

Correspondence: St. Andrews Paving Project

From: billzeldow@yahoo.com [mailto:billzeldow@yahoo.com]

Sent: Saturday, February 11, 2017 4:29 PM

To: PhysicalPropertyCommittee <PhysicalPropertyCommittee@lwsb.com>

Subject: Reduction of Lanes on Saint Andrews

Hi All,

Just a note to let you know that I **oppose** a reduction of lanes on the street of Saint Andrews. I am a member of Mutual 1 and my carport backs out onto Saint Andrews.

I **cannot** appreciate the benefits of this lane reduction but am aware of the obvious problem it can create.

The street does deserve some attention with repaving and median upgrade but a narrowing to the minimum of lanes on this busy street is not an upgrade.

I do appreciate the upgrade of repairs in the community (the nice wall is one) but this lane closure is not one that makes me supportive.

Bill Zeldow Mutual 1, 47G

02-05-2017

Physical Property Committee Correspondence,

Since the Physical Property subcommittee chose not to hold another meeting on the St. Andrews Street paving project and instead make their recommendations to the Physical Property Committee Meeting on the 13th of this month I would like to express my concerns regarding the proposed project.

Last year the proposed single lane in each direction was submitted by the Physical Property Committee to the full GRF Board, a vote was taken and the proposal failed.

Why did the proposal fail? It failed for several reasons, the LW Community signed and submitted over 1500 signatures on a petition requesting the 2 lanes in each direction remain as they have for the past 50 years. A town hall meeting was held where Shareholders discussed the pros and cons to reduce St. Andrews from the Entry Gate to Golden Rain to one lane in each direction. The cons outweighed the pros by a large margin. At the meeting only 1 shareholder, other than the Chair of the Physical Property Committee spoke in favor of the single lane in each direction. The GRF Board Members received, phone calls, emails, and discussions with several members from our community objecting to the proposed single lane in each direction. Does our Community have to start another campaign drive against the proposed reduction in lanes again?

St. Andrews is the major entry to Leisure World for ALL commercial vehicles, mail truck deliveries, and everyone else entering LW south of our community.

Why are some members of this Committee disregarding the will of the Shareholders? The residents elected and place their trust in you to represent them. When you receive an overwhelming amount of emails and letters telling you we are against the project proposed single lane in each direction and you continue to push forward with your agenda, you are violating that trust.

If you are truly interested in doing what's in the best interest of our community, then don't rush this project through, hold a town hall meeting, allow articles in our newspaper addressing both sides of this issue, and ask Shareholders for their input. Those steps show our community that the GRF Board and Committees are open and transparent in governing our community.

Thank you for your time and reading this letter at the Physical Property Committee Meeting,



Bob Croft
M-9

cc. GFR Board of Directors

Correspondence: St. Andrews Paving project

Golden Rain Foundation – Physical Property Committee

Please place this correspondence for the February 13, 2017 Committee Meeting

Many of the current members of the GRF BODs and those on this Committee probably do not know or realize that the action to make St. Andrews a one lane street was stopped once before. But here we go again!

Here are a few points again:

Why change this to a one lane street?

Consider that two lanes are necessary for these reasons:

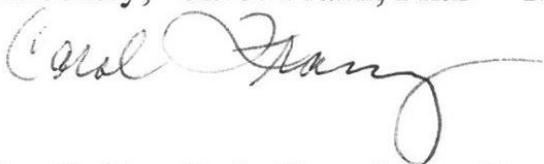
- + GRF buses to stop and pickup shareholder/members
- + Fire trucks to would need to go around some vehicles to get to and
Emergency
- + Ambulances need to stop and get to a unit where someone may be
Dying

St. Andrews MUST remain a two lane street for safety reasons. All that needs to be done is resurfacing. That can be done the same way that Westminster Blvd was resurfaced through the Weapons depot area.

As you all well know, St. Andrews is owned by the Golden Rain Foundation passed through the exit Gate all the way to Seal Beach Blvd. However, please take notice that area on the incoming lane also needs to be repaved as well.

Again, please keep two lanes in each direction and just repave as necessary.

