100 vehicles per hour. This volume seems high based on previous field observations of the intersection and the lack of significant development to the south.
4. The traffic study states that no on-street parking activity was observed during weekday or weekend periods. There are currently time limit parking restrictions on the south side of Crest Road east of Crenshaw Boulevard (adjacent to the subject property) that are typically used for loading and unloading activities. The applicant should be contacted to verify that this area is not currently being used for parking or loading/unloading activities related to the facility.
5. The traffic study appropriately includes trip generation calculations for the new gymnasium. Consideration should be given issuance of a CUP for the gymnasium so that any future organized regular activities at the gymnasium that are beyond the scope or intent of the current usage can be controlled. Of particular concern is the potential traffic and parking impacts in the area if the gymnasium were to be utilized for sports leagues or other activities that allow persons not currently associated with the church to use the gymnasium.

Overall, the traffic study has demonstrated that the subject project should have little if any adverse impact on the traffic circulation system within the City. However the above comments should be retained with the project application and the identified suggestions (items 4 and 5) considered as part of the approval process. If you have any questions regarding these comments, please contact me at (562) 252-2511.

JR: Traffic Study Review - 1-4-08

Proposed Phasing

St. John Fisher

May 30, 2008
 Ms. Leza Mikhail, Assistant Planner
 City of Rancho Palos Verdes Planning Department
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, CA 90275

2611 S. Coast Hwy 101,
 Ste 200,
 Cardiff, CA 92007

RE: Conditional Use Permit, Grading Permit, Environmental Assessment
 Sign Permit, Minor Exception Permit
 Case No. ZON2007-00492

www.hyndman-hyndman.com

(760) 634-2595
 Phone

(760) 634-0285
 Fax

Dear Leza,

At your request we are providing the following to supplement the above referenced CUP application relative to the timing of the anticipated phases of construction for the St. John Fisher project. Due to the fact that funding for the project is entirely made possible from donations and not financed it is not possible for phasing to be 100% certain. The following outlines the anticipated schedule.

Anticipated Phase One Construction

New Sanctuary
 Remodel of Existing Sanctuary to become Parish Activity Center
 All parking
 Site work in all areas that will not be impacted by future phase construction including;
 All street frontage landscaping, all landscaping not affected by future construction, fire department access provisions serving phase One buildings, all retaining walls
 Remodel/conversion of existing Convent to become Rectory
 Demolish existing Rectory, Existing youth building on east side of property

Anticipated Phase Two Construction

New Administration Building
 Remodel existing administration to meeting rooms
 Construct new preschool
 Construct new library for school to replace existing library same size
 Construct new art room for school
 Landscape and minor site work/tie into existing sidewalks etc. for remaining site around phase two constructed areas

Timing of Phases

Phase One will begin construction approximately September 2009 with estimated construction duration of 18 months. Construction document plans cannot be started until CUP is final.

Phase Two is anticipated to be completed within approximately 10 years from the completion date of Phase One. Due to funding, it is possible that the Phase Two will be broken into more phases all anticipated to be completed within approximately 10 years from the completion date of Phase One.

Thank you,

Shelly Hyndman
 Hyndman & Hyndman Architects

Correspondence Letters

(Support and Concerns)



Daughters of Mary and Joseph

Regional Office

5300 Crest Road, Rancho Palos Verdes, CA 90275-5004

September 15, 2007

Ms. Leza Mikhail

Associate Planner

City of Rancho Palos Verdes Planning Department

30940 Hawthorne Blvd.

Rancho Palos Verdes, CA 90275-5391

Dear Ms. Mikhail:

This letter addresses the St. John Fisher Church Proposed Development, Conditional Use Permit Application, and its relevance to us as neighbors of the Church, the Daughters of Mary and Joseph.

Our relationship with the St. John Fisher Church gives us immense satisfaction. We fully support this current building project. Regarding the issues of view impairment, I have examined the new site master plan and do not foresee any negative impact on our present location. I also understand, from a conversation with the pastor, Msgr. David Souk, that there will be some minor grading on our side of the property line in preparation for the building of a retaining wall on the Church grounds. Msgr. assured me that this grading is a temporary situation and that the original landscaping on our property will be restored.

As an educator in the Archdiocese for 47 years, I certainly approve of ample play areas for the children of St. John Fisher School and see no problem in the extension of same. This applies equally to the need for new parking areas proposed along the east property line and any lighting required.

Thank you for involving the Daughters of Mary and Joseph in the planning stages of the Church building project.

Sincerely,

Sister Nuala Briody, Regional Administrator

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

Planning Commission
City of Rancho Palos Verdes

June 12, 2008

Dear Planning Commissioner,

We live across the corner from Saint John Fisher Church property on Mela Lane. We have reviewed the plans for the new church and property up - grades of their site.

This is a good plan, and we want you to know we are in favor of it.

There are no significant impacts. Some talk about the height or view, but this no not a problem. In the distance beyond this property, there is another hillside. There is nothing being blocked from our neighborhood. Perhaps it is just the appearance of the cross that some find offensive. But this is the United States, and it's just fine with us.

This would be a beautiful building sitting right on the corner. Please approve this application.

Sincerely,

Marvin Kuehler
32 Mela Lane

Leza Mikhail

From: Karen Theresa Fissore [ktwynne@yahoo.com]
Sent: Tuesday, June 17, 2008 12:19 PM
To: pc@rpv.com; LezaM@rpv.com; davidltomblin@sbcglobal.net; jeff@jefflewislaw.com; pltetreault@netzero.com
Subject: the remodel proposal for the church at crest and crenshaw

I am in favor of the current proposal for a church remodel, for St. John Fisher.

It would be a welcome addition to that corner (crenshaw and crest) especially with the design of the facade facing the street. it's nicer to see elegant buildings along the street rather than hidden behind ivy and fences.

Whenever i drive in that area of RPV, there is so little traffic it is amazing. I'm sure the appropriate studies have been done showing that there is NO traffic problem. People will continue coming and going at various times for services and church activities, as they are now.

The new remodel would be great for the community. please support the proposal and proceed with the approval for construction.

thank you.

Karen Fissore

Leza Mikhail

From: Karen_Craig@Toyota.com
Sent: Tuesday, June 17, 2008 10:09 AM
To: LezaM@rpv.com
Subject: St. John Fisher Church Upgrade

Attn: Leza Mikhail
Associate Planner
Planning Department
RPV City Hall

Dear Ms. Mikhail,

I am writing to express my support of the proposed St. John Fisher Church remodel. I live in the Mesa Palos Verdes neighborhood and spend much time in that vicinity both walking and driving. Our entire family looks forward to the beautification of that intersection and the addition of new church bells. It will be a delight to hear the bells softly chiming during the daylight hours!

Kind Regards,

Karen Craig and Mark Billnitzer
29719 Stonecrest Road
Rancho Palos Verdes, CA 90275
(310) 541-0890
home email: reader@verizon.net

Leza Mikhail

From: Heather Burr [heatherburr@cox.net]
Sent: Tuesday, June 17, 2008 7:43 AM
To: Leza Mikhail
Subject: St. John Fisher Church and School

June 16, 2008

Leza Mikhail, Associate Planner
Planning Department
Rancho Palos Verdes City Hall
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275

Dear Planning Department,

I have received a solicitation from an anonymous neighbor in the Island View Community to protest the plans for the St. John Fisher project. I, in fact, completely support the project and hope for it to go ahead. I live in the neighborhood directly across the street. I drive up and down Crenshaw and Crest all day long. I can't see how anyone's view could be jeopardized.

The balloons, which I assume represent the bell tower, and the structure are barely above the huge trees which are currently there. I have gone to look at the plans, and it seems to me that a beautiful church on the corner, instead of ivy, chainlink fence, and overgrown trees will be a benefit to our community.

In talking to neighbors, there seems to be concern about bells and traffic.

I personally think that the sound of church bells ringing at particular times would be lovely, as they used to be all over America. I think to consider it noise pollution is nonsense, as is the notion that it would lower my property value. As for traffic, the only two days a year that there is overflow parking on Crenshaw Blvd. are Easter and Christmas. I have been assured that there are more than the required parking spots for the church. This church is not trying to be a mega church soliciting parishioners from faraway outlying cities. It is here to serve the residents of Palos Verdes.

I might add, that the school property is also to be upgraded, which is also a very worthy cause. The hall there is often used for the public, including many boy scout and girl scout events, as well as Art at Your Fingertips. I believe this project should move forward, and hope you will approve it.

Sincerely,
Heather Burr
46 Santa Barbara Drive
Rancho Palos Verdes, CA 90275
(310) 541-4815

Leza Mikhail

From: A. Wu [maseratipilot@yahoo.com]
Sent: Monday, June 16, 2008 4:03 PM
To: lezam@rpv.com
Subject: New St. John Fisher Church

Dear Leza-

I am writing in support of the St. John Fisher building project.

As a licensed Architect and a adjacent homeowner/member of the Ridgecrest HOA, I understand the need for a process of community involvement and planning prior to the construction of a project and everyone needs to voice their opinion. However, please remember that most construction projects are an attempt to improve a property and as a result can increase property values of surrounding neighborhoods. (BTW I don't think the Portuguese Bend neighborhood went for the worse when Wayfarer's Chapel was built.) This planning approval process should not be held up by a few vocal NIMBY minority and the City should see this as an assest for the City and also as a beautification project. As you are aware, some people will have very weak/trivial reasons to deny this project and I hope the City will overlook their futile attempts and see the big picture.

The current Crest/Crenshaw intersection is well, for a lack of better words...boring. Something needed to be done there. Here is an opportunity that something grand be placed at the intersection. Too bad the proposed church is short in height. Frankly, after seeing the story poles I was disappointed in its small size and height. Anyways, it is about time something is being done to replace the 1960's vintage non-descript church building. Besides, this new church could win an architecture award and be published nationally!

Sincerely,

Anthony Wu, Architect C-23485
5401 Meadowdale Lane, RPV

Leza Mikhail

From: Jack Beal [rpvjack@yahoo.com]
Sent: Saturday, June 07, 2008 9:39 AM
To: lezam@rpv.com
Cc: Larry Clark; Peter Gardiner; Tom Long; Douglas Stern; Steve Wolowicz
Subject: re. Mitigated negative Declaration

I received the City of Ranch Palos Verdes notice of the changes/building proposed at St. John Fisher church on the corner of Crest Rd. and Crenshaw Blvd.

I live in Island View almost directly across from the church and my home backs onto Crenshaw Blvd.

I walked our streets this morning and found that very few homes will have a view of the bell tower/steeple. In fact only a few homes at the intersection of San Clemente and Santa Barbara will have a view of the bell tower steeple. The view from my back yard is negligible

My personal opinion is that a well designed proposed structure could enhance the view.

With regard to the bells, I have no objection. I can hardly see how bells could be more intrusive than the noise from trash trucks, gardeners lawn mowers/blowers and what seems to be everlasting remodeling in the community.

Leza Mikhail

From: barbara shen [barbarashen@cox.net]
Sent: Wednesday, June 11, 2008 11:17 AM
To: LezaM@rpv.com
Subject: Fw: St John Fisher Building Project

Subject: Fw: St John Fisher Building Project

Dear Mr Mikhail:

Our family is highly in favor of the building project at St John Fisher.

**It is a perfect location for a church building
The views are not impacted, and there is sufficient open space around
There is no legitimate traffic problems because this is an existing church
This church has served the community and neighborhood for decades.
No problem with the addition of the pre school because these are coming in the same car
and car pool
is very popular among the students.**

**We are happy to see this project built to serve the community . and cant wait for it to
be completed .**

It is so urgently needed in this day and age. I hope we can get going soon

**Peter and Barbara Shen
6521 Via Baron,
Rancho Palos Verdes, Ca 90275**

Leza Mikhail

From: Sara Bowlus [grandmasara1@verizon.net]
Sent: Thursday, June 12, 2008 6:07 PM
To: Davidltomblin@sbcglobal.net; jeff@jefflewislaw.com; pltetreault@netzero.com
Subject: New Church

I am writing to request you give due consideration to the plans for a new Catholic Church. The parish needs new facilities and has been a good member of the community for the past 40 plus years. It does not seem to impact views of surrounding neighbors nor will it cause any additional traffic for the capacity for occupancy does not appear to be measurably increased. I believe the new church will be an asset to the peninsula and will improve the use of the facility. Sara Bowlus

Leza Mikhail

From: Sean Armstrong [sarmstrong@westportcp.com]

Sent: Friday, June 13, 2008 2:16 PM

To: LezaM@rpv.com

Dear Leza:

I am a resident of Rancho Palos Verdes. I am strongly in favor of the St John Fisher project. In my opinion, the project will not have a significant impact on the neighborhood by virtue of its location and design on the property. Obviously, it will be visible from the street. However, the design is of a very high quality and aesthetic nature. Given the elevation of the parking lot surface, it will not detract in any significant way from natural views. The object of the project is to complete the original design intention of the parish, which was to have the existing church building eventually become a parish activity center, once the parish was established and a "permanent" church could be constructed.

The parish does not intend to significantly expand its activities, merely address the needs of the existing parishioners, many of whom are RPV residents. The parish will be as good a neighbor as possible through construction, attempting to minimize as much as possible the impacts on the surrounding neighborhoods.

The project will add to the character of the environment by giving the corner more "definition" and give passersby a small view of what is expected to be a very attractive and inspiring building.

Thanks

Sean F Armstrong

Sean F. Armstrong
Principal
Westport Capital Partners LLC
2361 Rosecrans Avenue, Suite 375
El Segundo, CA 90245
(310) 294-1233 office
(310) 561-3113 cell
(310) 643-7379 fax
sarmstrong@westportcp.com
www.westportcp.com

Leza Mikhail

From: Lisa Counts [lhuntcounts@aol.com]
Sent: Friday, June 13, 2008 4:37 PM
To: LezaM@rpv.com
Cc: Lisa Counts; sarmstrong@westportcp.com; jon.rewinski@hellerehrman.com; Dave Kurt; Shelly Hyndman; maseratipilot@yahoo.com; Herbert Kaighan; dsork@yahoo.com; johnmollyslaught@verizon.net; Luigi; Anthony Wu; laingram@cox.net; sjfmusic@yahoo.com
Subject: St. John Fisher CUP

Dear Ms. Mikhail:

I am writing in support of the St. John Fisher Church Development Plan Conditional Use Permit application. I reside in Rancho Palos Verdes and am a long time resident of the Peninsula, having lived here since 1966. I am also an urban planner with experience in long range and community planning.

St. John Fisher has been a good neighbor and an important member of the Palos Cerdos community for more than forty years, providing religious services to more than 3000 families, educating several generations of children in its school, and spearheading countless charitable outreach activities. The proposed church structure is on the site of the parish's originally proposed church and will be a beautiful landmark at the top of the hill that welcomes all. It is not a new single family residence that must blend in with the rest of the neighborhood, but instead is meant to be recognized as something beautiful and special, seen and not hidden.

The proposed new church structure blocks no city or ocean views from adjacent neighborhoods. An efficiently laid out parking lot replaces the old, while maintaining plenty of parking for the church's weekend masses. A recent traffic study shows that there would be no significant changes in levels of service on the nearby streets. The Conditional Use Permit should be approved.

Sincerely,

Lisa Hunt Counts, AICP

Leza Mikhail

From: jtcoumts@aol.com
Sent: Friday, June 13, 2008 4:36 PM
To: LezaM@rpv.com
Subject: Saint John Fisher New Church Project

Leza Mikhail, Associate Planner
Planning Department
Rancho Palos Verdes City Hall
30940 Hawthorne Blvd., Rancho Palos Verdes, CA 90275

Dear Ms Mikhail,

I am writing today in reference to the new building project for the Saint John Fisher Church. I am 100% in support of this project and am very excited that there will finally be some new architecture in our fine city.

So many of our public buildings are of World War II vintage. We simply moved in and changed the furniture. Shopping Centers are boring. They are utilitarian at best. It seems that no one has had any new ideas in the last 30 years. When I saw the plans and drawings for this new church at the corner of Crest and Crenshaw, I thought finally, we will have some inspiration in our neighborhood.

When approaching this intersection while driving, we will be met with a most welcome sight; a church rising out the trees, spiraling towards the heavens. The location is perfect. Since it sits at the pinnacle of the hill, it will not block anyone's view. Since all parking concerns are met, it will not impact surrounding neighborhoods. Since it is a tree protected location, there should be no noise issues. Since there is no additional land usage, I can't see how anyone could possibly complain about this project.

My only concern is that there might not be any bells in the bell tower. Hopefully the addition of bells will be approved and we can all look forward to a warm and welcoming gathering place in our neighborhood reminiscent of those small New England towns where everyone sips their morning coffee to the soft sounds of church bells.

Place me in the "YES" column.

Sincerely,
John Counts
Rancho Palos Verdes, CA
jtcoumts@aol.com
(c) 310-344-9747

[Get the Moviefone Toolbar](#). Showtimes, theaters, movie news, & more!

Leza Mikhail

From: brianvini [leamy@cox.net]
Sent: Monday, June 16, 2008 12:17 PM
To: LezaM@rpv.com
Cc: LHuntcounts@aol.com
Subject: St John Fisher Planned Expansion

I am writing this email in support of the St. John Fisher parish project to build a new church and enlarge the school facilities on the existing church property at the corner of Crenshaw and Crest Roads.

The increasing Catholic population on the Palos Verdes Peninsula, plus the attendant increase in the numbers of young and school age children, has made the construction of a new larger church and expanded school facilities highly desirable if not imperative. Completion of the proposed plan would enable the existing church to be converted into a gymnasium/recreational center for the youth of the area. Such facilities are lacking on the hill and are badly needed.

I hope that the Planning Commission will enthusiastically endorse and approve the issuing of a Conditional Permit for this project.

Sincerely, Brian Leamy

Leza Mikhail

From: Robert B. Cooper [robert.cooper@moltoncooper.com]
Sent: Monday, June 16, 2008 11:14 AM
To: Leza Mikhail
Subject: St John Fisher - Proposed Changes

Ms Mikhail:

I have been solicited by one of my neighbors in the Island View Development - which is directly across from St. John Fisher Church and School - to provide opposition to the project.

On the contrary, I am fully in support and believe the claims being made by certain individuals are without foundation.

Yes, the traffic could increase but no doubt there would not be more traffic generated than already exists. Perhaps the proximity on the corner of where the Church Sanctuary is to be located is an issue but it will provide a backdrop to the members of the church and will actually enhance what is already there, in my opinion.

Frankly, I do not see any reason to oppose the project as it is well designed as I have reviewed the plans from the RPV website.