Sincerely, Carol Franz, Ph.D Mutual Two



Cc: Golden Rain Foundation Board of Directors

Correspondence: St. Andrews Paving Project

Physical Property Committee,

I live at 13811 Thunderbird Drive, Apt 55K and park in Carport 14. The real problem on St Andrews Drive is the excessive speed driven by most of the drivers. As it is, I can barely get out of my carport space without getting hit. Drivers come barreling around the corner from Golden Rain Road onto St Andrews Drive. I always look before pulling out but they just about hit me as I straighten my wheels to go forward. There are some high profile vehicles that park on the street between carport 13 and 14 which further block the visibility. In some ways, two lanes might slow down the traffic flow because they can only go as fast as the slowest car. In other ways, it might hamper the ability to back out of my carport space further due the inability of the driver to change lanes. I feel the real culprit is the excessive unchecked speed. The speed limit should be 15 mph on St Andrews Drive from Golden Rain Road to the South Gate. The South Gate is another issue. People do not signal. There needs to be another stop sign for those entering through the South Gate.

Respectfully, Cathie Reiner

Correspondence: St. Andrews Paving Project

From: debbie huppert [<mailto:debbiehuppert@hotmail.com>]

Sent: Thursday, February 09, 2017 6:07 PM

To: PhysicalPropertyCommittee <PhysicalPropertyCommittee@lwsb.com>

Subject: Intent to narrow St. Andrews Rd. from 4 lanes to 2 lanes

Hello everybody,

I'm Debbie and I live in Mutual 1 70A. I am very concerned that if St. Andrews Rd is narrowed, there will be many accidents. I also think that it will far more difficult for owners whose carports are located on St Andrews to back their vehicles out safely.

I sincerely hope you consider my concerns along with other homeowners before making your final decision.

Respectfully yours,

Debbie Huppert

Sent from Mail for Windows 10

Correspondence: St. Andrews Paving Project

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

From: DENIS CRAIG [<mailto:deniscraig@verizon.net>]

Sent: Tuesday, February 7, 2017 3:22 PM

To: Moore Perry <pcmoore@verizon.net>; Joy Reed Forwarding Address <lovjoypeac@aol.com>; Paula Snowden <psnowden@lwsb.com>; Steven McGuigan Forwarding Address <mcgus66@me.com>; Carole Damoci Forwarding Address <caroledamoci@yahoo.com>; Barry Lukoff Forwarding Address <barrylukoff@yahoo.com>; Phil Hood Forwarding Address <phillhood@charter.net>; Stone Linda <lindastone@lwsb.com>; Rapp Kathleen <kathyrapp2@verizon.net>; Paul Pratt <pprat@lwsb.com>; Mary Greer <mgreer@lwsb.com>; Marjorie Dodero <mdodero@lwsb.com>; Richard Stone <rstone@lwsb.com>; Leah Perrotti <lperrotti@lwsb.com>; Susan Hopewell <shopewell@lwsb.com>; Bruce Scheuermann <bscheuermann@lwsb.com>; Suzanne Fekjar <sfekjar@lwsb.com>; Helen Tran <helent@lwsb.com>

Cc: Randy L. Ankeny <randya@lwsb.com>

Subject: Traffic lanes on St Andrews Drive,

Dear GRF Board Member,

My experiences as former Mutual-11 GRF Director, taught the ultra-reliable lesson that GRF Directors are best served when they both listen to (whenever the communities greater good is best served) and abide by the strongly stated positions which are legitimately held by the community. 54 years of experience establishes legitimacy of position in this matter.

To have had over 1,500 signatories codifying the will of the community against changing St Andrews Dr. from a two (2) lane road to one (1) lane road - - is a historic number of community responses. I strongly advise each and every current GRF Director to give proper weight and value to this strongly held community position.

I ask that this Email, be made a part of the written record of the upcoming decision making processes of the committees and the full Board as this one lane/two lane matter is decided. The community has spoken very, very loudly - -they (the community) want St Andres Dr. to remain a two (2) lane road.

Thanks for taking the time to read he position set forth above.

Denis Craig - 1-562-493-5500

Correspondence: St. Andrews Paving Project

From: Dennis Cable [<mailto:mulechild@verizon.net>]

Sent: Sunday, February 12, 2017 8:15 PM

To: PhysicalPropertyCommittee <PhysicalPropertyCommittee@lwsb.com>

Subject: Lane Reduction of St. Andrews South of Golden Rain

Hi, my name is Dennis Cable, Mutual 1, 47A. I park in stall one of Carport 13. I got a flyer in my mail stating to e-mail opposition to the lane reduction. I kind of remember this subject coming up before. I'm mostly here part time, spending over 50% of my time at my cabin in the San Bernardino Mountains. I think I have the worst parking stall in Leisure World as it's on the end closest to Golden Rain. When I try to back out, the end wall blocks my view. When I back out, I turn my hazard lights on and back out **very slowly**. Having a Toyota Tacoma pickup, I don't have a clear view of the signal at St. Andrews and Golden Rain or traffic until I am over half my truck length out into the street. Besides the obstructed view, people fly around the corner above a safe speed limit speeding at my vehicle and travel above a safe speed limit through the intersection on St. Andrews. I can't remember how a single lane each way on St. Andrews would be configured. If the single lane would be next to the carport, that would make the situation more dangerous than it is. If the single lane was next to the median with extended diagonal striping next to the carport, that may enhance the safety of my backing out. Otherwise, the double lanes each way should remain. I need room to back out into St. Andrews with provided safety space. I have also thought it would be nice and really enhance safety if a window was provided in the end wall and the bushes cut away so I could have a clear view of the intersection at St. Andrews and Golden Rain.

Thank you for your consideration,
Dennis Cable

Correspondence: St. Andrews Paving Project

----- Forwarded Message -----

From: Dominick Pinterpe <d.pinterpe@ca.rr.com>

To: blukoff@lwsb.com; lstone@lwsb.com; president@lwsb.com

Sent: Monday, January 16, 2017 11:56 AM

Subject: Fwd: Fwd: Fw: St Andrews

Why is GRF wasting time and money to do something that was proven unfeasible in the first place? First responders are against it as well as the residents.

Physical Property Committee is considering redesigning St Andrews Rd. into one lane instead of two lanes in each direction!

At the most recent Physical Property Committee meeting the topic of St Andrews once again was discussed. The committee continues to consider making St Andrews one way in each direction. When this topic came up earlier in the year over 1,500 shareholders/owners signed a petition stating that they wanted St Andrews to continue to be two lanes in each direction. The chair of the committee has appointed a St Andrews Subcommittee to make recommendations to the full committee.

Dear Directors of Golden Rain Board,

I have lived for 12 years here in Leisure World. After I retired as a Senior Computer Engineer for Toshiba Computer Company in 2004. I felt this would be a safe, relaxing and comfortable place to spend my "Golden Years". I have enjoyed becoming involved in many clubs and activities by serving on a number of club boards and doing many hours of volunteer service. However I have to put that on the backburner because I need to closely monitor and advise Golden Rain Board on various changes that would adversely affect my "Golden Years".

I have attended various meetings with my fellow shareholders in which our opinions needed to be expressed so that our board, who is **deemed** to be working for us, is indeed aware of what we need and approve of. The most current of these issues, the proposed changing of St. Andrews Street from 4 lanes to 2 lanes.

The fact is that St. Andrews is the main street in our community. It should be the easiest and most efficient thruway into and out of the community. As such we have to rely on it for not only for travel but also for input of goods and services to our community. Many commercial vehicles including large and small trucks, trailers and busses need to use it. Included in this are also many emergency vehicles both large and small. It would seem logical that if any thing needed to be improved it would be the access and egress to our community. Widening the gate at the end of the street might make a much better focus for your attention. Why aren't there 4 lanes instead of 2 at the gates? This would solve the issue of the supposed bottleneck at the south end of St. Andrews. Few Residents would oppose that I think. Instead of limiting and slowing all traffic to a crawl, widening the gate might be a genuine benefit to the community. There are many other reasons why eliminating 2 perfectly good multi-use vehicle lanes from the community would not be in the shareholders best interest. For example: such as, exiting/entering Leisure 'World during times of emergency, the elimination of much needed parking and the difficulty for many to adapt to the confusion of multiple and varied type of vehicle lanes use. A good example of this is the bicycle lanes going up and down the Freeway overpass on Seal Beach Blvd. outside of Leisure World. It does not take long for anyone to observe that on either side you very often see confusion caused to both cars and bicycles trying to navigate in and out between them. And that does not take the added consideration of the golf carts and of the special conditions that aging causes within our special community.

We are **not** the same as the world outside of the community and special consideration must be given. If it causes confusion our there it would cause chaos in Leisure World. In closing let me ask you to **listen** to your fellow shareholders who know what is needed and what is not.

DO NOT CHANGE ST. ANDREWS STREET TO TWO LANES.