Robert Cooper
25 San Clemente



June 10, 2008

SAINT JOHN FISHER PARISH

"CELEBRATING LIFE IN THE LIGHT OF CHRIST"

RECEIVED

JUN 13 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

Mr. Frank Livoti
5207 Valley View Rd.
Rancho Palos Verdes, Ca. 90275

Dear Mr. Livoti,

On behalf of Monsignor David Sork, I would like to thank you and the other members of the Valley Ridge Homeowners Association for taking the time to discuss the St. John Fisher Parish Building Project with us yesterday. The success of this building project is a major milestone in our parish history and we are hopeful that our neighbors will find the project a benefit to the community when it is completed.

We hope that your questions regarding early morning construction noise, construction parking, site lighting, and current parking vs. proposed parking were answered. Most of these issues are addressed in our application or are included as mitigation measures. In addition, we look forward to working with you to address the concerns you have regarding the proposed church bells and the sound they generate.

We understand your group's concern with the bells and their potential impact on your neighborhood. At our meeting, as a major concession, Monsignor Sork agreed to use electronic carillons rather than traditional bronze bells to enable us to adjust the volume of outgoing sounds. In addition, we would limit the ringing of the carillons to the hours listed in our conditional use permit application.

The City has no noise ordinance regulating bell sounds, so we have no standards of acceptable noise levels to measure any noise study if one were done. In spite of this, we hope to work out a reasonable approach to mitigating your concerns. As Monsignor Sork related to you, bells are an important part of our Catholic tradition and while it is very important to us to be well received by our neighbors, we must also minister to the spiritual needs of our parish community.

We are hopeful that our mutual give and take will result in a satisfactory solution for all concerned.

Sincerely,



Lisa Counts

St. John Fisher Building Committee Chairperson

Cc: Alan Weissman

Msgr. David Sork

Dave Kurt

✓ Leza Mikhail, Associate Planner

5448 CREST ROAD * RANCHO PALOS VERDES, CALIFORNIA 90275-5097
☞ PARISH OFFICE (310) 377-5571 * FAX (310) 377-6303 * E-MAIL: INFO@SJF.ORG ☞

RECEIVED

JUN 13 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 10, 2008
RPV Planning Commission
Ref: CUP 96, St John Fisher Church

Dear Planning Commissioner,

Please accept this letter in support of the proposed re-development of the St. John Fisher Church site.

Though we had heard of this project some time ago, it is good to finally see it moving forward. Our house is right across the street from this site, where we have lived for 28 years. As we turn that corner a couple times a day, it is clear that it is a perfect location for a church. Further it has been our experience for all these years that this congregation has been a very good neighbor.

But we were interested in what would be happening there. So last year we actually went to a planning session, where their architect, Shelly Hyndman presented the designs and lay out for the property. It was very informative. Their detailed presentation explained how the property could best be re-developed, and the alternative designs were displayed with models. It was impressive to see such an elaborate process going on in the parish to arrive at a well-vetted and most suitable design.

This is the best part; the new church on the corner is an impressive structure and an excellent use of the site. The design of the church building is beautiful and will become an outstanding addition to that corner.

Those who speak against it, probably have not seen the model and don't understand the studies and planning that has been going on. The posts, flags, and balloons may cause some concern, but the high points represent the steeple and the cross on top of that. It is an outstanding design. I can't see how this blocks any ones view, as our house looks down into the existing parking lot there is just no view issue.

Just a note about parking and traffic, which others will certainly bring up. But that's because they don't understand that this is an existing church and school property. It has services and other teaching activities happening at different times and days. Like other schools, car-pooling is a common practice. We know from first hand experience, there is no legitimate basis for concern. Speculation by some uninformed public does not over ride the reality of the facts.

Finally, it is important to note that this development has followed the city's required process and if approved, it will be built in compliance with applicable ordinances, standards, and building codes.

We are in favor of the application. Please do the right thing and approve the project.

Thanks for listening,



Don Wynne
9 Mela Lane
Rancho Palos Verdes, CA 90275

Leza Mikhail

From: Masberger@aol.com
Sent: Monday, June 16, 2008 2:06 PM
To: LezaM@rpv.com
Subject: St. John Fisher Church

To: Leza Mikhail, Associate Planner
From: Marion A. Scharffenberger
Re: St. John Fisher Proposed Church Plan

Leza:

As a long-time parishoner of the St. John Fisher Parish I would just like to register my approval for the new proposed building at the church site on Crest Road and Crenshaw Blvd. I hope that they will have little difficulty receiving their Conditional Use Permit.

Thank you,

Marion A. Scharffenberger

Gas prices getting you down? Search AOL Autos for fuel-efficient [used cars](#).

June 18, 2008

Dear Leza Mikhail:

We are ardent supporters of the Building Project being proposed by St. John Fisher Parish. We have been parishioners at St. John Fisher since moving to Rancho Palos Verdes in 1979. We have raised two children, now 19 and 20 years old, first by attending St. John Fisher School and then by participating in Religious Education. It is truly our home away from home and is such a central part of our lives.

We are an active and vibrant parish which uses the facilities to near capacity for our multitude (approximately 100) ministries. The charity work, for our community, that is possible due to the dedication and commitment of our generous and active community can only be expanded for the good of the Palos Verdes community and beyond.

The biggest obstacle of raising our kids in this parish was lack of facilities for our youth. There are just a few places in our community, various churches and The Annex that provide a wholesome environment for our children. St. John Fisher will be another vibrant resource to nurture the youth in our community.

The current church building was originally designed to be a recreation center. That is why it is a big, rectangular box. The proposed church building has been designed with our liturgical needs in mind. Plus the space in the existing church can finally be utilized for its original purpose, an activity center for both youth and seniors.

The success of the building campaign pledges by existing parishioners indicates to us that fellow parishioners see a great need for a total rework of our parish campus.

We live in Del Cerro, at the end of Crenshaw Blvd., and agree that there will be no additional impact to traffic or parking since that impact is based on the number of parishioners is independent from any kind of church building project.

Hopefully the St. John Fisher building project will additionally benefit the community by addressing the unsightly power lines (and multitude of cell phone equipment) and bushes that currently occupy the corner of Crenshaw Blvd. and Crest Road. We also support a bell tower that is consistent with the other churches in Palos Verdes. With the housing market in decline, a beautiful new, welcoming Parish will enhance our property values.

As neighbors, who must drive past the church to get to most destinations, we observe smooth, considerate traffic flow with the existing mass schedule and parish activities. This should not change with the construction of a new church building.

Over the years, Del Cerro, Island View and Valley View all exit the neighborhood past St. John Fisher and through the intersection of Crest Road and Crenshaw Blvd. Monday – Friday, morning and evenings (and probably less so on Sunday mornings). The daily commute activity will in no way be impacted by relocating the church building closer to the corner and adding some other facilities for the school.

Thank you for considering all points of view when reviewing this building project.

Sincerely,

Rick and Lori Daniels

Leza Mikhail

From: Des Armstrong [desiarmstrong@hotmail.com]
Sent: Wednesday, June 18, 2008 10:50 AM
To: lezam@rpv.com
Subject: SJF New Church

Dear Ms. Mikhail, My name is Desmond Armstrong and my wife and 2 children have been loyal residents of Rancho Palos Verdes since 1970. I wish to express my complete support for the new church at St. John Fisher.

Our Catholic community is 3100 families strong and we will not experience huge growth because of our new church.

In contrast to Rolling Hills Covenant Church we are not reaching out to the South Bay for our congregation. There are many other Catholic churches in the immediate area so our numbers and therefore parking should not be a problem. Our only overflow of parking would only be twice a year at Christmas and Easter.

Our new campus will provide a better and safer environment for our school children. They will now have a play area on grass and basketball hoops and the end of our campus away from Crenshaw. Any noise from children at play will be minimized for local residents.

This building plan for a new church is one which was put forth and worked on with LA County 40 plus years ago. It is only now that that plan can be brought to reality. I understand many residents in the locality of the church at Crest and Crenshaw bought their homes with the anticipation that property values would rise because of the proximity of the church.

I believe historically this is true rather than values declining because of the church being there.

This new campus will be a positive for the community as a whole, and a safe gathering place for our children to pray and play.

I thank you and the Planning Commission for your time and consideration of our new church plan.

Respectfully yours,

Desmond A. Armstrong.

THE REWINSKIS
2648 Via Olivera
Palos Verdes Estates, CA 90274

June 18, 2008

By e-mail

Ms. Leza Mikhail
Associate Planner
City of Rancho Palos Verdes

Re: St. John Fisher Project

Dear Ms. Mikhail,

I write as a parishioner of St. John Fisher and resident of Palos Verdes in support of the St. John Fisher construction project. Although I realize that the construction will cause some inconvenience to neighbors (as it will to parishioners), I believe that once completed, the improvements to the campus will offer significant benefits to the greater Palos Verdes community and those living in the adjacent neighborhoods.

Although many of our neighbors may not realize it, the current church was designed to be a parish hall, not a church. Although built several years ago, the building was intended to serve as a church only temporarily, until a suitable church was built on the campus. The original plans for the site reflect that the church was to be built at the corner of Crest and Crenshaw. Thus, the St. John Fisher community now is merely implementing its original plan to build its church. Many residents of Palos Verdes have waited a very long time for this project and have endured numerous problems and inconvenience caused by the fact that the building currently used for worship was not designed to be a church.

The new church will be beautiful. In considering this project, please remind people early and often that this project does not involve the construction of a private home or a business, but rather a church on church property. Of course, the new church will be visible, as places of worship have been from the beginning. Churches are built to be seen. They have crosses and bell towers. They have high ceilings. Nevertheless, mindful of our neighbors, the architect designed the new church with features that will soften its impact. For example, the bell tower and cross are off to the side, as opposed to directly on the corner of Crest and Crenshaw. The building will generally be rounded with a curving roof-line, as opposed to a fortress-like structure. It will have elongated arched windows that project an airy feel. It will be surrounded by trees and landscaping that further soften the building's impact.

The new church and other improvements to the campus should not create any problems in terms of traffic or noise. With respect to traffic, I defer to the

Letter to Ms. Leza Mikhail
June 18, 2008
page 2

formal study prepared at the City's request. It concluded that the improvements will not have any impact on traffic. This makes sense. The church serves a parish within defined geographic boundaries. Unless whole neighborhoods decide to convert, one would not expect the improvements to create more traffic.

Once the new church is built, neighbors should experience less noise. For example, the existing church does not have an interior gathering space through which one may enter the worship space — one of the problems with using a building not designed to be a church. As a result, people gather outside the building (near Crenshaw) and the building has exterior loudspeakers so that people intending to enter the church know whether services have already commenced. Noise caused by this situation should be greatly reduced once the new church is built. The new church will have an interior entrance space. Also, the entrance to the new church will face the interior of the campus — that is, away from the adjacent neighborhoods. Thus, people will not congregate along the Crenshaw boundary before and after services. Because people will gather and enter the new church from the interior of the campus, those living in the adjacent neighborhoods, particularly across Crenshaw, should experience less noise.

I know that some neighbors have expressed concerns about noise from the bells in the bell tower. This is a legitimate concern that should be worked out by placing reasonable limits on the volume, duration and use of the bells.

The improvements to the site will significantly improve the aesthetics of the campus. For example, the existing stone wall with the large letters "St. John Fisher Church" at the corner of Crest and Crenshaw will be removed. The chain-link fence running along Crenshaw will be removed. The brambles and overgrown ivy on the Crenshaw side and part of the Crest side of the property will be replaced with landscaping — flowers, bushes, grass and trees. The unattractive building on Crest near the corner of Crenshaw (which is currently being used as a rectory) will be removed. From the perspective of those looking at the campus from the corner of Crest and Crenshaw, the site itself will be vastly improved.

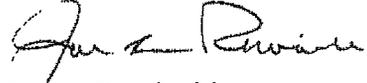
A parking lot currently sits on the Crest/Crenshaw corner of the campus (behind the stone wall and chain-link fence). Of course, cars using that portion of the parking lot make noise and release exhaust fumes, particularly on weekends. On weekdays, that portion of the lot is used instead as a play area for schoolchildren, who naturally generate a volume of noise as well. Because of the placement of the new church, parking and the play area for schoolchildren will be moved to the interior of the campus — that is, away from those living across Crenshaw and Crest. These changes should also reduce noise, as well as exhaust

Letter to Ms. Leza Mikhail
June 18, 2008
page 3

fumes, to those living in the adjacent neighborhoods. This is another benefit that the improvements will bring to our neighbors.

Thank you for encouraging all those interested in this process to talk through the issues. The St. John Fisher community has waited for a long time to build a church. The campus will be vastly improved, adding value and enjoyment to the greater Palos Verdes community and the adjacent neighborhoods. Therefore, I support the project.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Jon L. Rewinski".

Jon L. Rewinski

Leza Mikhail

From: Bo Bowlus [enginebo1@verizon.net]
Sent: Tuesday, June 17, 2008 10:44 PM
To: LezaM@rpv.com; Bo Bowlus
Subject: St. John Fisher

Leza Mikhail
Associate Planner
Planning Department
Rancho Palos Verdes City Hall
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275

Dear Ms. Mikhail,

I am writing to let you know I am a great supporter of the new St. John Fisher Church building. I have been a resident of the peninsula since 1969 and have known that the original plans called for a church on the corner. You may know that the present church was intended to be used by the youth of the parish. It has taken 47 year to get to the point of making this possible. The building of a new church will allow the youth to have a safe and supervised place to meet. The facility will be used by the young of the church and their friends.

I realize that you will get the standard objections of traffic, noise, crime and property values. These are not legitimate reasons to object to a project that will serve the existing members and will enhance the community. The parish has been at this location for more than forty-five years and to my knowledge the church has had no problems with any of these issues. Since the membership will remain the same, the use remains the same except for youth using the present church. You will probably get a objection that it is too big, too high and too massive, yet we are building houses that are too big, too high and too massive.

I hope that you look at this favorably with as few conditions as possible. I believe the building fits on the site and is a beautifully designed structure and it would be a shame if major changes are imposed

Sincerely,

Monier Bowlus
28427 Quailhill Dr.
Rancho Palos Verdes, CA 90275
310-541-2767

>
>

Leza Mikhail

From: Joel Rojas [joelr@rpv.com]
Sent: Wednesday, June 18, 2008 12:48 AM
To: 'Leza Mikhail'
Subject: FW: St. John Fisher Church

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

From: Bo Bowlus [mailto:enginebo1@verizon.net]
Sent: Tuesday, June 17, 2008 10:34 PM
To: pc@rpv.com
Subject: St. John Fisher Church

> Mr. Stephen Prestam
> Rancho Palos Verdes Planning Commission
>
> Dear Mr. Prestam
>
> I am writing to let you know I am a great supporter of the new St.
> John Fisher Church building. I have been a resident of the peninsula
> since 1969 and have known that the original plans called for a church
> on the corner. You may know that the present church was intended to be
> used by the youth of the parish. It has taken 47 year to get to the
> point of making this possible.
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> the use remains the same except for youth using the present church. You
> will probably get a objection that it is too big, too high and too
> massive, yet we are building houses that are too big, too high and too
> massive.
>
> I hope that you look at this favorably with as few conditions as
> possible. I believe the building fits on the site and is a
> beautifully designed structure and it would be a shame if major
> changes are imposed
>
> Sincerely,,

>
> Monier Bowlus
> 28427 Quailhill Dr.
> Rancho Palos Verdes, CA 90275
> 310-541-2767
>
>

Leza Mikhail

From: Brian Wynne [brianjwynne@yahoo.com]
Sent: Wednesday, June 18, 2008 1:28 PM
To: LezaM@rpv.com
Subject: St. John Fisher is a good project

Hello,

I am writing in support of the St. John Fisher project. I am not a parishoner there, but I am familiar with the site. I appreciate the preservation of views by retaining open space at the corner, and have seen that the parish and school has long done a good job of carpooling. This seems to be an increasing trend in general.

I encourage you to approve this project.

Thank you,

Brian Wynne

Leza Mikhail

From: pvbryans@sbcglobal.net
Sent: Wednesday, June 18, 2008 2:15 PM
To: LezaM@rpv.com
Cc: 'Lisa Counts'; shelly@hindman-hindman.com
Subject: Saint John Fisher Project

Leza Mikhail, Associate Planner

City of Rancho Palos Verdes

Rancho Palos Verdes City Hall

30940 Hawthorne Blvd.

Rancho Palos Verdes, Ca. 90275

Dear Ms. Mikhail,

I am a 25-year resident of Palos Verdes and an active member of Saint John Fisher Parish. I am writing you to express my support for the SJF project currently pending approval.

The building we are currently using for a Church was never intended to be the permanent sanctuary, but was designed as an assembly hall. The intent was to build this building first, because it was less expensive, and then build a fully functioning church on the corner of Crest Road and Crenshaw Boulevard when the parish had sufficient funds. The existing building would then be used as multi-purpose building. Because the current facility was not designed as a church, it lacks many features required in a fully effective facility. The new facility has been designed to comply with the Current requirements of the Roman Catholic Church and will include a proper sacristy, vestibule, Stations of the Cross, Blessed Sacrament Chapel, and adequate restroom facilities.

One of the major concerns of our parishioners is providing activities that will keep our youth involved. With the conversion of our existing Church back into it originally intended use we will have a space to provide a viable youth program.

Sincerely,

2324 Carriage Drive

Rolling Hills Estates, Ca 90274

310-548-0580

Leza Mikhail

From: HAW QUAN [pvquan@verizon.net]
Sent: Wednesday, June 18, 2008 2:22 PM
To: LezaM@rpv.com
Subject: Support for St John Fisher Expansion

We would like to voice our support for the new St John Fisher Church building. It is needed and would enhance life in RPV. We urge you to approve the project after the hearing on 6/24/08. We have resided in RPV before its incorporation.

Norman and Helen Quan

Leza Mikhail

From: HarWr9@aol.com
Sent: Wednesday, June 18, 2008 3:24 PM
To: LezaM@rpv.com
Subject: St. John Fisher Parish Development Plan

Dear Ms. Leza Mikhail, Associate Planner

I wish to extend my enthusiastic support for the St. John Fisher Parish Development Plan. I am a resident and homeowner of Rancho Palos Verdes for nine years now, after retiring completely from my native city of San Francisco. I do indeed like this town very much, and I believe that this building plan will be a great asset to this community. The need is great for space for the youth of our community. Volunteer ministry space is indeed needed. Being this is the only Catholic church in Palos Verdes, I need to go to St. Lawrence Martyr Catholic Church in Redondo Beach whenever I wish to get an early start on a trip on Sunday morning as they have a 7 AM Mass. The first Mass at St. John Fisher is at 7:30 AM.

St. John Fisher parish has excellent community relationships. For example the A.A., scouts, senior citizens are a few not counting all the out-reach programs that are so important and needed.

The design process working with parish community was from the inside out. This church will service our community, not a mega church for the entire South Bay.

I wish to thank our pastor Msgr. David Sork for having the foresight of the needs of the community and expect that you will also with your approval.

Sincerely,

Harry Wrin

Gas prices getting you down? Search AOL Autos for fuel-efficient [used cars](#).

Leza Mikhail

From: Abele, George [GeorgeAbele@paulhastings.com]
Sent: Wednesday, June 18, 2008 3:26 PM
To: LezaM@rpv.com
Cc: abele.home@verizon.net
Subject: St. John Fisher Church -- Conditional Use Permit #96

Dear Ms. Mikhail:

I am writing to express my strong support of the St. John Fisher project. I live on Academy Hill (near Chadwick School), and my children attend St. John Fisher School. In addition to meeting the needs of the Church's parishioners, the building project also will enhance St. John Fisher's role in the community by providing a safer environment for its school children and by providing a safe environment for children to socialize outside of school.

Currently, St. John Fisher school children have recess and Physical Education class on a parking lot. The redesign of the campus sought under the Conditional Use Permit provides not only for a grassy area on which children can play, but also for dedicated basketball courts that will not double as a parking lot. Separating the children's play area from the parking area, and providing a grass area for recreation, will greatly enhance the safety of the children attending the school and help to prevent injuries and accidents. The building project also provides for a Youth Activity Center, which will include a gymnasium. This Center will provide a place for elementary school children and high school children alike to socialize in a safe environment.

The concerns that have been raised are overstated or inaccurate. The new Church is not an imposing structure. Its unique design will result in only a portion of it being visible from the street. What will be seen is much like other houses of worship in the City, and is likely to be viewed by most as an attractive architectural addition. It will not detract from natural views enjoyed by the surrounding community. The height of the bell tower serves a purpose for the parish, and, given the design and surrounding landscaping, it will not be an imposing structure. For many it will evoke memories of small-town life centered around houses of worship. The bells in the tower will not ring "constantly" as has been stated in opposition to the project. Rather, they will ring about 3 or 4 times a day, for only 60 seconds at a time. The addition of the new Church and the accompanying redesign of the surrounding area is not expected to increase the number of activities or people using the facilities. Thus, there will be no traffic, parking, or noise issues of note. Finally, there is no basis for assuming that property values in the nearby neighborhoods will be adversely affected.

St. John Fisher is, and will continue to be, a good neighbor to the surrounding communities. This project adds to, rather than diminishes, St. John Fisher's role and contribution to the community. I greatly appreciate the time and energy that you and the City are devoting to your review of the project.

Sincerely,

George W. Abele
 26617 Academy Drive
 Palos Verdes Peninsula, CA 90274

 IRS Circular 230 Disclosure: As required by U.S. Treasury Regulations governing tax practice, you are hereby advised that any written tax advice contained herein was not written or intended to be used (and cannot be used) by any taxpayer for the purpose of avoiding penalties that may be imposed under the U.S. Internal Revenue Code.

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For additional information, please visit our website at www.paulhastings.com.

June 17, 2008

To: Planning Commission
City of Rancho Palos Verdes
c/o Leza Mikhail

FROM: Dennis Branconier
5354 Whitefox Dr., RPV
378-3441

RE: My support for the St. John Fisher building proposal

I would like to express my full support of the building project proposed for St. John Fisher parish.

Generally, there is no greater source of stability for a local population than a church. Churches strengthen identity within a community and promote service among neighbors. This is why church buildings are and should be prominently visible. We take this for granted in an upscale area such as PV. But in the roughest inner-city neighborhoods, with graffiti and trash, churches are often the only buildings spared of physical disrespect. It is important for everyone, whether or not they personally practice religion, that churches be prominent in every community.

Specifically:

- One of the reasons for the building project, besides finally completing the site plan that was approved over 40 years ago, is to provide a safe and healthy social and recreational environment for the youth of the parish. This further reinforces the element of stability for the community.
- The architecture and landscaping that will be visible from the surrounding area will not block views and will further enhance the beauty of the area.
- Traffic and noise from the use of the church property should not be different than it is now. If the corner stairway prompts people to park on Crest or Crenshaw, they are both wide streets with no residences and thus should not cause undue concern to the neighbors.
- Though I have no way of proving this beyond my own observations, I believe St. John Fisher parish has been a good neighbor and will continue to be so.

I hope you are able to approve the project with a minimum of conditions. Any time and money required to address conditions will take resources away from the important needs that the parish fulfills on its limited budget. Thank you for your efforts on behalf of our city.



CITY OF
ROLLING HILLS ESTATES

4045 PALOS VERDES DRIVE NORTH • ROLLING HILLS ESTATES, CA 90274
TELEPHONE 310.377-1577 • FAX 310.377-4468
www.ci.Rolling-Hills-Estates.ca.us

FACSIMILE TRANSMISSION COVER SHEET

DATE: 6/18/08

TO: Mr. Joel Rojas

FIRM NAME: _____

FAX NO. _____ MAIN NO. _____

FROM: David Wakba

CITY HALL FAX NO. 310-377-4468 CITY HALL MAIN NO. 310-377-1577

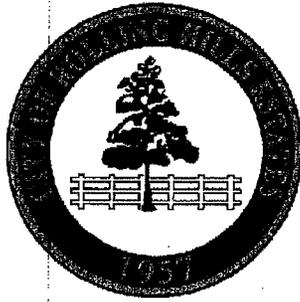
THIS FAX CONSISTS OF 3 PAGES (INCLUDING COVER SHEET). IF

THERE ARE ANY PROBLEMS WITH THIS TRANSMISSION, PLEASE CONTACT:

Comments on St. John Fisher MND.

TRANSMISSION COMPLETED BY: _____ TIME: _____

FRANK V. ZERUNYAN
Mayor
 JUDY MITCHELL
Mayor Pro Tem
 JOHN C. ADDLEMAN
Council Member
 SUSAN SEAMANS
Council Member
 STEVEN ZUCKERMAN
Council Member
 DOUGLAS R. PRICHARD
City Manager



THE CITY OF
ROLLING HILLS ESTATES

4045 PALOS VERDES DRIVE NORTH • ROLLING HILLS ESTATES, CA 90274
 TELEPHONE 310.377.1577 FAX 310.377.4468
www.ci.Rolling-Hills-Estates.ca.us

June 18, 2008

VIA FACSIMILE AND MAIL

Mr. Joel Rojas, AICP
 City of Rancho Palos Verdes
 Planning, Building and Code Enforcement Department
 30940 Hawthorne Boulevard
 Rancho Palos Verdes, CA 90275

Re: Proposed Mitigated Negative Declaration for Conditional Use Permit #96 – Revision “D”,
 Grading Permit, Minor Exception Permit and Sign Program for the St. John Fisher Master
 Plan

Dear Mr. Rojas,

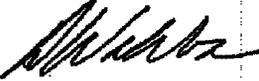
Staff appreciates the opportunity to provide comment on the proposed Mitigated Negative Declaration (MND) for the modification and expansion of St. John Fisher church. After reviewing the associated Environmental Checklist and Traffic Study prepared by KOA Corporation dated December 21, 2007, we offer the following comments:

Traffic Study:

1. The traffic study only includes cumulative projects from the City of Rolling Hills Estates (Table 6). The study should include all cumulative projects within the City of Rancho Palos Verdes in the analysis, several of which are closer than the RHE projects.
2. The traffic study must calculate the level-of-service for roadway segments based on the peak hour or peak 15-minute period, not daily volumes in accordance with standard industry practices. Trip generation is not spread over the entire day and street capacity is based on peak hour.
3. The traffic study fails to identify what capacity values were used for the roadway segment level-of-service analysis, particularly per-lane capacity. Further, the study does not show how the roadway segment level-of-service was calculated. This information must be included in the text and appendix.
4. The traffic study should analyze the potential traffic impacts of construction vehicles, particularly the grading operation for 30,688 yards of cut and fill. Restrictions should be placed on operating times, frequency, and queuing on the street. In addition, any construction management plan should be reviewed and approved by the City of Rolling Hills Estates.

Again, we appreciate the opportunity to provide comment and hope that our comments be addressed prior to project approval. Should you have any questions or need additional information, please do not hesitate to contact either myself or Niki Cutler, AICP, Senior Planner at (310) 377-1577, ext. 115, or by email at nikic@ci.rolling-hills-estates.ca.us.

Sincerely,



David Wahba
Planning Director

CC: RHE Mayor and City Council

Leza Mikhail

From: Alvin Edgerton [alnathye@msn.com]
Sent: Tuesday, June 17, 2008 4:25 PM
To: Leza Mikhail - RPV Planner; Joel Rojas
Subject: St. John Fisher's Proposed Project

We are residents of the Del Cerro development (120 residential lots) and our only ingress/egress is via the intersection of Crest Rd. & Crenshaw Blvd. We have the following concerns over this project:

- Construction traffic and parking

We request that no construction parking, queuing, storage or staging be allowed on public streets. We also request that all construction traffic be routed via Crest Rd. and not via the Crenshaw Blvd. entrance to the church property. The speed limit on this portion of Crenshaw was recently increased to 40 mph (and is often ignored), making routing of slow-moving construction equipment unsafe, particularly when foggy.

Secondly, the traffic/parking analysis makes no mention of where church service parking will be for services during the construction period. The church now has 5 masses & their lots are full for several of these with the existing parking. Will they be displaced onto our streets? Is it possible to ask the church to bus congregants in from off-site gathering areas?

- Post-Construction Parking

The proposed sanctuary size is significantly larger than the existing one and the proposed on-site parking is reduced modestly. The church currently holds 5 masses because neither the church nor the parking lot can accommodate the volume. We have been told by church members that the church's leadership wants to reduce the number of masses to 2 per weekend because of a shortage of priests, putting further strain on the limited parking spaces. Also, the EIR parking analysis only dealt with mass attendees, not staff or bible class attendees or participants in other activities that run in parallel with masses and also require parking. We don't think it's good policy or safe to allow on-street parking for streets with 40 mph speed limits. The project needs to significantly increase on-site parking.

- Bell Tower

We understand that several communication companies have expressed interest in the use of the proposed bell tower for antennas; yet no mention is made of this in the plan.

- Bell Ringing

The proposed frequency of bell ringing seems to be excessive for a residential neighborhood and should be substantially reduced. They would also be distracting to the nearby public school.

- Neighborhood Compatibility

The surrounding neighborhood is semi-rural residential with mostly ranch or Mediterranean motifs. The ultra-modern proposed design is out of character with surroundings and is more fitting in downtown LA or Las Vegas, not RPV. The structure's mass is much too close to the

intersection and is significantly over-sized relative to surrounding buildings. The height of the sanctuary pad above the street accentuates its prominence in the neighborhood. Re-positioning it in the center of the church property would vastly diminish this issue.

Thank you for your consideration of our concerns.

Kathy & Al Edgerton

Leza Mikhail

From: chhlawrb3@aol.com
Sent: Wednesday, June 18, 2008 10:34 AM
To: lezam@rpv.com
Subject: Construction at St. John Fisher Church

CHARLES H. HACK
5417 VALLEY VIEW ROAD
RANCHO PALOS VERDES, CALIFORNIA 90275
310-541-6381

June 13, 2008

VIA TELECOPIER
-310-544-5293-
AND email lezam@rpv.com

LEZA MICHAIL
Director of Planning and Zoning
CITY OF RANCHO PALOS VERDES
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90274

RE: Construction at St. John Fisher Church

DEAR MS. MICHAIL:

My family and our neighbors live near the intersection of Crest Road and Crenshaw Boulevard. Neither my neighbors nor my family received public notices of the proposed construction at St. John Fisher Church. Our residence on Valley View Road is well within 500 feet of the proposed construction site, and in light of the non-compliance with the public notice requirement and the negative impact the construction period and resultant structure will have on our use and enjoyment of our residence, we respectfully request that all plans and construction be terminated immediately.

My neighbors and I are concerned that the proposed construction will result in such a large and massive building of 4 to 6 stories and that its location will be overbearing and unsightly. The structure will be visible from inside and outside of our residence and from the front and back yards: A certain invasion of privacy.

We are already asked to tolerate an unacceptable noise level from the service schedules of the church and its school activities. We can already hear the early morning services and activities held throughout the day. The proposed construction will result in a stark

increase in noise, as we understand that there is a plan for a bell tower that would have a bell ringing on the hour from 8:00 am until 6:00 pm. This incessant noise is intolerable in a residential neighborhood.

There is already a traffic problem with the activities at the church and school. There are lines of cars entering and leaving services and school, often causing u-turns at intersections and driveways. Often the parking lot is inadequate and parking spills out onto Crenshaw Boulevard and Crest Road. The proposed construction will greatly exacerbate already unbearable traffic conditions.

The negative impact that the church's proposed construction will have on privacy, noise pollution and traffic concerns will clearly carry over and cause a decline in the value of our real property interests.

Allowing the church to carry out its proposed construction is violative of the basic principles of blending into the surrounding neighborhood and breaks the spirit of good neighbors living harmoniously together. We live in a residential area, not an inner city/commercially zoned area. All that comes together to make our city and our neighborhood so attractive will suffer if the construction is allowed.

We ask that our opposition be noted and that public notice requirements, zoning regulations and common sense are followed.

Very truly yours,

FOR THE HACK FAMILY

Get the Moviefone Toolbar. Showtimes, theaters, movie news, & more!

DONALD SCHWARTZ

RECEIVED

JUN 18 2008

June 11, 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

Director of Planning, Building and Code Enforcement
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275-5391

RE: Conditional Use Permit#96

Revision "D" Grading Permit, Minor Exception Permit and Sign Program for the St. John Fisher Master Plan

Dear Sir:

Your letter of May 31, 2008 indicates that a bell will be rung from a newly built church Steeple that will be 72 feet high. The bell will be rung "intermittently between the hours of 8:00 AM Monday through Saturday and 8:50 AM and 6:00 pm Sunday".

On the second page of the letter it is indicated that your office "has determined that this project will not have a significant effect on the environment".

We find nowhere in the letter documentation as to level of sound from the bells, how far the sound will carry etc. The term "intermittently" is remarkable as to the non-specificity as to how often the bell may be rung and for how long.

A study must be performed with a bell hung at the proposed level. The bell should be the expected number of decibels as will be used. If such a study is performed, and the noise level is found to be acceptable, then it can be stated that there is no significant effect. Until then it is speculation and supposition that such a noise will be acceptable, and we oppose such a bell.

Yours truly,



Donald Schwartz



Betty Schwartz

38 SANTA BARBARA DRIVE
RANCHO PALOS VERDES, CA • 90275
PHONE: 310/544-1138 • FAX: 310/544-1188

RECEIVED

JUN 18 2008

DWIGHT J. YODER
24 SANTA CATALINA DRIVE
RANCHO PALOS VERDES, CALIFORNIA 90275-6603
310-541-8529

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 18, 2008

Mr. Joel Rojas
Director of Planning, Building and Code Enforcement
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Re: Proposed Mitigated Negative Declaration Permit, St. John Fisher Church

Dear Mr. Rojas:

I am a resident of the Island View neighborhood of Rancho Palos Verdes. In this letter, I am submitting my comments and concerns regarding the permit noted above. I did not receive the notice directly as I am apparently not within 500 feet of the subject property. I will have a comment on the distribution of the notice later in this letter.

As a general comment, I support St. John Fisher Church in its efforts to meet the needs of its community. The church is a neighbor, and an asset to the community. I believe the goals of the church could be better accomplished by certain changes in the proposed construction plan.

First, I believe it is inappropriate to permit the construction of an 88 foot bell tower/steeple in close proximity to the edge of the applicant's property, and the intersection of Crest Road and Crenshaw Boulevard. The applicant has stated that the bells will ring "intermittently" throughout the day. Presuming that the sound of the bells will radiate evenly in all directions, the city could map circles showing the areas expected to hear such bell ringing. Regardless of the size of such circles, placement of the bell tower/steeple in the corner of the St. John Fisher Church property results in approximately three fourths of any such "circle of sound" falling outside the church property. As a result, the operation of the bells is not, first and foremost, for the benefit of the church. The bells will be heard primarily by adjacent residents. I am confident a number of such residents will favor you with their views on this matter. I am unable to understand the reasons compelling a church to place a bell tower/steeple on the edge of a large piece of property it controls, and impose the sound of its bells on a community that, to the best of my knowledge, didn't request the benefit of such bells.

Joel Rojas
June 18, 2008
Page 2

Second, I drive through the intersection of Crest Road and Crenshaw Boulevard almost every day. Such intersection is a 4 way stop. (And, no, I would not support putting a traffic system signal at such intersection.) I can tell you from years of observation that a large segment of the drivers who arrive at this intersection find the concept of waiting their turn, or even knowing if and when it is their turn at a four way stop, is a significant intellectual challenge. Adding an 88 foot bell tower/steeple for motorists to gawk at will provide a distraction that cannot possibly add to traffic safety.

Third, St. John Fisher Church and related church activities cover an enormous amount of land, in comparison to residences in Rancho Palos Verdes. I believe it would be much more appropriate if the applicant placed bell tower/steeple in a more central location on its property. In such case, the "circle of sound" would fall, first and foremost, on church property. The sound would be heard, first and foremost, by those who most desire this benefit.

Fourth, I believe a central location for the bell tower/steeple is a more architecturally compatible placement of such a structure. I am not an architect or designer. But, in my experience, the bell towers I am aware of are placed in the central part of their campuses. As a test of this concept, I would suggest a "disaster test". If, as a result of some disaster, the bell tower/steeple were to fall over intact, would it land entirely on church property? If so, the applicant would have much more defensible position relative to placement of such bell tower/steeple.

Fifth, I think the city of Rancho Palos Verdes needs to exercise extreme care in the permitting of an 88 foot structure. To the best of my knowledge, a structure of this height is unprecedented in the history of the city. The sky tower at Marineland is long gone. The communication tower behind the synagogue of Crestridge Road, and the radar domes (the "golf ball") on Crest Road also predate the formation of the city. This bell tower/steeple will meet this same "405" test the communication tower and the golf ball now meet. It will be visible from the 405 freeway.

In addition, if the applicant is permitted to build a bell tower/ steeple with a height greater than its setback from the property line, other churches may request to do the same. Personally, I would encourage this religious arms race if this bell tower/ steeple is approved. Why shouldn't the three house of worship on Crestridge Road also be permitted to build 88 foot high steeples if they so choose?

Joel Rojas
June 18, 2008
Page three

Sixth, I believe the city has failed its citizens by sending notification of the pending construction of an 88 foot tall bell tower/steeple to a small group. As I understand it, this notice was sent only to those within 500 feet of the structure. To the best of my knowledge, residents are not permitted to build new residences higher than 16 feet. Before such construction, a framework of the structure must be erected and all parties within 500 feet must be notified. Thus, there is a requirement for a 500 foot notification circle for a 16 foot structure. By that standard, it hardly seems unreasonable to expect that the pending construction of an 88 foot structure would warrant the notification of all parties within 2,750 feet. In failing to meet this broader standard for notification, I fear the city has created some significant ill will in the community as residents whose eyes tell them they are impacted by this construction received no message from anyone explaining what on earth it is.