Respectfully Yours, Donald Chovanec,
Mutual 6, 1331 Pelham Road
Unit 67 I (714) 321-9246

Correspondence: St. Andrews Paving Project

To: Physical Properties Committee

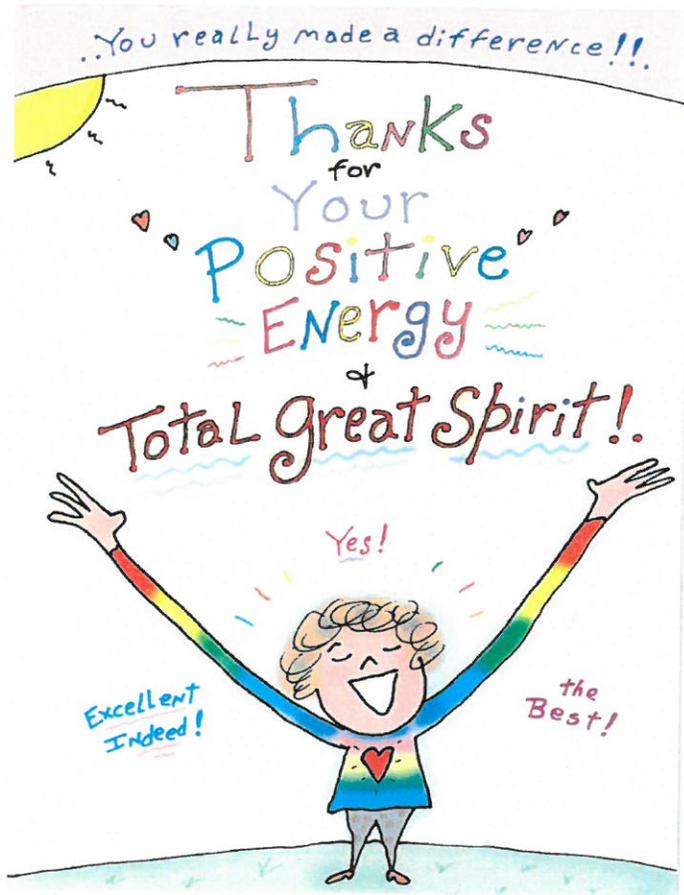
CC: GRF Board

PLEASE READ THIS AT THE MEETING

Twice now the general population of SBLW has said 'NO' to the Board's plan to reconfigure St. Andrews into a single lane roadway. The current configuration has existed for 50 some years with no major issue. What is the compelling reason to change it? We the residents who disagree with the Board's plan do not object to the repaving of the road. If it is broken, let's fix it. We strongly object to the diagonal parking configuration as it will be very dangerous, compared to the current parallel spaces. How many residents want this new configuration? Any other project beyond the repaving should be informed to the public and let us vote on it. DO NOT APPROVE ANY CHANGE BEHIND CLOSED DOOR.

Jack Carrigan

Mutual 1



rightly head again. This project will be very expensive and the beautiful trees and ambience of ~~Westminster~~ ^{St Andrew's} ~~Blind~~ will be a great loss.

Maybe you have money to frivolously waste, but I do not! Please focus on reality and abandon this project.

Sincerely,

JoAnn Bambridge
Mistral 1 - # 31A.

Dear Board,

Consider Yourself
Most
Appreciated!!

However - the current ~~Westminster~~ ^{St Andrew's} project is not appreciated. I was so relieved to hear the project would be abandoned, and now it has reared its

February 6, 2017

Property Physical Property Committee correspondence
Cc GRF Board of Directors

I strongly object to the plan changing the configuration of St. Andrews from a two-lane-in-both-directions street to a one-lane in-both-directions street. I can't see how such a drastic change benefits the majority of shareholders. It seems like one more attempt to restrict the joy of living in Leisure World: less and less parking as there are more "red" curbs; no parking at night in club house lots which now must remain empty or those using the empty spots subject to hefty "fines". Large fees popping up everywhere which restrict friends and family from visiting without being afraid of breaking the "law"...and a proliferation of "policies" which seem to be too restrictive for the "golden" years.

Please read this letter as "correspondence" during the February 13 Physical Properties meeting.

A handwritten signature in cursive script that reads "Jo Anne Ishimine". The signature is written in black ink and is positioned above the typed name.