As a result, if there is a second round of notifications and hearings, I recommend the city require that notices be distributed to a much broader area surrounding this project.

Thank you for any consideration you may give to my comments.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Dwight J. Yoder". The signature is fluid and cursive, with a long horizontal stroke at the end.

Dwight J. Yoder

Leza Mikhail

From: Yola Gerst [bkrisy1@yahoo.com]
Sent: Wednesday, June 18, 2008 2:46 PM
To: lezam@rpv.com
Subject: St.John Fisher construction

Leza Mikhail
 Planning Department
 Rancho Palos Verdes,

Dear Ms. Mikhail,

My letter is in regard to the proposed construction at St.John Fisher church at the corner of Crest Road and Crenshaw Blvd., in Rancho Palos Verdes.

My family of 4 adults reside at 28829 Crestridge Road, just below St.John Fisher church, so what ever they do, does impact our family.

We are against the ringing of bells at anytime of the day as it is disruptive and annoying, and the excessive height of the bell tower.

Our daughter has fibromyalgia with all of it's side effects...migraine headaches being one. Ringing of church bells will only acerbate the situation, screwy sleep patterns another.

Also, the children at Ridgecrest would be affected by the ringing, hard to study when bells are ringing or talk over the sound.

If the request is granted, how long do you think it will be before all the other churches request to ring bells?

The new sanctuary with the bell tower and cross to reach 88', is excessive.

We are not in medieval times, that we are looking for sanctuary and need a sign to guide us. Unless they are planning on someone staying in the bell tower all the time as a lookout for the enemy. "One if by land and two if by sea".

Driving across Crest Road, that I do quite frequently has a pleasant serene view. We do not care to look at a massive tower and cross, it becomes an eye sore.. It isn't as if the church were in the middle of a lot of tall buildings and hard to find. It's out in the open, no other buildings are in it's line of sight to block it making it hard to find.

Our other concern is the dump trucks and supply trucks traveling up and down Crenshaw Blvd. Crenshaw Blvd., between Crest and Crestridge Road has a bad blind curve going North. Can the trucks going down Crenshaw Blvd. stop in time for the light at Crestridge?

The intersection has always been an accident waiting to happen. We suggest that a flag man be stationed on Crenshaw Blvd., going north, during working hours to flag down the trucks in time for the red light.

Sincerely,
 Yola Gerst

Irwin Gerst
Sharon Chipman
Richard Chipman
28829 Crestridge Road
Rancho Palos Verdes,
CA 90275
310-377-3894

CITY OF RPV
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90274
Attn: Director of Planning and Zoning and Ms. Leza Michail

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

Dear Director of Planning and Ms Leza Michail.

We live on San Clemente Drive in the Island View neighborhood which is in close proximity to St. John Fischer Church.

It has come to our attention that the Church is planning to build a large structure which also includes a tall steeple structure with bells that will ring as undesignated times.

The problems with this are several.

1. There is already a current traffic problem. The driveway to the Church, on Crenshaw Blvd., is a traffic issue. The pitch of the steep driveway causes cars to not stop on the driveway, but to roll out onto Crenshaw Blvd., causing a hazardous situation. Often, especially during Church hours and school drop off and pick up, there are dangerous traffic issues. There are numerous traffic accidents at the corner of Crest Blvd. and Crenshaw Blvd. caused by the increased traffic going and coming to the Church location. We feel the proposed building will only cause this condition to worsen.

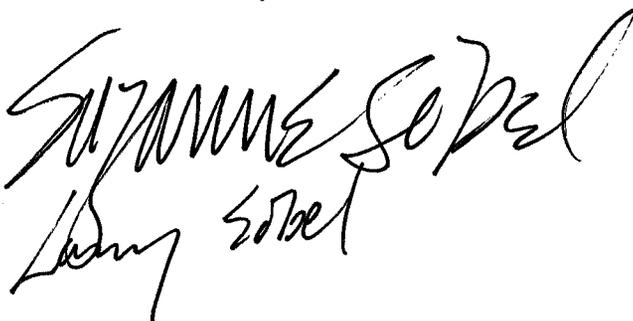
2. NOISE

There is already a noise issue with the current Church. The addition of more building and especially a bell tower is an invasion our privacy. Bells ringing during the day is not appropriate for a residential community. IF the Church was located in a commercial area... perhaps the case would be otherwise. WE DO NOT WANT TO HEAR BELLS ALL DAY LONG!

3. THE PROPOSED BUILDING OF MASSIVE SIZE WITH A HUGE STEEPLE ETC, IS NOT IN KEEPING WITH THE SURROUNDING AREA.

WE HOPE THE CITY OF RPV WILL CONSIDER THE NEIGHBORS OF THE CHURCH AND KEEP ANY NEW CONSTRUCTION TO SUCH THAT IS CONDUSIVE TO PROMOTING HARMONY TO THE NEIGHBORHOOD CONSIDERING... **NOISE, BUILDING SIZE, STEEPLE SIZE AND RELIGIOUS ORNAMENTATION.**

Sincerely,
Suzanne and Larry Sobel
23 San Clemente Drive
Rancho Palos Verdes, CA 90275



Philip L. Johnson
5340 Valley View Road
Rancho Palos Verdes, California 90275
Tel: (310) 544-9803
Fax: (310) 544-9843

TRANSMITTED VIA FACSIMILE ONLY

June 17, 2008

Director, Planning, Building and Code Enforcement
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275

Attn: Director of Planning and Zoning

Re: St. John Fisher Master Plan: Remodel and Expansion

Dear Sir:

We have resided in the City of Rancho Palos Verdes since June 1986, exactly twenty-two years. All of that time, we have occupied the same home on Valley View Road, which is the street immediately south of St. John Fisher Catholic Church.

In approximately 1994, as we recall, St. John Fisher applied to erect a bell tower equipped with bells that would ring intermittently throughout the day. Through the efforts of our homeowners association (Rancho Crest Homeowners Assn.) and other adjoining associations, St. John Fisher became convinced their plan was not a good idea and abandoned the project.

Now, once again, we face exactly the same problem. St. John Fisher wants to erect a bell tower that will, without a doubt, infringe on the privacy of its neighbors and invade the privacy of the surrounding homeowners by subjecting them to unwanted noise at any and all hours. It is our understanding that absolutely no studies have been conducted of the decibel levels expected to be generated by the bell tower. Such a study should be a requirement of this project. It is also our understanding that St. John Fisher has responded to questions concerning where the noise will be greatest or where the noise will be pointed with only vague answers. When a project of this magnitude is being planned, the concerns of surrounding neighbors must be addressed and answered to their satisfaction.

Unfortunately, it appears that St. John Fisher has attempted to skirt the concerns of its neighbors. In 1994, each and every homeowner on Valley View Road was informed of the application and proposal. As a result, an informed neighborhood

Director of Planning, Building and Code Enforcement
June 17, 2008
Page 2

objected to the plan and managed to defeat it. This time around, very few residents on Valley View Road received written notice of the application and plan. As a result, many residents have concluded that this project is being managed in a secretive manner, which is contrary to the city's requirements. One would think that a church, especially, would be interested in being considered a good neighbor. Unfortunately, because of the lack of notice, many on the street have concluded exactly the opposite, i.e., that the project is being rushed through without any consideration of its effect on neighbors. That is truly unfortunate, but that is the result of high-handed tactics.

We have reviewed the City of Rancho Palos Verdes Environmental Checklist Form and note that issues related to noise are not given the importance in that form that is expected. One of the major issues related to this project is the effect of the bells on the neighbors. What study was conducted to arrive at the opinions and conclusions expressed in the form? It is apparent that the individual completing the form was more interested in the noise generated during construction than the long-term effects of the bells in a residential neighborhood.

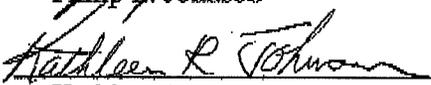
This form states that bells will be rung Monday through Saturday at 8:00 a.m., 12 noon, 5:05 p.m. and 6:00 p.m.; and on Sundays at 8:50 a.m., 10:35 a.m., 12 noon, 12:20 p.m., 4:50 p.m. and 6:00 p.m. How was that schedule selected? What will be the schedule on Christmas, Easter and other special days? Will the bells ring for midnight mass? Will the bells ring for Easter sunrise service? There are simply too many unanswered questions for this project to be approved.

Additionally, the project would decrease the number of parking spaces available at St. John Fisher. As any resident of the area will attest, the Sunday traffic on Crenshaw Blvd., leading down to Valley View Road, is already a major problem. On special days, such as Christmas and Easter, church attendees park on Crenshaw Blvd and on Valley View Road, making entrance and exit extremely difficult for residents of Valley View Road. For that reason alone, additional study of this project must be conducted.

For these reasons, among others -- that we hope to express to the Planning Commission on June 24th -- we object to the St. John Fisher project and request that the city deny the conditional use permit requested by St. John Fisher.

Sincerely,


Philip L. Johnson


Kathleen R. Johnson

Arun and Janet Chaudhuri
19 San Clemente Drive
Rancho Palos Verdes, CA 90275
310) 541-1121

June 16, 2008

Director of Planning, Building and Code Enforcement,
90940 Hawthorne Blvd.
City of Rancho Palos Verdes
FAX 310 544-5293

**Subject: The June 24, 2008 Public Hearing of the St. John Fisher
Construction Project & Draft Mitigated Negative Declaration**

Dear Sir:

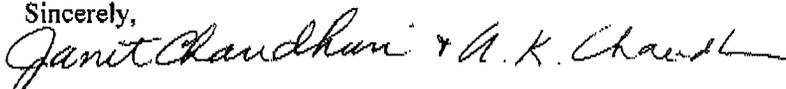
We received from our homeowner's association a copy of the public notice concerning the Proposed Mitigated Negative Declaration for the St. John Fisher Master Plan. Our home is within the walking distance of the proposed construction, and **we are opposed to the massive construction as described in the Master Plan of St. John Fisher on the corner of Crest and Crenshaw Blvd. We request that the construction request be denied immediately and that no further construction take place until and unless the concerns of the nearby residents living near the Church are mitigated and resolved.**

To briefly summarize here, the concerns are:

1. **Invasion of privacy.** In a residential neighborhood, a large and massive building that is 4-5 stories high in that location would be overbearing and unsightly.
2. **Noise problem.** Approval of this Master Plan would overwhelmingly increase the noise from St. John Fisher that already exists. The quietness of the neighborhood that we have enjoyed over these long years will be gone forever.
3. **Traffic problem.** Currently there is a traffic problem at the intersection of Crest Road and Crenshaw due to immense growth of residential developments in the past 10 years as well as from parishioners attending services at St. John Fisher. St. John Fisher attendees cause traffic jams, delays and increase potential accidents. Further growth of parking lots for St. John Fisher would definitely have a negative traffic impact on Crest and Crenshaw Blvd. intersection.
4. **Good neighbor policy.** The proposed St. John Fisher building is a massive and intrusive structure that is contrary to the basic concept of blending into the surrounding area with its neighbors and breaks the good neighbor spirit of living together harmoniously. We do not want this negative impact on our residential neighborhood.

We request that this project be stopped until such time the St. John Fischer authorities meet directly with the homeowners near its location, review with them their concerns and limit the project to mitigate their concerns. Ours is a major neighborhood consisting of a complex demographic whose voices should be heard regarding this building project.

Sincerely,



Janet and Arun Chaudhuri

DOUGLAS BUTLER

A PROFESSIONAL CORPORATION

ATTORNEY AT LAW

28441 HIGHRIDGE ROAD, SUITE 303

ROLLING HILLS ESTATES, CALIFORNIA 90274-4872

CERTIFIED SPECIALIST - TAXATION LAW
PROBATE, ESTATE PLANNING & TRUST LAW
THE STATE BAR OF CALIFORNIA
BOARD OF LEGAL SPECIALIZATION

(310) 265-9999
FAX (310) 265-4995

June 17, 2008

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

Joel Rojas
Director of Planning
Planning, Building and Code Enforcement
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Re: Opposition to Proposed St. John Fisher
Master Plan Remodel and Expansion
Case Number ZON 2007-000492

Dear Mr. Rojas:

I am the owner of the property at 5417 Valley View Road, Rancho Palos Verdes, California 90275. I lived on Valley View Road from 1986 to 2006. The only reason I am not living there now is a medical disability which prevents me from walking up stairs in my home. I intend to return to live there when it is feasible for me.

I am opposed to the proposed St. John Fisher Church Master Plan Remodel and Expansion for three reasons:

1. **The Bell Tower Would Create Frequent Invasive Noise.** The bell tower is proposed to have chimes or a bell which will ring intermittently. My home is very close to the proposed sanctuary. The entry door to the sanctuary building and the sound of the bells would be directed toward my house. The ringing of the bells would be heard in my home every time the bells ring.

One reason I purchased the home was its quiet rural location. I remember the first night in the home how quiet it

Joel Rojas
Director of Planning
June 17, 2008
Page 2

was compared to my old residence in Los Angeles. That is the reason I have lived in Rancho Palos Verdes for over twenty years. The chimes on the bell tower will create regular and invasive noise, particularly on Sundays, which will disrupt the quiet enjoyment of the adjacent residences located on Valley View Road.

2. **The Proposed Project is Too Big and Would Impair Views.** The proposed bell tower is over 88 feet tall. The property sits 20 feet above the street level. If measured from the street level, the bell tower would be over 108 feet above the street level.

The sanctuary building would be over 48 feet high (68 feet if measured from the street level). **This is four times the height limitation for institutional zones.** The site being 15 to 20 feet above the street level intensifies the height and massiveness of the proposed development.

This proposed development is out of character for the City of Rancho Palos Verdes, California, particularly in this residential location which is totally surrounded by homes and families of many faiths.

This proposed development would have a substantial negative affect on scenic vistas. The sanctuary and bell tower as proposed would significantly impair views. The bell tower and sanctuary are out of character with the neighborhood. The bell tower and sanctuary at one of the highest points on the hill would prominently stick out. It would change the nature of the neighborhood from that of a rural neighborhood to an urban neighborhood. Once constructed there would be no way to mitigate the impaired views. The sanctuary and all buildings should be limited to 16 feet which is the height limitation in institutional zones.

From the survey of churches completed in 1994, there were no bell towers in the City of Rancho Palos Verdes as tall as the proposed bell tower. When you consider the site location of the proposed bell tower it would be 35 feet taller

Joel Rojas
Director of Planning
June 17, 2008
Page 3

than any other bell tower in the city. That is almost 50 percent higher than any existing bell tower in the community. (Please see Exhibit A.)

The closest church to St. John Fisher Church is the Community Church at 5640 Crestridge Road. It has a 68 foot bell tower. The church is located in a valley. This church does not use the bells because the bells disturbed the neighbors. (Please see Exhibit A.)

3. **Transportation.** A required one way traffic pattern on the site should be required for entry and exit to the church grounds should be limited to Crest Road only. Traffic currently exits on the site from both the Crenshaw and Crest Road exits. The two streams of traffic then intersect at the intersection of Crest and Crenshaw where they create a traffic jam at the four way stop because the church traffic exiting from two different exits meets again. If the church traffic was one way, the traffic jam at the four way stop would be reduced.

I do not believe any parking waivers should be given. The required parking according to the city code is over 600 spaces. The church currently has only 359 spaces and they want to reduce the required parking to 331 spaces. Yet the new sanctuary will have almost forty percent more seating and they want to reduce the required parking.

An Environmental Impact Report should be required before any further action is taken on the project.

An Environmental Impact Report could explore other alternatives to the proposed intense development on the site, the massive building, the view impairment, the traffic and most importantly the noise.

The proposed project will have significant negative environmental impacts. The proposed sanctuary and bell tower may be the tallest building in Rancho Palos Verdes. The proposed building site

Joel Rojas
Director of Planning
June 17, 2008
Page 4

is at the crest of the hill. It will significantly affect the scenic views and vistas of the neighborhood. It will change the character of the neighborhood.

The noise from the bells or chimes will have a significant noise impact on the neighborhood. Most other churches adjoining residential property in the city do not have bells. The proposed bells or chimes will ring intermittently at regular intervals as well as on special occasions. Those impacts are more likely to occur in the morning and on Saturday and Sunday and on church holidays throughout the calendar year.

The city has required noise mitigation efforts for construction that prevent construction activity on Sundays due to the noise impact on neighbors. The city has other noise regulations.

There is the issue of cumulative noise as a result of the proposed development. The sanctuary entrance and bells are pointed directly at the adjoining residential homes on Valley View Road. The homes are downhill and the noise is more likely to travel downhill and be intensified. There are no buildings or walls to buffer the noise.

In addition to the bells, the conversion of the old sanctuary to a gymnasium will cause more noise near the homes. The parking lot is being reconfigured to move the cars closer to the adjoining homes. The playground is being moved closer to the adjoining homes. All of these actions will cumulatively cause significant noise which negatively impacts the quality of life of the adjacent residents and the property value of their homes.

The land where the homes on Valley View Road now stand was once owned by the church. If the church had planned for such dense development they would have never sold the property and allowed homes to be built adjacent to the church. If an Environmental Impact Report had been prepared at that time perhaps it would have foreseen the problems where the church property is being densely developed to the detriment of a lovely, quiet residential neighborhood.

Joel Rojas
Director of Planning
June 17, 2008
Page 5

The proposed development will cause significant environmental impacts and a mitigated negative declaration is not appropriate. Please order an environmental impact report so the issues can be studied and alternatives explored.

Under the circumstances, an environmental impact report is required under the law of California when there are significant impacts on the environment.

Alternatives to Proposed Project.

When the bell tower was previously proposed some years ago on the property, the planning department suggested that the sound be limited to 50 decibels. (Please see Exhibit B.)

The noise from the bells would be limited if no bells or chimes were allowed or a 50 decibel limit were imposed at the property line. If bells are allowed, a continuous monitoring program should be implemented much like a construction noise program where there would be someone to contact twenty-four hours a day to report noise complaints. There should be a sound level limitation so that the sound from the church property will not be heard in the adjoining homes.

In addition to the bells, there will be additional traffic and parking noise, gymnasium noise and playground noise.

There are alternatives to the proposed development which could mitigate some of the negative environmental impact if they were studied, such as a smaller sanctuary. The entrance and exit of the sanctuary could face the intersection of Crest and Crenshaw so that the noise from the bells would be directed towards the traffic and not towards the adjacent residences.

As an alternative, the church could be required to have dense foliage surrounding the site particularly at the Crest-Crenshaw intersection. This would maintain the current neighborhood, hide some of the massive development and buffer some of the sound.

Dense foliage and sound barrier walls on the church property adjoining the Valley View homes could be required. This might shield some of the parking and playground noise.

Joel Rojas
Director of Planning
June 17, 2008
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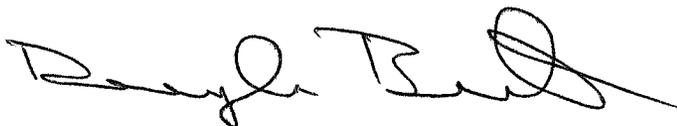
The city has noise standards for machinery in institutional zones. A city ordinance prevents any construction activity on Sunday to allow residents a day of quiet. The city needs noise standards so that the sound of the bells will not be heard by the adjoining residences. The church bells will ring intermittently on all days, particularly on Sundays when excessive noise is otherwise not allowed.

If the current city ordinances do not have adequate noise regulation, then the city should have a bell tower moratorium until an appropriate noise ordinance is passed and the Planning Commission should put this matter on hold until adequate noise standards can be developed by the City Council.

This project has very significant environmental impacts. It is a massive project. It impairs the vistas and views. There are significant noise issues. There are transportation and parking impacts. The project should not be considered until an environmental impact report has been completed and the city has passed a noise ordinance.

The best alternative is to deny the conditional use permit and not allow additional development to take place.

Very truly yours,



DOUGLAS BUTLER

DB:da:rs

Butler\RentalProperties\ValleyView\
PlanningCommission4.Ltr-061608

CUP NO. 96 - REVISION "B" SUPPLEMENTAL ATTACHMENT

| CHURCH | HEIGHT OF TOWER | BELLS |
|---|---|--|
| RANCHO PALOS VERDES | | |
| Ascension Lutheran Church 26231 Silver Spur | No tower Building 27.5' and the attached cross is 30' | No Bells |
| Christ Lutheran Church 28850 Western Ave. | 73' tower to the top of the cross | Bells not working (normally ring every hour) |
| Church of Jesus Christ Latter Day Saints 5845 Crestridge | approx. 50'- 60' Tower | No Bells |
| Pacific Unitarian 5621 Montemalaga | No tower | Carillon inside the church |
| Peninsula Baptist Church 5640 W. Crestridge | 68' tower to the top of the cross and 37' church | Bells not used due to neighbors objection |
| CUP NO. 96 - Revision "B" St. John Fisher 5448 Crest Road | Proposed 85' tower existing church 36'-6" | Bells proposed |
| St. Paul's Lutheran 31290 PV Drive West | No tower | No Bells |
| St. Peter's by the Sea 6410 PV Drive South | approx. 40' tower to the top of the cross (no illumination) | Amplifier system chimes on the hour from mid morning to evening everyday and all day Sundays |
| Wayfarer's Chapel 5755 PV Drive South | 60' tower illuminated all night for ships to navigate (referred to as "God's Candle") | 16 Bells ring every 15 min. from 8 am to 9 pm and on special occasions and weddings |
| PALOS VERDES ESTATES | | |
| Neighborhood Church 415 Paseo Del Mar | No tower | No Bells |
| St. Francis Episcopal Church 2200 Via Rosa | 10' tower | Manual bell rings 5-6 times for Sunday Services |

| ROLLING HILLS ESTATES | | |
|--|--|--|
| First Baptist Church of PV 28 Moccasin Lane | No tower | No Bells |
| Rolling Hills Covenant Church 2222 PV Drive North | 65' tower | Fake Bells - Tape and Amplifier system used for weddings and special occasions |
| Rolling Hills Methodist Church 26438 Crenshaw | 60' tower to top of cross and there will be a pencil wide beam of light to shine on the cross (Under Construction) . | No Bells |
| St. Luke Presbyterian Church 26005 N. W. 11th St. | No Tower | No Bells |

Exhibit "A"

Conditional Use Permit No. 96 Revision "B"

St. John Fisher Parish, 5448 Crest Road

1. The elevator shall not exceed 100 sq. ft. in area and shall not exceed in height 36'- 6" as measured from the lowest foundation adjacent to finished grade.
2. The addition to the sanctuary shall not exceed 1,004 square feet in area and shall not exceed 23'- 0" in height as measured from existing grade adjacent to the pad area for the addition.
3. The cross tower shall not exceed 100 square feet in area, and shall not exceed 50'-0" in height, as measured from the lowest foundation adjacent to grade to the top of the tower, and a maximum 15'- 0" high cross may be affixed to the top of the tower, for a maximum combined height of 65'- 0".
4. The structures shall maintain the following minimum setbacks:
 - a. The addition to the sanctuary shall be setback 140' from Crenshaw Boulevard.
 - b. The elevator shall be setback 70' from Crenshaw Boulevard.
 - c. The freestanding cross tower shall be setback 180' from Crenshaw Boulevard.
5. Bells, which shall not be located on the cross tower, or a recorded tape of bells can be used on Sundays only, and special religious holidays (as approved by the Director of Planning, Building and Code Enforcement) between the hours of 9 a.m. to 6 p.m.; and, shall not exceed 50 db as measured at the adjacent residential property lines.
6. Any illumination of the tower shall require a subsequent Site Plan Review application, and shall be subject to the review and approval by the Director of Planning, Building and Code Enforcement. If subsequently allowed, illumination shall not be allowed prior to 8 a.m. and shall not extend past 10 p.m., except for (City permitted) special occasions.

P.C. Resolution No. 94 -
page 3

7. The roof eaves for the sanctuary addition shall not exceed 4" per each one foot of required setback area.
8. The plans shall substantially conform (with the exception on the height of the bell tower specified above) to the plans submitted to the Planning, Building and Code Enforcement Department on November 9, 1993, and reviewed by the Commission on January 11, 1994.

RECEIVED

JUN 17 2008

E. Bruce Butler
30 Santa Barbara Drive
Rancho Palos Verdes, CA 90275

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 18, 2008

Director of Planning
Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275

Re: Proposed Mitigated Negative Declaration
St. John Fisher Plan

Dear Sir:

These comments address the inadequacies of the proposed Mitigated Negative Declaration.

(1) A comment period of less than three weeks on such a massive project seems to give the appearance that there is some urgency in approving the project.

(2) A two week frame structure on such a massive project seems to give the appearance that there is some urgency in approving the project.

(3) Declaration Subsection I. c. To suggest that an 18,400 foot building with a height of 48 foot and a 72 foot bell tower on the edge of the property directly opposite residential housing does not present bulk and mass impacts on its face is completely inadequate. It is inadequate to merely state that "to the extent that the building is determined to create bulk and mass impacts, then elements of the proposed project shall be reduced in height or architecturally modified to minimize said impacts." The Planning Commission should have no choice but to make a finding of bulk and mass impact from such a massive building on the edge of its site. The building could easily be placed along Crest Road where it would have the same dramatic view but would not tower over existing residences.

(4) Subsection I. d. While it is not certain that the external lighting can be contained, the declaration does not address the lighting impact of the building itself.

(5) Subsection XI. a. – c. The conclusion that section c. presents a less than significant impact is simply wrong. There will be a significant increase in ambient noise on a permanent basis both from the ringing of the bell and services in the sanctuary. To compare the times when construction is authorized with when the bells will be ringing is specious. Construction will end; the ringing of the bells will not. If the analogy has any validity then the ringing of bells on Sunday should be prohibited. A determination that the ringing of the bells will be "for a relatively short time" is in the ear of the recipient. The declaration does not address the noise coming from services in the building. Adequate sound proofing must be required so that neighbors are not required to participate in any function in the building.

(6) Subsection XV. f. The conclusion that parking issues present a less than significant impact is also wrong. A nine percent reduction in parking spaces in the face

of a gigantic new building clearly indicates that parking is an issue and its impact must be addressed.

Thank you for your consideration of these comments.

Respectfully submitted,

E. Bruce Butler

June 17, 2008

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

VIA FACSIMILE AND HAND DELIVERY

Mr. Joel Rojas, AICP
Director of Planning, Building and Code Enforcement
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Re: Comments on St. John Fisher Project
Your Letter dated May 31, 2008

Dear Mr. Rojas:

This letter is in response to your letter dated May 31, 2008 providing public notice regarding the plan for new construction at St. John Fisher site. As we are one of the property owners most negatively affected by this plan, we appreciate this opportunity to share our most serious concerns and objections.

Our family, including three children, resides at 15 Santa Barbara Drive within the Island View community, and our back yard abuts Crenshaw Boulevard. Our property and home are directly across the street from the present sanctuary and extremely close to the proposed bell tower and new sanctuary. We moved into our home in 1992 and have been good neighbors with St. John Fisher Church for over 15 years. We are Catholic and often attend mass there; two of our children attended school there for some years. Nevertheless, the proposed plan would significantly and adversely affect our right to enjoy our property in ways far beyond anything we expected.

First and foremost, we have grave concerns about the proposed bells. Contrary to the conclusions stated in the initial study, the noise put out by the bells would seriously and adversely affect our right to enjoy our property and would significantly lower our property values. Because our property and home are directly across the street from the existing sanctuary and extremely close to the proposed bell tower, any bell ringing at all, at any decibel level, for any length of time per bell ring, from such a tall structure will be extremely damaging. This damage will be exacerbated if it is permitted to continue for seven days a week, four times a day on weekdays including Saturdays, and six times a day on Sundays as stated in the initial study. And it will be further exacerbated the louder the bells are permitted to play, and the longer each bell is permitted to play.

Disturbingly, the initial study in its present form does not adequately address serious noise issues posed by the proposed bells and requires no mitigation of bell-related noise. At the outset, the initial study acknowledges that the City does not have noise level standards established in either the General Plan or by local ordinance. Moreover, although the initial study states that the noise will be "audible", no proposed decibel levels for the bells specifying location of decibel measurement are included in the initial study, and no studies on the potential adverse effects of the bell noise on the surrounding

residential community are included. In addition, although the initial study states that the bells would ring for “a relatively short period of time”, proposed lengths of time for each bell ring are not included in the initial study, and no studies to evaluate the potential adverse effects of the length of each bell ring on the surrounding residential community are included. This latter point is relevant as some bell programs include songs as well as long series of chimes. Moreover, the fact that the bells would ring on a set schedule would not mitigate the damage caused while they ring. We appreciate that St. John Fisher needs a larger capacity sanctuary and additional facilities to meet its needs, but bells and a bell tower are simply functionally unnecessary to meet these needs. And an “approve now, set standards later” approach to the bells begs the question of the appropriateness of the bells in the first place. We believe that our property and the properties of others will be damaged no matter what standards are established for the bells’ use.

Second, we are concerned about the visual effects of the proposed sanctuary, especially the bell tower. Its sheer mass, bulk, and especially height are far too great for the residential neighborhood in which it would sit, especially the one story homes abutting Crenshaw directly across the street. Because the proposed pad for the project is listed as 15-25 feet above Island View residences, from our property directly across the street from the present sanctuary we would perceive the bell tower as well over 100 feet tall. And because we live directly across the street from the site, the visual impression is exacerbated. Moreover, the tower is sited on the outer edge of the property, on the edge closest to existing homes, including our own, where its size and height are most visible and most affect the surrounding neighborhoods. Although the present plans include landscaping, and fins and other architectural design aspects to ameliorate the mass and bulk issues, they simply do not go far enough. And these measures do not and cannot ameliorate the height of the bell tower at all.

Finally, we have serious concerns about the effects of the plan on the traffic flow in and around our neighborhood. While the traffic study performed by KOA focused on the intersection of Crest Road and Crenshaw Boulevard, and the road segments of Crest Road west of the intersection and Crenshaw Boulevard north of the intersection, it did not address the impact of the project on Crenshaw Boulevard south of the intersection. This is important because, although unintended, conditions resulting from the plan may create traffic hazards. We have been told that there is no plan to prohibit parking on Crenshaw Boulevard south of Crest Road, and that the number of parking spaces planned on the church site have been deemed sufficient to meet the Church’s needs. However, even if true, we are concerned that without a prohibition on street parking on Crenshaw, that street, especially the west side of the street, will turn into a de facto parking lot. First, steps from the street leading up to the church, as well as the existing crosswalks and sidewalks, will invite people to access the church from the street rather than the parking lot. Second, the western side of Crenshaw offers closer, easily accessible parking from Crest traveling east (from the right hand turn lane) and Crenshaw traveling south (from two lanes going straight across the intersection) without having to make a U-turn at the church’s Crenshaw entrance to park on the east side of Crenshaw, or traveling up the driveway to on-site parking.

Unfortunately, this may cause traffic and safety issues. At the northern side of the intersection of Crest and Crenshaw, there are four lanes (see attached drawing); lanes numbered 1 and 2 give access south straight across the intersection. In addition, at the western side of the intersection, a right hand turn lane numbered 3 turns onto Crenshaw heading south. Three lanes therefore feed into Crenshaw south of Crest. If parking is not prohibited on the western side of Crenshaw (marked in red), it could well create a road hazard as the two lanes of traffic approaching south across the intersection could not fit in the one remaining lane. This could be exacerbated by the traffic attempting to merge into the open lane from Crest Road. This situation may also endanger pedestrians trying to cross Crenshaw from west to east to reach the church steps. In addition, lane number 1 is often used by Island View residents as a right hand turn lane to turn into the main Island View entrance without hindering other traffic proceeding south on Crenshaw; if parking is permitted along the west side of the street, residents will no longer be able to do this, and will have to slow down in the main traffic lane to turn right, possibly around parked cars, thus hindering the free flow of traffic from behind. Because Crenshaw south of Crest is the only ingress and egress road for the residents of Countryside, Del Cerro Park, and the homes in neighborhoods at the southern end of Crenshaw, as well as the main entrance for Island View, these potential hazards may interfere with their ability to use Crenshaw.

Finally, we are concerned that the parking will pose a significant noise problem for our property and our neighbors abutting Crenshaw. Our backyard and back property line extend for quite a distance along the west side of Crenshaw directly across the street from the present sanctuary, between the Island View entrance on the south and the corner of Crenshaw Boulevard and Crest Road on the north. We clearly hear the conversations of people walking on the Crenshaw sidewalk while we are inside our home. If people are not prohibited from parking on the west side of Crenshaw, directly outside our property, we will clearly hear all the passengers from all the cars parked along our property line talking, and opening and shutting car doors. Because people are likely to park on the west side of Crenshaw, and because the church offers mass seven days a week, with an expanded schedule on Sunday, we are concerned that this noise problem could substantially and negatively impact our enjoyment of our home and property. For all these reasons, please consider prohibiting parking at least on the west side of Crenshaw Boulevard south of the intersection with Crest Road.

Thank you in advance for your serious consideration of the issues presented here.

Sincerely,

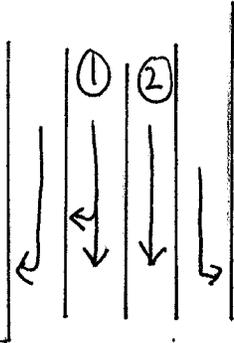


Vincent J. Belusko, Esq.

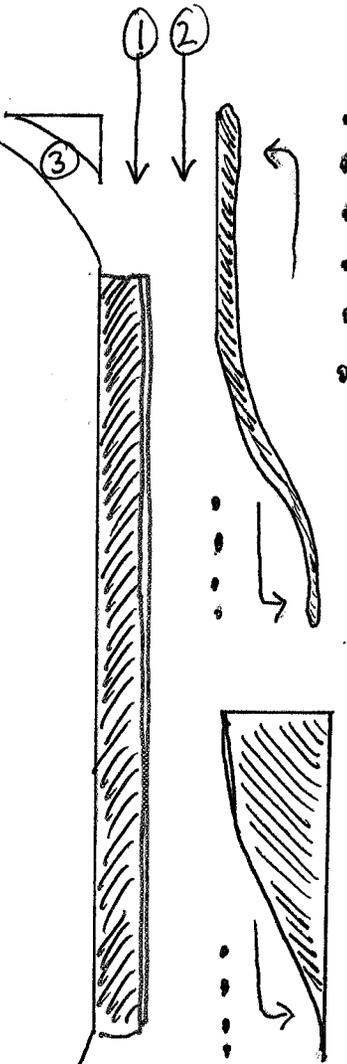
Lynne M. Belusko

Encl.

INTERSECTION CRENSHAW BLVD. AND CREST RD.-RPV



CREST RD.



CRENSHAW BLVD.

TO SJF →

VALLEY VIEW RD.

SAN CLEMENTE PLACE ← TO ISLAND VIEW

John & Trish Malin

43 Santa Catalina Drive

Rancho Palos Verdes

CA 90275. 310 377 9915

johndmalin@yahoo.com

June 15th, 2008

City of Rancho Palos Verdes,

30940 Hawthorne Blvd, CA 90275.

Att. Planning Department.

Subject. St John Fischer Church expansion program

Dear Sir,

I have been a resident of Island View for 17 years and my wife is a past president of the home owner 's association. I am writing to raise some questions about the above project.

We only received notification of this construction informally from our neighbors. This very large project will impact all Island View residents and I would have expected formal notification from the city and certainly more notice to respond than the 18th June deadline. What steps will you take to ensure that you have the views of the Island view community and all of the communities within the auditory range of the proposed bells?

There are several areas of environmental concern.

1. The proposed 80 foot bell tower and cross will change the skyline very significantly in an area of outstanding natural beauty.
2. The proposed bells will significantly change the current quiet and peaceful surroundings of the area. How will the auditory impact on the community be measured and environmentally assessed. ? To some churchgoers the, bells might be perceived as a pleasant experience, to homeowners and particularly those with young children, it will be viewed as an invasion of privacy and an inconvenience.
3. Where the cars are expected to park after the church expansion project which intends to both increase church activities (and by implication congregation attendance) and simultaneously

significantly reduce parking spaces? If the answer is Island View, then those homeowners should have full access to the implications and a right of reply to the planners.

When we installed an information booth on Crest and gated Whitley Collins a few years ago, the IVHOA took several years of appropriate application, public hearings etc to get to a solution that met the needs of the city, the residents and the local community. We would expect the city to be at least as discerning with this huge church project which will have a much greater environmental impact than the Island view 10 foot square information booth.

Incidentally some immediate neighbors are loyal congregants of John Fischer and they have expressed to me their real concern on what they described as an unnecessary, environmentally embarrassing and "over the top project".

I look forward to be able to attend a public hearing on this planning proposal.