Jo Anne Ishimine, Mutual 4

Correspondence: St. Andrews Paving Project

From: Kathy Almeida [<mailto:oahu60@verizon.net>]
Sent: Tuesday, February 07, 2017 10:56 AM
To: PhysicalPropertyCommittee <PhysicalPropertyCommittee@lwsb.com>
Subject: St. Andrews Road Project

February 2, 2017

To: Physical Property Committee

Dear Committee Members,

While I understand and respect the reason given by Mr. Lukhoff for not being able to answer the questions from my previous correspondence dated February 3, 2017, it does prevent me from including any comments in this message given the deadline for submitting letters for the agenda. Therefore I ask that any proposal regarding the St. Andrews Dr. Project be fully explained and understood, including any requirement by either the Fire Department or Seal Beach Police Department. Was it not feasible to simply remove the trees, repave, realign the turn outs for carport entry, and repaint the existing lines? If not then I ask that shareholders be given every opportunity to ask questions as would occur with the St. Andrews Drive Project Sub Committee. It would support this committee's desire for transparency to have the representative from Urban Crossroads available as well.

Respectfully submitted.

Kathy Almeida
Mutual 1
43E

Correspondence: St. Andrews Paving Project

From: Laurel Emery [<mailto:lcemery@me.com>]
Sent: Saturday, February 11, 2017 12:30 PM
To: PhysicalPropertyCommittee <PhysicalPropertyCommittee@lwsb.com>
Subject: Redesigning St Andrews Drive

I live in Building 50 and park in Carport 13, space 15 which backs out into St. Andrews Drive.

I attended the meeting last year about repaving St Andrews Dr though Mutual One. There were too many unanswered questions as to parking and entering and exiting our parking stalls. I couldn't see by limiting traffic to one lane that it would do any good and the turn lanes were confusing.

Now I am told you are holding a meeting this coming Monday at Clubhouse 5, room B to again limit traffic to 2 lanes from Golden Rain Rd to St Andrews gate.

Will there be handouts with the plans showing exactly what you plan to do?

Parking: exactly how many spaces will there be? We have about 20 spaces along the street with 4 short term spots and the area near the churches.

The new parking regulations will help with moving people along but we can't lose any of those spots for any reason.

As for the carport, it would be easier if there was a no right turn on red light. I can see the traffic is stopped and I pull out, only to have someone whirl around the corner and be upset that I am half way out of my stall.

I know we need the paving and the gate needs to be redone with the correct stop signs. Please explain at the meeting why we need to cut the lanes to 2?

Laurel Emery
[Lcemery@me.com](mailto:lcemery@me.com)

Correspondence: St. Andrews Paving Project

From: slater [mailto:minotaur@roadrunner.com]

Sent: Monday, February 06, 2017 9:08 AM

To: Barry Lukoff <blukoff@lwsb.com>; Carolyn Miller <carolynm@lwsb.com>; Daniel Fabian <danielf@lwsb.com>; David Rudge <davidr@lwsb.com>; Helen Tran <helent@lwsb.com>; Kathleen Rapp <kathleenr@lwsb.com>; Laura Whitlock <lauraw@lwsb.com>; Linda Stone <lstone@lwsb.com>; Mark Weaver <markw@lwsb.com>; Mary Greer <mgreer@lwsb.com>; Phil Hood <phood@lwsb.com>; President GRF <president@lwsb.com>; Randy L. Ankeny <randya@lwsb.com>; Richard Stone <rstone@lwsb.com>; Ruben G. Gonzalez <rubeng@lwsb.com>; Terry DeLeon <terryd@lwsb.com>

Subject: Re: St. Andrews Drive Paving Project

To the Physical Property Committee

(Correspondence for the February 13th 2017 committee meeting)

Last years meeting on this project brought out 200 residents to a town hall meeting. Recently, the Nextdoor internet site had a survey with 70 responses where 90% of those responding were against the project. With those facts, why did the committee choose such a small room for the Sub Committee session? Additionally, and anecdotally, I was informed that in the past there was a petition with 1500 signatures against the lane reduction project design. The Committee's choice of venue was inadequate based on past interest and attendance. The attempted answer to the problem should not have been to ask some residents to leave and subsequently not reschedule both subcommittee meetings.

The following comments and questions track the numbered points GRF Director Barry Lukoff' made in the January 17th 2017 Mutual 14 Minutes, GRF Director's report, found on pages 15 and 16. (see attachments below)

1. What level of re paving is under consideration here?

Why should the paving cost more for 4 lanes than 2 lanes when bike lanes, sidewalks and parking spaces are considered?

2. 4. Underutilized roadway capacity should be considered a positive condition. Ask any LA/OC commuter that lives outside these gates what they wish for.