Yours Sincerely,

John Malin

CHARLES H. HACK
5417 VALLEY VIEW ROAD
RANCHO PALOS VERDES, CALIFORNIA 90275
310-541-6381

June 13, 2008

VIA TELECOPIER
-310-544-5293-
AND email

LEZA MICHAIL
Director of Planning and Zoning
CITY OF RANCHO PALOS VERDES
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90274

RE: Construction at St. John Fisher Church

DEAR MS. MICHAIL:

My family and our neighbors live near the intersection of Crest Road and Crenshaw Boulevard. Neither my neighbors nor my family received public notices of the proposed construction at St. John Fisher Church. Our residence on Valley View Road is well within 500 feet of the proposed construction site, and in light of the non-compliance with the public notice requirement and the negative impact the construction period and resultant structure will have on our use and enjoyment of our residence, we respectfully request that all plans and construction be terminated immediately.

My neighbors and I are concerned that the proposed construction will result in such a large and massive building of 4 to 6 stories and that its location will be overbearing and unsightly. The structure will be visible from inside and outside of our residence and from the front and back yards: A certain invasion of privacy.

We are already asked to tolerate an unacceptable noise level from the service schedules of the church and its school activities. We can already hear the early morning services and activities held throughout the day. The proposed construction will result in a stark increase in noise, as we understand that there is a plan for a bell tower that would have a bell ringing on the hour from 8:00 am until 6:00 pm. This incessant noise is intolerable in a residential neighborhood.

LEZA MICHAEL

Director of Planning and Zoning
June 13, 2008

Page Two

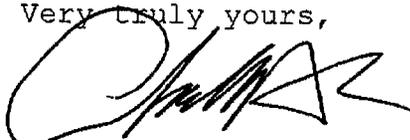
There is already a traffic problem with the activities at the church and school. There are lines of cars entering and leaving services and school, often causing u-turns at intersections and driveways. Often the parking lot is inadequate and parking spills out onto Crenshaw Boulevard and Crest Road. The proposed construction will greatly exacerbate already unbearable traffic conditions.

The negative impact that the church's proposed construction will have on privacy, noise pollution and traffic concerns will clearly carry over and cause a decline in the value of our real property interests.

Allowing the church to carry out its proposed construction is violative of the basic principles of blending into the surrounding neighborhood and breaks the spirit of good neighbors living harmoniously together. We live in a residential area, not an inner city/commercially zoned area. All that comes together to make our city and our neighborhood so attractive will suffer if the construction is allowed.

We ask that our opposition be noted and that public notice requirements, zoning regulations and common sense are followed.

Very truly yours,



FOR THE HACK FAMILY

Leza Mikhail

From: K333B@aol.com
Sent: Tuesday, June 17, 2008 1:43 PM
To: lezam@rpv.com
Subject: St. John Fisher construction

I live in Del Cerro.

I just heard from a resident of Island View (across the street from St. John Fisher Church) 2 days ago about the proposed construction and was surprised that someone who lived so close had not received written notice from the city, nor had any of the residents of that area. In fact, St. John Fisher is surrounded by communities that would be sorely affected. Why the secrecy and rush to commence?

Since Crenshaw is the only exit out of Del Cerro, I can imagine that every week-end would be like Christmas and Easter with the traffic. There would be a huge loss of parking space on the church premises and so overflow would take up Crenshaw and the surrounding areas. I suppose we'd have to have a traffic light at Crenshaw and Crest.

The ringing of the bell is another annoyance that even parts of Del Cerro would have to bear, to say nothing of the huge structure that would hardly fit in to the surrounding area.

It really bothers me that the city did not get this information out to all involved so that a full discussion of potential problems could be aired. I understand that you put something about it in the paper, but, like many others, I don't get the local paper. I remember getting a written notice in the mail about something going up near what used to be called La Cresta elementary school--- about something that would not affect me in the least. In contrast, the construction at St. John Fisher is much more invasive to the community.

I look forward to attending the meeting on the 24th, but I wanted to register this beforehand. It's a shame more affected people will not have the chance.

Kay Bonanno
28 Oceanaire Dr.
Rancho Palos Verdes

Gas prices getting you down? Search AOL Autos for fuel-efficient [used cars](#).

Donna Hulbert
11 Coveview Dr.
Rancho Palos Verdes, Ca. 90275

Leza Mikhail
Douglas W. Stern
Larry Clark
Thomas D. Long
Peter C. Gardiner
Steve Wolowicz
Stephen Perestam

Bill Gerstner
Dave Tomblin
Jim Knight
Jeffrey Lewis
Edward A. Ruttenberg
Paul Tetreault
Msgr. David A. Sork

Gentlepeople:

I am writing with regard to the proposed construction of the new Sanctuary and additional structures at St. John Fisher. I am a parishioner there, and despite hearing a number of things about the proposed Church and other building for the past couple of years, I must admit I did not fully appreciate the magnitude of the project until I was up there, and saw the silhouette from the parking lot. While I firmly believe that property owners should be allowed to use their property, such use **cannot unreasonably interfere with other property owners' use and enjoyment of their property**. Initially I had a number of concerns about the project, but on further reflection, I realized most of the concerns did not really unreasonably interfere with the use of my property (in Del Cerro). However there are two areas of concern that I believe impact not only the enjoyment of the surrounding residential properties, but also the safety as well.

The first area of my concern is limited to the construction period, and has to do with the delivery of materials and construction equipment that is necessary for this project, and where it will be stored/parked when not in use. In my experience it is often the case that equipment is brought in by large truck, and that equipment and the truck that brought it are parked in the area until the equipment is no longer needed. Often they are parked on the neighboring streets. Years ago I handled a construction litigation case in which 3 people were killed and two severely injured when the car in which they were traveling collided with large construction equipment parked at the side of the road. I happened to be defending the construction company, and as much as it would have helped the defense, I was unable to find any evidence of alcohol involved in the accident. Many years previously a good friend of my sister's had a son who was severely injured (moderately severe brain damage) and his wife was killed, when he hit a parked truck used to haul machinery parked just outside their residential neighborhood. The parking of these large vehicles pose a danger when parked on the street. Crest and Crenshaw are not wide enough for the parking of large vehicles even in broad daylight. They pose a greater risk at night under clear skies, and would become extremely dangerous with the thick fog that often occurs in this area. Clearly parking on Valley View or in Del Cerro would pose an even greater risk. It should be required that the St. John Fisher Parking lot be used for the

equipment, not the neighboring streets. This restriction should include not only vehicles but stationary objects as well, such as dumpsters.

A similar concern has to do with the timing of the delivery of equipment and materials. Crenshaw provides the only ingress and egress for Del Cerro, the houses on Valley View and the two smaller groups of houses next to Del Cerro Park. Island View does have another exit, but would still be impacted, as would those coming out of the Rolling Hills gate. The corner of Crest and Crenshaw is very busy in the early morning hours when people leave for work and kids are going to school. I drive to Soleado and Ridgecrest and note very heavy traffic at the intersection at 7:30 and somewhat heavy traffic at 8:15. I believe the home school currently for this area and Island View is Vista Grande which starts later than Soleado. There should be no deliveries allowed before the traffic is given the chance to clear, probably around 8:45.

Finally with respect to the delivery of the materials, there should be some threshold determination that the trucks delivering the equipment can get up the driveways to the Church parking lot. I am aware that a few years ago a bus tried to go up the Church driveway off of Crenshaw and the front of the bus scraped the driveway and could not make it up the ramp. It was stranded there for a few days over the weekend. If a truck delivering equipment and materials (which would be larger) became similarly stranded, it would effectively cut off traffic flow on Crenshaw headed from Del Cerro to Crest. That would be highly inconvenient for people trying to arrive at work on time. It would be deadly if the lane remained blocked overnight in the fog.

Although requiring the equipment to be stored on the St. John Fisher property may seem restrictive, the bottom line is the costs of the construction should fall on the property owner performing the construction not on its neighbors.

My second area of concern is the probable lack of parking at the Church, not only during the construction phase (with equipment parked in the lot, materials stored on the lot), but also after construction is finished and there is a church with a larger seating capacity and fewer parking spots available. Currently the parking lot at the Church is full and traffic flow congested for the 10:45 Mass. It is also very crowded for the 9:00 Mass. I was surprised when reading the notes with respect to this project that it was thought that the expansion would have little or no impact on the parking. The Church is expanding the seating capacity from 744 seats to 870 and decreasing the parking spaces from 359 to 331.

In reading the Building Code it appears that a **minimum** requirement is 1 space for 3 seats. Although according to this formula there would be enough parking for the seats in the new Church itself, this minimum requirement is not satisfied if one factors in the Religious Education classes going on during the 10:45 Mass for I believe grades K-8. This would conservatively add 150 seats in use during this time which would not satisfy the minimum parking standards. In addition, during 9:00 Mass there are seats currently used for the Children's Liturgy in the auditorium, and I believe child care in the Parish Center. The current parking study does not take into account these seats in use outside

the Sanctuary during Mass. Currently during the school year, although not necessarily during the summer when the Religious Education classes do not meet and people are taking vacations, the parking lot is packed at 10:45 with the existing Church capacity and more available parking spaces. It is not unreasonable to believe that with the seating capacity in the Church increased as is proposed and the Religious education classes meeting during Mass, that the parking will be impacted, such that there is a significant potential for parking along the residential streets in the area.

Crenshaw is already crowded with street parking on Sunday mornings due to the trails in the area. The Del Cerro development and the houses along Valley View should not have to bear the increased parking that the Church may well be unable to accommodate. These streets are not wide. They do not have sidewalks. The residents have every right to enjoy their neighborhood by taking walks (a relatively common occurrence in this neighborhood) on Sunday mornings. They should also be able to do so safely. I think the parking question demands further study. I am not convinced that the current parking study showing the number of spaces used by various Church activities on Sunday approaches accuracy. I am not sure that only minimum guidelines should be used given what can be determined from the current parking situation.

It should also be pointed out that part of the justification for a new Church submitted to the parishioners, was that given the shortage of priests there would need to be fewer masses, which would at least arguably increase the numbers in attendance at a given time. Further, clearly with the expansion of square footage in addition to the new Church and the proposed use of the current Church as a gymnasium, certainly it is envisioned that there will be significantly increased activity at the Church, at least some of it during Sunday Mass, further impacting the parking. During the construction phase the parking concerns are magnified, even if they immediately reconfigure the parking to obtain the 331 spaces.

Again although it may require some further study and some inconvenience for St. John Fisher to adequately address the parking issue, I believe that St. John Fisher should bear the burden of the inconveniences, not its neighbors. I do not know how they can address the problem, but perhaps one way would be to explore the use of the Retreat Center parking lot for the overflow traffic. St. John Fisher and The Daughters of Mary and Joseph surely share an interest in Catholic Mass attendance that individual residents of the nearby neighborhoods do not.

Finally I would like to point out in my experience in handling construction litigation, it seems that the restrictions imposed for construction were routinely ignored by construction company and the party paying for the construction, at the expense of those required to use the nearby streets. To them a fine was a small price to pay. When I spoke with Ms. Mikhail, she indicated that Rancho Palos Verdes usually used a stop work order, rather than a fine. I would urge that the method used have enough "teeth" in it to prevent any inadvertent or intentional violation of the restrictions put in place, and that there would be sufficient "policing of the area" to insure compliance.

These are my primary concerns with respect to the proposed construction, and I believe they are not unreasonable. I am sure others would favor greater restriction. I too am somewhat concerned about the height of the bell tower and the cross of the proposed Church. It seems to me that they "exceed the ridgeline," but I also understand that may be to allow the construction of a signal tower for cell phone companies within the bell tower, which arguably benefits the residents of Rancho Palos Verdes. If the bell tower has to be that high to accommodate such interests, it may make sense to allow it. I can also understand that the cross is the focal point of a church and should be higher. I am assuming that if the bell tower is for the cell tower, the City and the Church will probably reach an agreement such that the Church and the residents both benefit. My understanding is that there is a significant amount of potential revenue involved with the cell tower and presumably some compromise can be reached so that the residents through the City realize some of that benefit.

I thank you for your time and attention in reading of and considering my concerns.

Respectfully submitted,

Donna Hulbert

Michael and Noriko Ozawa
5234 Valley View Road
Rancho Palos Verdes, CA 90275

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 16, 2008

Ms. Leza Mikhail, Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho palos Verdes, CA 90275

Re: Proposed Construction at St. John Fisher

Dear Ms. Mikhail:

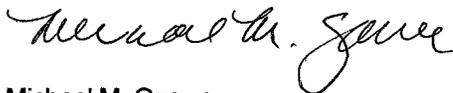
I am a resident of Rancho Crest Homeowners Association and live on Valley View Road, the street immediately adjacent to St. John Fisher. After reviewing the proposed mitigated negative declaration dated May 31, 2008, I have the following concerns:

Visual Impact: I enjoy the natural beauty of our hillsides. When I approach our street southbound on Crenshaw Boulevard or eastbound on Crest Road, I have a wonderful view of the ocean, trees, and well-kept residences. The height of the bell tower will tower over the tree line, creating a scar on the horizon. The visual aspect will be interrupted by the proposed feature. How disappointing. And, I am stunned that the city is requiring the church to have the silhouette for only two weeks. Why is the city minimizing the amount of time for neighbors to view the silhouette?

Auditory Impact: I am concerned about the decibel level of the bell tones. I do not want my environment interrupted by the chiming of bells. The peaceful sounds of my yard are one of the most pleasing dimensions of my residence.

The bell tower and the ringing of the bell tones will negatively impact our quality of life and our property values.

Sincerely



Michael M. Ozawa

RECEIVED

JUN 16 2008

**PLANNING, BUILDING AND
CODE ENFORCEMENT**

June 15, 2008

To : Mr. Stephen Perestam
Planning Commission Chairperson
City of Rancho Palos Verdes

Re : Proposed St. John Fisher Construction Project
Conditional Use Permit #96

Dear Mr. Perestam,

We appreciate your taking the time to read this letter. Our family has lived at 5431 Valley View Road for 27 years, which is located immediately south of St. John Fisher Church.

This letter is in response to the proposed construction at St. John Fisher Church which includes a bell tower with bells ringing intermittently over a 10 hour period, 6 days a week and on Sundays for 9 hours. The ringing of bells, from 8 AM to 6PM Monday through Saturday and 8:50 AM to 6PM on Sunday in our quiet, peaceful neighborhood would be disturbing and intrusive on many levels. Have you given any consideration to those residents who work through the night and go to sleep early in the morning? This early morning chiming of bells shows an insensitivity and total disregard to the neighbors in close proximity to the church.

My next question is why were we first notified of this on June 1, 2008 and given such a short amount of time to respond? I found out from assistant city planner, Leeza Mikhail that this project started in October 2007. The church even asked for an "exemption" not to have to put up a silhouette of the building. This is a requirement of the City of Rancho Palos Verdes. The city did deny their request. However, I wonder why they would not want to let everyone see the outline and height of their project.

Many people are presently on vacation and others who are seriously impacted by and opposed to this planned construction were not even notified.

The immense size of the new church and the location of it will take away from the natural beauty and serenity of our neighborhood. According to the plans there will be less parking spaces on the church property. As it is, the parishioners park along Crenshaw Blvd. and sometimes on our street.

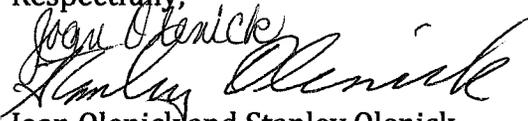
Several real estate brokers advised me that the homes in the neighborhood will be less desirable, and that the property values will drop. Imagine this massive project being built within sight and sound of your home. How would you feel?

A massive cement building with a soaring bell tower, increased traffic, limited parking, and bells ringing randomly everyday will greatly reduce the quality of life that we so enjoy.

Please consider the overall negative effect this project will have on our families surrounding the Church property.

Thank you for your attention to this serious matter, which will affect the quality of our daily life.

Respectfully,


Joan Olenick and Stanley Olenick

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA. 90275
Attn: Mr. Joel Rojas and Ms Leza Mikhail

June 16, 2008

Dear Mr. Rojas and Ms Mikhail,

We live at 24 San Clemente Dr. and are neighbors of St. John Fisher. We are writing in response to the "PUBLIC NOTICE – PROPOSED – MITIGATED NEGATIVE DECLARATION" we recently received. We have a number of concerns related to their request to construct a project of 34,406 total square feet. In general we feel this project will have a significant negative effect on the surrounding neighborhood. It will clearly impact what is a peaceful residential community.

We have specific concerns related to:

- **The size of the structure in relation to the surrounding neighborhood.**

As seen from the existing flag lines the new structure will tower over the surrounding neighborhood. This appears to impact view lines and may present privacy issues for portions of the neighborhood.

- **The proposed bell tower and comment that they are proposed to ring intermittently between the hours of 8:00am and 6:00 pm Monday through Saturday and 8:50am and 6:00 pm on Sunday.**

This is unreasonable, it creates a noise issue for anyone trying to rest or sleep, especially on weekend mornings. My career often takes me on long trips. When I return home I must recuperate. My children are teenagers involved in demanding honors programs and athletics at school. They also must be given quiet time to recuperate on weekend mornings. The concept of a bell ringing intermittently throughout the day is unacceptable! We live in Rancho Palos Verdes for the peace and quiet we've always found here. Please stop this part of the project.

- **Traffic Problems**

Exiting our neighborhood during busy times at St John Fischer can be difficult. We're concerned that the proposed project will make things worse.

- **Construction related noise and air quality issues.**

We're concerned that a project of this scope will negatively affect our environment through noise and air pollution.

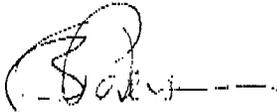
- **Property value**

This project presents significant risk to the property value of the surrounding neighborhood.

This is a peaceful residential neighborhood. In our opinion the proposed project will have a negative impact on our neighborhood. We are opposed to the proposed project and ask that it be stopped immediately.

We also request to be informed of any decisions or actions related to this project.

Sincerely,



Bob Peterson



Kerry Peterson

24 San Clemente Drive
Rancho Palos Verdes, CA 90275

The Bucher Family
5327 Valley View Road
RPV, CA 90275

June 17, 2008

Ms. Leza Mikhail
Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

Re: Proposed Construction at St. John Fisher

Dear Ms. Mikhail,

I am writing this letter on behalf of our family, who lives near this Church on Valley View Road. The purpose of this letter is to call to your attention to our concerns about the apparent plan to construct noise-emitting equipment that might be used to call the Parish to worship or otherwise periodically broadcast sound during the day for other purposes.

Officials of the city of Rancho Palos Verdes should be aware of the following facts before they permit any noise-emitting apparatus to be constructed and operated at St. John Fisher Church:

1. For over 40 years, this Church has flourished without the need for a bell tower to call its parishoners to worship.
2. Over the course of the last several decades, there have emerged numerous communication means for calling the community to worship. These include pagers, mobile phones, express mail services, email, short message services/text messaging, and webmail, to name but a few.
3. Why in this era of inexpensive, abundant communications it is necessary to construct a bell tower to broadcast any type of call or signal escapes us.
4. City officials should carefully consider the rights of residents and local home owners who carefully selected their property based on the over-four-decade-long configuration of a peaceful co-existence of the Church and the local residential area before disrupting this harmony by *permitting unnecessary noises that only offer the potential for the City and its esteemed officials to face future headaches, turmoil, and potential costly legal battles.*

Respectfully submitted,



Laurie Bucher

cc: Joel Rojas; Bill Gerstner; Dave Tomlin; Jim Knight; Jeffrey Lewis; Edward Ruttenberg; Paul Tetreault; Stephen Perestam

Barbara and Bryan Bergsteinsson
55 Santa Barbara Drive
Ranch Palos Verdes, CA. 90275
6/16/2008

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA. 90275

Dear Director of Planning and Leza Michall,

We are residents of the Island View community, and neighbors to St John Fisher Church. As such, we strongly oppose the proposed construction at this site on the corner of Crest and Crenshaw. One only needs to drive down Santa Barbara Drive to see how this huge structure will tower over and completely change the atmosphere of our long-established neighborhood.

We feel that this structure will be completely out of proportion in our community. The fact that this is a church is frankly not relevant. Would you allow any other entity to erect such a structure in a residential neighborhood, creating such a permanent impact on our quiet community?

Please consider the impact of this huge structure on our homes and yards as it towers over us. Why does the church feel that such a tall bell tower is necessary? The fact that the church intends to ring bells throughout the day in our quiet community defies logic. It is unfair for us to be asked to relinquish our peace and quiet to a church. This is not a business district, it is a residential community.

Among our concerns are the loss of privacy, noise pollution, the visual impact of such an over-bearing structure, increased traffic, and the loss of our sense of community. It is inconceivable that such an extremely tall structure will not negatively impact the community at its base. We request that the mitigated negative declaration be reconsidered and a true analysis of the proposed structure's impact on it's surrounding be prepared.

We should not allow a church to overshadow our community and permanently damage the quiet environment where we live.

Sincerely,



Barbara and Bryan Bergsteinsson

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JUN 03 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

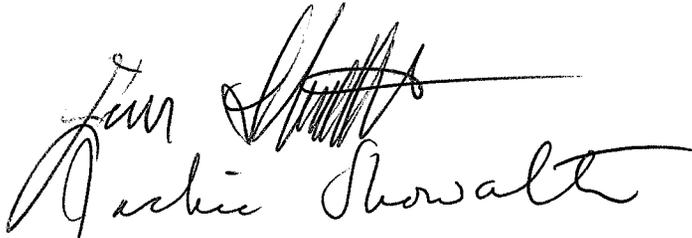
June 1, 2008

Director of Planning, Building and Code Enforcement
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275-5391

Dear Planning Commission,

We have a concern about the St. John Fisher Master Plan, and that is the bell tower and specifically the ringing bells. We live directly across the canyon from the church and are retired, which means we will hear the bells very well and often. We object to the added noise, seven days a week, no matter how beautiful. This is a quiet, residential neighborhood, and we hope and pray that it will remain that way.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jim and Jackie Showalter". The signature is written in black ink and is positioned above the typed name.

Jim and Jackie Showalter
7 Crestwind Drive

RECEIVED

JUN 03 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 1, 2008

Planning Department
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275

Re: St. John Fisher (New) Church
Crest & Crenshaw

Dear Sir/Madam:

I am a parishioner at Saint John Fisher Church. This past week, they put up a silhouette that endeavors to outline the ridge lines of the proposed new church.

I am somewhat familiar with the silhouette requirements and am aware that Rancho Palos Verdes is very explicit in requiring triangular flagging to depict the ridgelines of the proposed structure. Their silhouette uses ribbons, which is expressly deemed as 'not acceptable' by the City of Rancho Palos Verdes.

Since their silhouette does not comply with the written requirements of the Rancho Palos Verdes Planning Department, their silhouette should be rejected until it complies with the strict guidelines published by the City of Rancho Palos Verdes. Thank you.

STUDIO PHOTO IMAGING

Alan M. Weissman
Chairman & CEO

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JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 16, 2008
Lisa Counts
St. John Fisher Building Committee Chairperson
5448 Crest Road
Rancho Palos Verdes, Ca 90275

Re: Meeting at the Planning Commission Office

Dear Ms Counts:

Thank you for your gracious letter of June 10, 2008. I wanted to make sure there are no misconceptions about the meeting that took place on June 9, 2008. The meeting for the Rancho Crest Homeowners Association was one of fact finding at the planning and building department. I had specifically advised Leza Mikhail, The Associate Planner on your construction and building project, when she asked about whether your people should be at the meeting with us, that we needed to find information from her and we would schedule a meeting with the church at a later time. The members of our association were quite surprised when you entered the conference room..

I believe there is a significant misconception of what accomplished at the meeting with the Rancho Crest Homeowners Association and the Church.

Our group does not agree with Monsignor Sork's statement that he was making a major concession to us by providing electronic carillons. We believe that a major concession to your neighbors would be to either have the church only ring the bells inside your sanctuary, reduce the time of the ringing to be more considerate to your surrounding neighbors or eliminate the bell ringing in total,

To answer your statement about "hoping that all of our questions were either answered by the representatives of the church or answered in the negative declarations developed by the city", are incorrect. All of the issues raised by our Homeowners Executive Committee plus Doug Butler and myself (former presidents of the Association) are still there.

I am still concerned that:

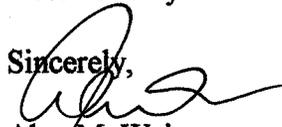
1. The construction will provide for significant noise and traffic problems
2. The new parking configuration which is less than what is called for by code will cause additional problems on Crenshaw Blvd and Valley View Road where your Parishioners currently park on Sunday mornings, even with the current parking numbers in your lots.
3. The church is 45 feet higher than the original structure and will be seen throughout our neighborhoods. It does not blend into the natural look that Rancho Palos Verdes has demanded for its buildings for many years.

4. Your statement about the noise ordinance is correct but creates a situation that may become difficult for your neighbors. To meet with the different homeowners associations and develop a noise recommendation for the city to use on this project would not only be common sense but could enhance good neighbor relationships between all parties. Not to do an independent and impartial study is just asking for difficulty with your neighbors not only behind the church property but on all sides of the church property.
5. To say that the project will be of benefit to the community is an interesting statement. The current environmental study was done internally by the Rancho Palos Verdes Planning and Building Department. To really understand what impact the significant construction and redevelopment of this property will have on the neighborhoods demands a totally independent environmental impact study done by a qualified professional.

We do not ask you to do anything detrimental to the spiritual needs of your parishioners. I think the need for bell ringing to call people to your masses is an outdated necessity. If people in your parking lot need to know when the services are they can look on your website or come into the building. If bells are important to your church then ring them inside the church instead of creating a problem for the neighborhoods that may devalue our property. The church has been on that property for many years and many of the homeowners on Valley View Road have lived in the quiet enjoyment of their property for over 25 years. To endanger that enjoyment and reduce property values is a questionable enterprise.

I am still hopeful that we can accommodate the needs of each other but that will come from sitting down and listening to each other in order to work out a compromise that will meet not only the church's needs but also that of the surrounding property owners.

Sincerely,



Alan M. Weissman
Homeowner at 5306 Valley View Road
Rancho Palos Verdes

Copies:

Msgr David Sork

David Kurt

Leza Mikhail, Associate Planner

✓ Joel Rojas, Director of Planning, Building and Code Enforcement

Planning Commissioners: Gerstner, Tomblin, Knight, Ruttenberg, Tetreault and Chairman Perestam

Studio Photo Imaging, Inc.

6920 Melrose Avenue, Hollywood, CA. 90038 Tel: 323.935.1223 Fax: 323.857.5699

STUDIO PHOTO IMAGING

Alan M. Weissman
Chairman & CEO

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JUN 04 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 2, 2008

Rancho Palos Verdes Planning Department
Planning/Code Enforcement
Ms Leza Mikhail, Associate Planner
30940 Hawthorne Blvd.
Rancho Palos Verdes, Ca 90275-5391

Re: Notice of Proposed Negative Declaration
Conditional Use Permit #96-Revision D

Dear Ms Mikhail:

I am responding to the Public Notice for the Mitigated Negative Declaration regarding the St. John Catholic Church Construction and Development Project Known as Conditional Use Permit #96-Revision D. I want to thank you for returning my phone call today. I am sure that this process is one that is just beginning for the city and must take into consideration the concerns of the neighborhoods and homeowners adjacent to this development.

Once again it seems that we have been surprised by St. John Fisher's desires to rebuild their area without any consultation with their neighbors. Let me provide you with a little history of this construction project that goes all the way back to a little before the Last major earthquake in Los Angeles. The Church was determined to put in a 100 ft Bell Tower and the bells every hour of the day without concern for the noise to their neighbors. Many of the considerations of that time must be discussed now because once again the Bell Tower project is before the city.

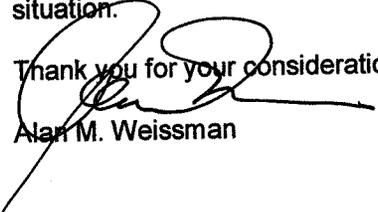
The issues are as follows: 1. There are a number of churches in Rancho Palos Verdes that do not have Bell Towers out of consideration for the surrounding neighborhoods. 2. Last time, the city brought out sound engineers to the St. John Fisher site to check on the noise levels to the surrounding neighbors. It was found that due to the extreme height of the bell tower and the loudness of the bell chimes that the sound cascaded down the back hill and became quite obnoxious to the residents of Valley View Road. The sound seems to bounce off the hill and in fact today you can hear the singing in the present chapel on Sundays. I think that the sound of the chimes and the height of the bell tower are a major problem for the 32 homeowners on Valley View Road. 3. No one from the city or the Church has talked to the homeowners on the street about this project. I find that highly unusual because of the environmental impact the noise would have on these properties and may diminish their sales values in the future. 4. The other issue is the time of the ringing of these bells during the day and during the weekend. Our street contains a large number of professional men and women who do not want to have noise on Saturday or Sunday morning beginning at 8:00 AM on Monday through Saturday and 8:50 AM on Sunday. That is an unreasonable noise on the weekend mornings. 5. The noise from the construction project and the construction equipment on Crenshaw blvd represents significant additional traffic and noise. The time for the beginning of construction should also take into consideration the weekend periods. This is a significant construction project and the noise, dust and traffic must be controlled so as not to hinder the three neighbors in Rancho Palos Verdes as well as Rolling Hills Estates and Rolling Hills.

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6920 Melrose Avenue, Hollywood, CA. 90038 Tel: 323.935.1223 Fax: 323.857.5699
www.studiophoto.com

The large church on Palos Verdes Drive development has been delayed for years because of less significant issues than these represent. There are more neighborhoods and homeowners involved here than in that instance.

I would suggest a meeting between our homeowners association and the planning staff to discuss this situation.

Thank you for your consideration of these serious issues.



Alan M. Weissman

Leza Mikhail

From: John Traxler [j.trax5@verizon.net]
Sent: Sunday, June 08, 2008 10:19 AM
To: Leza Mikhail; Edward Ruttenberg; Paul Tetreault; Jeffrey Lewis; Dave Tomblin
Subject: St. John Fisher (SJF) Church Building Proposal

TO: RPV PLANNING COMMISSION

I am a member of SJF community since 1972 (36 years!). I routinely attend 8:00 AM daily liturgies there and of course I attend on Sundays also. In the past I have supported SJF building projects when the administrative offices and school needed growth or upgrading.

The new SJF church proposal has no “need” justification. The proposed new church will be marginally larger (fewer than 100 seats added). Crowding in the present church occurs *only* at Christmas and Easter, times when all Catholic churches are filled to overflowing regardless of size.

The justification for the new SJF church is *image*-based. It’s architectural values are suspect.

Parking will be a *major* problem if the RPV code is to be followed. Any offsite (street) parking will significantly impact traffic. This problem will be felt on Sundays, of course, and on days of significant events, e.g., parish festivals, school events, and large weddings and funerals. Excavation for a new parking structure should *never* be approved.

Traffic will be a lesser problem during the school week. Car pooling is *not* a common practice.

Respectfully,

John Traxler
4172 Rousseau Lane
PVP, CA 90274

RECEIVED

JUN 11 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 09, 2008

To: Mr. Joel Rojas, AICP
Director of Planning,
Building and Code Enforcement
City of Rancho Palos Verdes

Re: Proposed St. John Fisher construction project
Conditional Use Permit #96

Dear Mr. Rojas and members of the planning commission,

Thank you for taking the time to read this letter. My pregnant wife, 2-year old daughter, and I live at 17 Santa Barbara Drive, directly across the street from much of the proposed St. John Fisher construction. We moved to the Island View complex 5 years ago for a number of reasons, not the least of which was to raise our children in a quiet residential area (with little to no commercial activity nearby). We were also enthralled with the natural beauty of the area, in which communities seemed to place an emphasis on foliage and views over concrete and buildings. Despite our proximity to St. John Fisher church (and occasional noise from church functions), we have been quite pleased with our choice to this point.

We now, however, are deeply concerned that this proposed project will seriously jeopardize our joy of home ownership in this community. The plans propose an 18,000 square foot sanctuary on the northwest corner of the property, including a 72 foot high bell tower (88 feet with the attached cross), all within approximately 50 yards of our backyard. The structure will have an apparent height of well over 100 feet since the church property is already 20-30 feet higher than our own. The proposal also suggests that bells will ring (at an undetermined decibel level) "intermittently" (also of unspecified frequency) from 8 am to 6 pm. This disturbs us on many, many levels.

We are particularly concerned about the noise impact of this project. Such a large project (34,000 square feet of new building and 10,000 square feet of demolition) will take a considerable amount of time and generate a tremendous amount of noise, much of which will be centered at very close proximity to our house and many other homes. It seems that the church has decided to dedicate its most dramatic construction to the one area of their property that impacts the greatest number of homes. Also, on the noise front, we are deeply bothered by the thought of bells ringing throughout the day every day, especially so close to our home. My wife is due to deliver twins in about a month, and a barrage of noise, initially from construction (starting at 7 AM, according to the proposal), and then from a bell tower, is.....well, I think you get you picture.

Another very worrisome impact involves parking problems for our community. As it stands, the church is frequently unable to provide parking for all of its members. The result is often a loss of street parking for the residents (and their guests) of this community. The proposed project actually calls for a *loss* of total parking spots on church property, at the same time as they (seemingly) plan to expand church activities and the number of persons frequenting their property. The plans, with new convenient church entrance from the street, also makes street parking much more attractive to church goers. This is to say nothing of the impact that the numerous vehicles associated with construction work will have on our neighborhood's parking situation.

Lastly, the proposal stands to produce, at best, a marked diminution of our neighborhood's aesthetic appeal. It is clear, from the balloons and framed structure outlining the new sanctuary, that this new building will soon replace trees and sky as the dominant feature of the view from both our backyard and front yard; the same is true for a number of our neighbors. In fact, the structure will be so prominent that we are concerned it might block out a significant portion of the sunlight our backyard receives. That the church would decide to build this brash new structure in the most conspicuous and impacting location (for the area's residents), when they have such an expansive property, is, in my opinion, insensitive at best, even arrogant. Further, those of us who were notified of this proposal by the public notice (dated May 31st) were given a ridiculously short window of time to respond (by June 18th). Apparently, most of the residents in Island View were provided with no such notice. Frankly, we find the project and the manner in which we were notified to be quite alarming.

My family deeply appreciates your serious consideration of this matter. We implore you to deny the church's request at this time, at least in its present incarnation. Their plans clearly do not take into account the best interests of the community, and it is hard to understand what critical church needs (supposedly met by this project) warrant such disregard for our community's residents.

Respectfully,



Ronald Blond MD, Linda Blond, and Katherine Blond
17 Santa Barbara Drive
Rancho Palos Verdes, CA
90275

cc: Kim Quinn, President, Island View HOA

Leza Mikhail

From: Ian Bisco [ianbisco@cox.net]
Sent: Thursday, June 12, 2008 12:26 PM
To: lezam@rpv.com
Subject: St Jon Fisher Project

I live in the Middlecrest area below St John fisher I would like to get some clarification of the bells ringing situation, are we to be be blasted with all kinds if noisy tunes in the hours stated or is it a simple case of a clock chime for noting the hours of time?

It is also unclear to me if the new structure called a sanctuary is to become the new church congregating area where music and singing is to become the norm. Currently in the right conditions we can hear the services from our estate and my concern is if the facility is moving closer to the edge overlooking Middlecrest without the buffer of trees and buildings and maybe a bigger acoustic effect with a larger ceiling height etc, then this may not be something we want to listen too all the time.

Concerned

Ian

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JUN 13 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

Tom and Betty Coull

49 Santa Catalina Drive

Rancho Palos Verdes

California 90275

310-541-2878

June 11, 2008

City of Rancho Palos Verdes
30940 Hawthorne Blvd.
California 90275
Att: Planning Department
Subject: Proposed construction at St. John Fischer Church.

Dear Sir,

As past president of the Island View Homeowners Association and an active participant in the process of obtaining proper authority to place a gate at Whitley Collins entrance and a Guard House at the Crenshaw entrance, this activity that took several years and numerous workshop and council meetings, it is strange that we now find a project of considerably larger scale right on our doorstep with and 18 day notice for responses. This notification was received, not from the city but from a fellow resident within Island View.

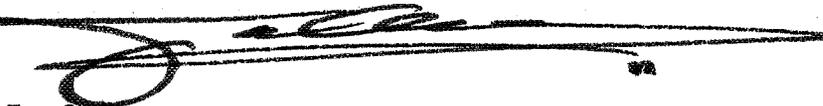
The project I am referring to is the expansion of the Church and several other facilities at the corner of Crest and Crenshaw. We also understand that the parking places are going to be reduced and these facilities are going to accommodate more people than they do today. The present number of parking places does not accommodate all of the people that attend church now as on many occasions they have to park on Crenshaw and Crest.

It is understood that there will be bells in the tower that will be playing on a daily bases. What happened to the quite peaceful environment that we enjoy and have done so for many years?

We need to have several meetings and public hearings, like you usually do, so that we can accommodate all of the desires of the residents that would be most directly impacted regarding this development. You certainly have given Mr. Trump nothing but delays and problems with what would appear to be inconsequential impact (ref. American Flag) and here we are not talking about an inconsequential issue.

Please advise as to when we will commence hearings on this issue.

Sincerely,



Tom Coull

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JUN 13 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

FRANK LIVOTI
5207 Valley View Road
Rancho Palos Verdes, CA 90275
livoti@gte.net

July 11, 2008

Ms. Leza Mikhail, Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275

Re: Proposed Construction at Saint John Fisher

Dear Ms. Mikhail

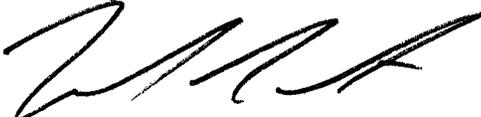
I am a resident of Rancho Crest HOA and live on Valley View Road. After reviewing the proposed mitigated negative declaration document dated May 31, 2008, I have the following concerns:

Concern about disturbance to the neighborhood that can be caused by bell ringing sounds being too loud.