5. 15. Tree removal is appropriate if there is roadway damaging root infiltration. Just a note, while this project is limited to south of Golden Rain Road, there is a basis for ?mission creep? , as there are trees located north of Golden Rain Road as well.

8. 11. 12. 13. 14. These points involve safety issues. Last year there where approximately 120 accidents in Leisure World. As previously requested , make the accident reports associated with St. Andrews Dr. available, parsing out those incidents that occurred with turns across the breaks in the center median as well as those that involved the carports. Additionally, include incidents where a driver was doing something illegal. In other words, prove your point regarding current hazards. Remember the balance of the accidents

occurred on roads with the "safer" one lane in each direction configuration .

9. 10. Leisure World is a private community and as such may not be subject to code requirements that must be maintained by outside communities. There may be appropriate exceptions that prove advantageous.

16. Without trees, RV drivers should have an easier time of using the left lane even if it remains 2 lanes in each direction.

General comments include the following:

Make public a summary of the civil engineering report that indicates the need for major re paving. Statements like, " mud is undermining the roadbed," "there are coats of asphalt covering parts of curbing", or the often used, " it's reached the end of it's useful or maximum life", are not adequate.

Additionally, the previous 2013 Anderson Penna Partners Traffic Study, in its prioritized list of projects, made NO recommendation for the lane reductions. The 2015 Urban Crossroads letter report, " identified several concept design alternatives ", of which the Physical Property Committee endorsed the single lane design concept. Residents should be able to see what options the committee had been given.

Moreover, as the cross section roadway design diagram shows 16 ft. of the roadway is devoted to bike traffic and 26 ft. to automobile use . That is 16 ft/42 ft. or 38% of the active roadway is devoted to bike travel. Unless some folks have inside information that residents, whose average age is +/- 77 years, are suddenly going to ride bikes out the gate, that would appear to be a true case of underutilization of the roadway. The GRF Director's report shows that the committee has over riding concerns with underutilization of this road as currently configured. Won't the dedicated bike lanes add to that situation?

Finally, I think it would be prudent to hold off on the revisions to the St. Andrews Gate, until the roadbed configuration is determined and even implemented. As some may recall, there was a problem with the North Gate project configuration and the gate had to be re configured and redone.

On a personal note, St. Andrews Drive .is the most attractive road we have here. With its broad width and tree lined median it is reminiscent of boulevards that one sees in Europe.

As always thanks for your efforts on behalf of all residents.

Len Slater

Mutual 14 20A
562 598 7140

Correspondence: St. Andrews Paving Project

From: Lucille Findlay [mailto:luruem@msn.com]

Sent: Tuesday, February 07, 2017 2:03 PM

To: PhysicalPropertyCommittee <PhysicalPropertyCommittee@lwsb.com>

Subject: St. Andrews Repaving Project

Dear Chair Lukoff and GRF Physical Property Committee Members,

As a member of the Golden Rain Foundation I drive St. Andrews Drive frequently including the portion south of Golden Rain Road. I have reviewed the available information on the repaving project and assessed various situations I've witnessed in that portion of St. Andrews. I've heard and read arguments on both sides. I continue to believe that the community is well served by the current full width two lanes in each direction. I believe other options would compromise safety of those of us who live in Leisure World and others who serve or visit our community.

Please keep the two lanes in each direction at their current width in the final plan for repaving the currently considered portion of St. Andrews Drive south of Golden Rain Road. Looking to the future, please maintain the entirety of Leisure World's Main Street at two full width lanes in both directions.

I would appreciate inclusion of this email with the Agenda for your Monday, February 13 Monthly Meeting.

Sincerely,

Lucille Findlay
13321 Twin Hills Dr. 58F

Correspondence: St. Andrews Paving Project

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

From: Marie Meripol [<mailto:lizmeripol@icloud.com>]

Sent: Tuesday, February 07, 2017 11:45 AM

To: PhysicalPropertyCommittee <PhysicalPropertyCommittee@lwsb.com>

Subject: St Andrews

Dear Committee,

I strongly oppose the reduction of lanes on St. Andrews. If you feel a need to add left turn lanes, remove the trees and use that space.

There is always a substantial amount of traffic using that section of St. Andrews and if there were a time when we should need to make an emergency exit, one lane would create a dangerous situation.