Concern about excessive height of the bell tower which could affect sound being carried to the surrounding neighborhood.

We are deeply concerned about these issues as they can impact the quality of life and our property values.

Sincerely,



Frank Livoti

Cc: Director of Planning
Planning Commissioners
Chairperson

RECEIVED

JUN 13 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 10, 2008

Ms. Leza Mikhail
Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

Re: Proposed Construction at St. John Fisher

Dear Ms. Mikhail,

I am a resident of Rancho Crest HOA and live on Valley View Road. After reviewing the proposed mitigated negative declaration documented dated May 31, 2008, I have the following concerns:

- House pollution
- Unsanitary visual impact
- Increased traffic + congestion in this residential neighborhood

We are deeply concerned about these issues as they will impact the quality of life and our property values.

Sincerely,

Rancho Crest HOA

cc: Board of Directors
CMI File

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JUN 13 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 10, 2008

Ms. Leza Mikhail
Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

Re: Proposed Construction at St. John Fisher

Dear Ms. Mikhail,

I am a resident of Rancho Crest HOA and live on Valley View Road. After reviewing the proposed mitigated negative declaration documented dated May 31, 2008, I have the following concerns:

- I would deny the "bell tower project". I don't think it will work
- around this residential area. If the bell constantly rung 7 days a week, it would disturb the community a lot, especially the families
 - with young children, seniors, or unwell people.
 - plus the noise will decrease our property value eventually.

We are deeply concerned about these issues as they will impact the quality of life and our property values.

Sincerely,

Rancho Crest HOA

Walter Chang / God is Chang
5303 Valley View Rd.
R.P.V. EA 90275

cc: Board of Directors
CMI File

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JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 10, 2008

Ms. Leza Mikhail
Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

Re: Proposed Construction at St. John Fisher

Dear Ms. Mikhail,

I am a resident of Rancho Crest HOA and live on Valley View Road. After reviewing the proposed mitigated negative declaration documented dated May 31, 2008, I have the following concerns:

- I am concerned about how many decibels will the bell be produced
- about the height of the tower
- about the parking problem before and after church service

We are deeply concerned about these issues as they will impact the quality of life and our property values.

Sincerely,

Rancho Crest HOA



cc: Board of Directors
CMI File

June 10, 2008

Ms. Leza Mikhail ✓
Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

Re: Proposed Construction at St. John Fisher

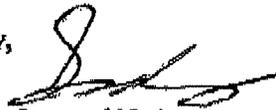
Dear Ms. Mikhail,

I am a resident of Rancho Crest HOA and live on Valley View Road. After reviewing the proposed mitigated negative declaration documented dated May 31, 2008, I have the following concerns:

- ① HOW CAN WE ALLOW AN 88' STRUCTURE TO BE ERECTED WHEN WE WOULD NOT EVEN ALLOW THE MACDONALD'S GOLDEN ARCH AND THE 7/ELEVEN SIGN?
- ② IF I DIDN'T MOVE INTO THIS NEIGHBORHOOD TO HEAR BELLS RINGING ON SUNDAY MORNING. I'D LIKE TO KEEP MY PEACE AND QUIET.

We are deeply concerned about these issues as they will impact the quality of life and our property values.

Sincerely,

 ERIC WONG

Rancho Crest HOA 5318 Valley View Rd.

cc: Board of Directors
CMI File

- CC JOEL ROJAS, DIRECTOR OF PLANNING
- BILL GERSTNER, PLANNING COMMISSIONER
- DAVE TOMLIN, PLANNING COMMISSIONER
- JIM KNIGHT, PLANNING COMMISSIONER
- JEFFREY LEWIS, PLANNING COMMISSIONER
- EDWARD RUTENBERG, PLANNING COMMISSIONER
- PAUL TETREault, PLANNING COMMISSIONER
- STEPHEN PERESMAN, CHAIRPERSON

June 10, 2008

Ms. Leza Mikhail
Associate Planner
City of Rancho Palos Verdes
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

FAX) 310) 544-5293

Re: Proposed Construction at St. John Fisher

Dear Ms. Mikhail,

I am a resident of Rancho Crest HOA and live on Valley View Road. After reviewing the proposed mitigated negative declaration documented dated May 31, 2008, I have the following concerns:

- Noise & Traffic Congestion
- Invasion of Privacy by high building
- Exposure to crime due to high traffic to the neighborhood.

We are deeply concerned about these issues as they will impact the quality of life and our property values.

Sincerely,

Rancho Crest HOA

cc: Board of Directors
CMI File

Robert & Sheena Kim
5453 Valley View Rd
R.P.V. CA 90275

310 766-2062

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michail

Dear Director of Planning and Ms Leza Michail,

We are the neighbors of St. John Fisher and all live near the intersection of Crest Blvd. and Crenshaw Blvd. We never received any public notices concerning the proposed building construction at St. John Fisher, yet we are within 500 feet of the construction. **We are all opposed to the newly proposed St. John Fisher Building construction on the corner of Crest Blvd. and Crenshaw Blvd. We all request that this construction be stopped immediately and that no further construction take place.**

Please note the following concerns:

- 1) **Invasion of privacy.** In a residential neighborhood, a large and massive building that is 4-5 stories high in that location would be overbearing and unsightly. It would be visible by all nearby residences from inside and outside their residence as well as from their front and back yards.
- 2) **Noise problem.** Previously contested by neighbors successfully, there is already an existing noise disturbance issue. Currently we can hear the early-morning sermons beginning at 7:00 am and any activities that continue throughout the course of the entire day. Allowance of this building would further increase the noise problem that already exists. These noise problems have been unaddressed for the past several years and a new building would definitely amplify these noise problems further. St. John Fisher once again is trying to propose a new addition, and plans to construct a new bell tower that would ring throughout the hours of 8:00 am through 6:00 pm, seven days a week in a residential neighborhood.
- 3) **Traffic problem.** Currently there is a traffic problem due to the large amount of automobiles accessing the St. John Fisher Crenshaw parking lot. Before and after services there is a line of cars entering and exiting the parking lot. When their parking lot is full, St. John Fisher attendees park up and down Crenshaw Blvd. These traffic patterns caused by St. John Fisher attendees results in traffic jams, delays and potential accidents. Allowance of this building would further decrease parking space in their already insufficient parking lots. If St. John Fisher is allowed to construct this additional 20,000 sq. ft. building, the impacted parking on Crenshaw Blvd. will soon invade our own residential streets.
- 4) **Property value loss.** Residences across the street as well as other nearby residences may face potential loss of value to their existing homes due to the potentially large, overbearing, massive and intrusive proposed St. John Fisher structure and resulting noise pollution.
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Once again, we are all opposed to the newly proposed St. John Fisher Building construction on the corner of Crest Blvd. and Crenshaw Blvd. We all request that this construction be stopped immediately and that no further construction take place, and we expect to hear from you soon.

Sincerely,

MASARU IWADAKE

39. SANTA BARBARA DR
 R.P.U CA 90275



RECEIVED

JUN 16 2008

6-16-08

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

PLANNING, BUILDING AND
CODE ENFORCEMENT

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Sincerely,



Gayle Allen
5367 Valley View Rd.
RPV (310) 377-6386

6/16/08

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
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Louis S Smolensky
5366 Valley View
RPV

Louis S Smolensky
MS

3103774676



Mr. & Mrs. Robert Plucky
8 San Clemente Dr
Rch Palos Vrd, CA 90275-6601

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement:
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

RECEIVED

JUN 16 2006

BUILDING & SAFETY

226

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

Dear Director of Planning and Ms Leza Michail,

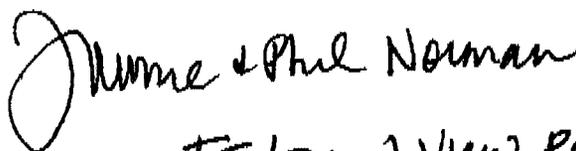
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Sincerely,


Thome & Phil Norman
Island View Residents

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michall

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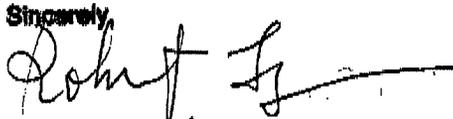
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Sincerely,


 Robert Lynn
 28 San Clemente Dr.

6/16/2008

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michail

Dear Director of Planning and Ms Leza Michail,

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Sincerely,

Rubén M. Dell - 49 Santa Barbara Dr., Rancho P. V. 90274
 D. J. Dell - SAME ADDRESS
 6-16-08
 229

To:

FAX: 310-544-5293

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
* Attn: Director of Planning and Zoning and Ms. Leza Michail *

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Sincerely,
Marilyn L. Edwards 6/17/08
THE BERNARD AND MARILYN EDWARDS FAMILY
30 SANTA CATALINA DR.
RANCHO PALOS VERDES CA. 90275
(LOCATED IN THE ISLAND VIEW COMMUNITY

P.S. WE LOOK FORWARD TO ADDRESSING THIS IN PERSON(S) AT THE PLANNING/COMMISSION MEETING ON 6/24/08 TO PUBLICLY VOICE OUR OPPOSITION TO THIS PROPOSED CONSTRUCTION !!!

June 16, 2008

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms. Leza Michail

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Sincerely,


Judy and Robert Tsai

5341 Valley View Road
Rancho Palms Verdes, CA 90275

RECEIVED

JUN 16 2008

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30840 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michail

PLANNING, BUILDING AND
 CODE ENFORCEMENT

Dear Director of Planning and Ms Leza Michail;

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Sincerely,

Robin B. Rome 6/16/08
 15 Santa Catalina Drive
 Rancho P.V. CA, 90275
 (310) 541-4511

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
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Sincerely,

Dewanna Sharp

6-17-08

Dewanna Sharp
 5408 Valley View Rd, RPV 90275

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 Rancho Palos Verdes, California 90274
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6-17-08

Mark Sharp
 5408 Valley View Rd, RPV 90275

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 Rancho Palos Verdes, California 90274
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Shi-Kaeng Peng & Shu-Tzu Peng
 5315 Valley View Rd. RPV. CA. 90275

Shi-Kaeng Peng Shu-Tzu Peng 6/16/2002

To: Leza Mikhail Planning Dept

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

RECEIVED

JUN 17 2008

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PLANNING, BUILDING AND
CODE ENFORCEMENT

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Sincerely,

SUZANNE + LARRY SOBEL
23 SAN CLEMENTE DRIVE, RPV

Noise
issue
of bells
intrusive
Traffic
already
Problem

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
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Noni Polinski NAI-PO LIN
5220 Valley View Rd. R.P.V. 6/16/2008

RECEIVED

JUN 17 2008

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Director of Planning, Building and Code Enforcement
30840 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
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6/18/2008

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Sincerely,

William Kester
16 Malibu Lane
R.P.V. 6-17-08

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 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
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Sincerely,

15 San Clemente Dr., R.P.V., CA
Roseanne Redman 6/17/2008 90274
Murd Redman

JUN

PLANNING, BUILDING AND
CODE ENFORCEMENT

June 17, 2008

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

John H.S. Wang
Pat Wang
 23 SANTA BARBARA DRIVE
 RANCHO PALOS VERDES, CA 90275

ATTN: LEZA MIKHAIL

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michail

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

Dear Director of Planning and Ms Leza Michail,

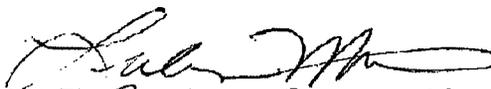
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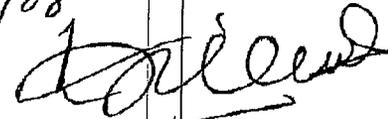
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Sincerely,


 25 SANTA CATALINA
 RANCHO PALOS VERDES, CA 90275
 (LUBNA MUTTALIB)

6/16/08


 AZHAR MUTTALIB MD

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Mikhail

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Sincerely,

Kevin Lin
 6/17/08

Kevin Lin
 5220 Valley View Rd
 R.P.V.

RECEIVED

JUN 18 2008

06/16/08

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

PLANNING, BUILDING AND
CODE ENFORCEMENT

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Sincerely,

Robert S. Tsai (owner) Mei-Huei Tsai
Robert S. Tsai and Mei-Huei Tsai

5341 Valley View Road
Rancho Palos Verdes, CA 90275

45 Santa Barbara Ave.
 Rancho Palos Verdes, CA.
 90275

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 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
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Sincerely,

Gene L. Mills

RECEIVED

JUN 18 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

JUNE 17, 2008

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michail

FAX 310 544-5293

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Sincerely,

Dale Herbrands on

D. Herbrands on

31 SAN CLEMENTE DRIVE

R. PALOS VERDES, CA 90275



Mr. & Mrs. Robert Plocky
8 San Clemente Dr
Rch Palos Vrd, CA 90275-6601

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

Kurt Plocky 6/14/08

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

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Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
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City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

 Ms. Nancy Hutchinson
34 Mela Ln
Rch Palos Vrd CA 90275-5085

JUNE 17, 2008

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Sincerely,

Nancy Puskas Hutchinson

June 16, 2008

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

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Once again, we are all opposed to the newly proposed St. John Fisher Building construction on the corner of Crest Blvd. and Crenshaw Blvd. We all request that this construction be stopped immediately and that no further construction take place, and we expect to hear from you soon.

Sincerely,

Betty Schwarz
38 Santa Barbara Dr
RPV
310 544 1138

FAX 310 544 5293
Leza Mikhail
6/16/08

RECEIVED

JUN 17 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

Dear Director of Planning and Ms Leza Michail,

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Please note the following concerns:

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Sincerely,

Tracy Lazarus

5380 Valley View Rd
RPV Ca 90275

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

Breta Beck

Breta Beck

4/15/08

43 Santa Barbara Dr. RPV CA 90275

RECEIVED

JUN 16 2008

BUILDING & SAFETY

June 14, 2008

City of Rancho Palos Verdes
 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
 Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

Mrs. Roni Long & Family
 Santa Barbara Dr. Island View
 310 567-3558

To: Mrs LEZA MICHAEL

RECEIVED

JUN 13 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

GARY LONG & family
PO Box 3098
PALOS VERDES PENINSULA, California 90274
(310) 311 3546
JUN 11, 2008

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

Dear Director of Planning and Ms Leza Michail,

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Sincerely,



Young T. Lim 31 mela Ln RPV CA 90275
June 17, 2007

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

Dear Director of Planning and Ms Leza Michail,

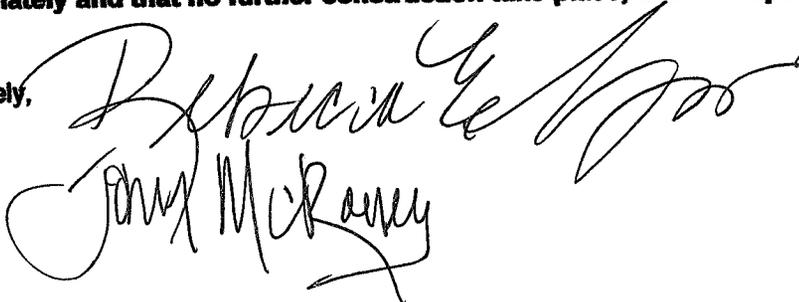
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Sincerely,



377 Melba
Lane
RPV
257
4/17/08

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

R. Wong

25 Mela Ln

RPV CA 90275

6/17/08

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

J L Ford
2/6/2017
2/6/2017, 2009

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

Dear Director of Planning and Ms Leza Michail,

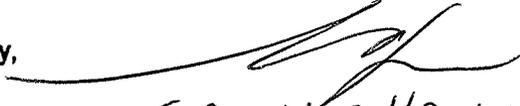
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Sincerely,


S. RICHARD KROWN
39 MELA LANE
RANCHO PALOS VERDES, CA 90275
6/17/08

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

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Sincerely,

Thomas Michail
5 Mile Lane RD 11 90275

6/17/08

City of Rancho Palos Verdes
Director of Planning, Building and Code Enforcement
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
Attn: Director of Planning and Zoning and Ms Leza Michail

Dear Director of Planning and Ms Leza Michail,

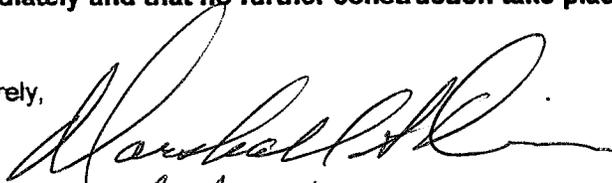
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Leza Michail
44444
Rancho Palos Verdes, CA 90275

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 6/18/2008
10 Mela Lane RPV CA

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30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90274
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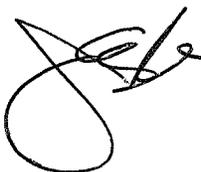
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30 MELA LN

RANCHO PALOS VERDES, CA 90275

6/18/08

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Director of Planning, Building and Code Enforcement
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Rancho Palos Verdes, California 90274
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Sincerely,

Judith K. Johnson
13 Meli Lane
6/18-08

Leza Mikhail

From: CHARFR@aol.com
Sent: Wednesday, June 18, 2008 3:40 PM
To: joelr@rpv.com; lezam@rpv.com
Subject: St John Fisher Project

Dear Joel and Leza:

I am concerned about the proposed changes and additions to St. John Fisher. In particular the construction traffic, reduced parking when the decreased number of weekend services will attract larger numbers of parishioners at each, and the frequency and volume of the bell

I haven't seen anything indicating where they plan to leave the heavy machinery and materials needed during construction and it would be inappropriate to block Crenshaw, Crest, and our neighborhood streets with these items.

Perhaps I haven't been paying attention, but it seems there has been a lack of information distributed by the Church to the surrounding neighborhoods regarding their plans.

Thank you for listening...

Char French
Del Cerro resident

Gas prices getting you down? Search AOL Autos for fuel-efficient [used cars](#).

RECEIVED

JUN 18 2008

PLANNING, BUILDING AND
CODE ENFORCEMENT

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 Director of Planning, Building and Code Enforcement
 30940 Hawthorne Blvd.
 Rancho Palos Verdes, California 90274
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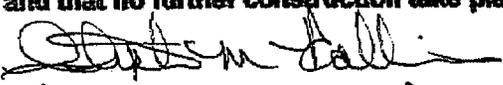
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Sincerely,


 STEPHEN M. ROLLINS
 36 SANTA CATALINA DRIVE
 RANCHO PALOS VERDES, CA 90275

JUNE 18, 2008