Liz Meripol, M17

Correspondence: St. Andrews Paving Project

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

From: Gail L. Levitt [<mailto:mike4gail@yahoo.com>]

Sent: Saturday, February 04, 2017 10:22 PM

To: GRF Board <GRFBoard@lwsb.com>

Subject: St. Andrews project

February 4, 2017

Members

Board of Directors

Golden Rain Foundation

For a variety of reasons -- many of which were expressed just a few short months ago -- I and thousands of other LWers oppose the proposal to reduce St. Andrews Drive to a traffic-clogging one lane street.

Removing those invasive trees is certainly necessary. As is the repaving project. No arguments there. And keeping the center divider as narrow as possible is an excellent way to cut costs and save the street for cars, not landscaping.

But why on earth would you put lives in jeopardy by forcing drivers to illegally pass slow-moving vehicles on a one-lane road? Which is exactly what this proposed realignment would do. There is nothing quite as frustrating as being stuck behind a driver who has nothing but time on his/her hands when you are about to be late for an important appointment. And your only alternative to being late is to drive around the person holding up traffic.

Then there is the situation, seen frequently on Golden Rain Road: A wheel chair lift-equipped bus is picking up a passenger. A second bus is too wide to safely pass the first bus and so just sits in traffic, waiting. And holding up dozens of cars unable to either go forward or turn around. Imprisoning their drivers, some of whom may have bladder and bowl issues.

Golden Rain Road is a one-lane street. But only because it has to be. There is no room for expansion to two lanes in each direction, even though that awkward first stop sign/two-lanes-into-one is ripe for rear-enders.

Slow traffic to the right. 25-mph vehicles to the left. It has worked just fine for decades. Why mess it up now?

Mike Levitt

Mutual 4

562/596-1346

Correspondence: St. Andrews Paving Project

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

From: davenportm@roadrunner.com [<mailto:davenportm@roadrunner.com>]

Sent: Monday, February 06, 2017 2:53 PM

To: GRF Board <GRFBoard@lwsb.com>

Subject: St Andrews pavement project

To: Physical Property Committee
and the GRF Board of Directors

I oppose changing St Andrews from two lanes in each direction to one lane in each direction. The idea of diagonal parking on St Andrews is not safe and could actually cause accidents. I am 94 years old and have lived in Leisure World for over 13 years and I have driven on St Andrews many times.

Please leave St Andrews a two lane road in both directions when it is repaved.

Thank You,
Mary Davenport
Mutual 4 42H

Correspondence: St. Andrews Paving Project

From: Patricia Davenport [mailto:davenportp.om@gmail.com]

Sent: Thursday, February 02, 2017 7:50 AM

To: GRF Board <GRFBoard@lwsb.com>

Cc: Randy L. Ankeny <randya@lwsb.com>

Subject: Physical Property Committee correspondence - St Andrews paving project

February 2, 2017

To: The Physical Property Committee

Correspondence to be read at the Physical Property meeting on February 13, 2017

Cc GRF Board of Directors

Re: St Andrews Paving Project

I am taking this opportunity to express my thoughts and ideas regarding the St Andrews paving project that is once again being addressed by the Physical Property committee.

I am very much in favor of keeping St Andrews as a two vehicle traffic lane in each direction as it presently exists. The lanes need to remain the same size. The lanes are large enough to accommodate large trucks, busses and vehicles without feeling cramped as was the case on Golden Rain.

I am opposed to diagonal parking as it would be detrimental to safety. St Andrews Drive curves, and diagonal parking would make it more difficult to see oncoming traffic.

Since the median needs to be redone median breaks can be reconfigured for the residents that have carports on the road. Understandably the trees will need to be removed.

Urban Crossroads did not identify this part of St Andrews as unsafe in their original report and there is no record of accidents to justify making changes to the present configuration.

Also, Randy Ankeny has informed me that the one lane vs. two lanes in each direction on St Andrews has nothing to do with the decision of the Seal Beach Police Dept. coming into Leisure World to give out citations.

Summation of recommendations for St Andrews Drive - Keep two traffic lanes in each direction, dimensions of the two lanes remaining the same and preserve as much parking as possible.

Sincerely,

Patricia Davenport
Mutual 4 44K

Correspondence: St. Andrews Paving Project

Golden Rain Foundation

January 27, 2017

Gary Lukoff, Chair, Physical Property Committee

Subject: Physical Property Committee Meeting, January 16, 2017

Dear Mr. Lukoff:

Subject meeting was cancelled due to limited space to accommodate the number of shareholders/owners that attempted to attend. You stated that the meeting would be rescheduled in a larger room, however, you have now decided to discuss the project at the regular monthly Physical Property Committee meeting on February 13, 2017. Will interested owners/shareholders again be turned away for lack of space?

The project planned for discussion was the St Andrews repaving project that is back on the table, including the much opposed narrowing down to one lane each way of this main artery. Twenty Six Mutual 7 residents signed a petition expressing their opposition to this proposal back in April of 2016 along with many other residents of Leisure World. Apparently this was all ignored.

I request that this letter be read as correspondence at the February 13 meeting.

Mona Lewis
Mona Lewis,
Mutual 7, 149K

Copy: Linda Stone ✓
Mary Ruth Greer ✓
Phil Hood ✓
Kathy Rapp ✓
Richard Stone ✓
Helen Tran ✓

Correspondence: St. Andrews Paving Project

From: Carole Damoci
Sent: Saturday, February 04, 2017 10:10 AM
To: Deanna Bennett <deannab@lwsb.com>
Subject: Fwd: St Andrews project

For pp
Sent from my iPad

Begin forwarded message:

From: Anthony Tupas <tupas_anthony@yahoo.com>
Date: February 3, 2017 at 9:03:05 PM PST
To: <grfboard@lwsb.com>, Randy Ankeny <randya@lwsb.com>, "president@lwsb.com" <president@lwsb.com>, <hb123bob@hotmail.com>
Subject: St Andrews project
GRF Board

The residents elected and place their trust in you so that they maybe represented. When you receive an overwhelming amount of emails letting you know that they are against the project and you continue to push on, you've violated that trust. The St. Andrews project is not about safety. It's nonsense. When you only have one lane it puts pressure how the road is being used. One lane means:

1. No option to avoid accident.
2. It slows Ambulance and Emergency crews.
3. It also impacts traffic. I.e. From residents vehicle all the the way to delivery trucks.
4. Overwhelming amount of residents don't want it.
- 5 The current resident and future residents should not be on the hook in paying for the project.
6. One lane serves more traffic which is a dangerous for pedestrians, bicyclist and golf carts.
7. One lane leave no room for error.
8. The cost will be enormous and the Board continuously fail to mention it.
9. The amount of accidents that can occur when people get impatient will increase.
10. This project doesn't benefit the community as a whole and the list can go on.

The point of this letter is to tell the Board that this is not a project worth pursuing and we as resident are against. We are ready to protest against it if we have to. This is a violation of our trust in all of you if you that's supposed to be our voice. Please read my letter in the next meeting.

Regards
Tony Tupas

Correspondence: St. Andrews Paving Project

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

From: Maryann Shaddow [<mailto:mareshaddow@gmail.com>]

Sent: Monday, February 06, 2017 10:47 AM

To: PhysicalPropertyCommittee <PhysicalPropertyCommittee@lwsb.com>

Subject: ST Andrews

I just wanted to state my position on St. Andrews .

I hope that it can be kept at 4 lanes. It makes sense to have a traffic lane for the slower vehicles to the right and allowing faster vehicles to pass left. It really makes sense when we have a constant onslaught of fire trucks and paramedics flying in here all day long. Also I do not understand how paving only one lane in each direction would save money. What will you do with the rest of the road. Tear it up and do what with it? You will have to still spend money....landscaping etc. I have a feeling that you really will be using the same amount of black topping. The argument about Golden Rain being one lane now is really inept. Golden Rain should of NEVER been two lanes it was NEVER wide enough. I recently had the experience that I needed to go through the intersection at Golden Rain and turn onto Burning Tree because the fire truck could not pass by me there simply is not enough room on Golden Rain. I have a feeling that if you take St Andrews down to one lane in each directions it will be a short sighted mistake and one that in the coming years we will regret and have to spend more money to return it to the original 4 lanes. We have over 9000 residentslet's concentrate on adding another exit for cars in the back near Westminster for our own safety in the event of an emergency. Spend the money wisely.

The old sayingif it ain't broke don't fix it?

Just my 2 cents!

Respectfully submitted.

Maryann Shaddow and Anthony Shaddow
Mutual 14 22B

You may read this opinion at the meeting.

Correspondence: St. Andrews Paving Project

----- Forwarded Message -----

From: "ronnett2@gmail.com" <ronnett2@gmail.com>

To: "grfboard@lwsb.com" <grfboard@lwsb.com>

Sent: Friday, February 3, 2017 1:39 PM

Subject: Physical Property Committee

Please read my following letter at your next upcoming meeting on February 13, 2017 or whatever date your committee considers the St. Andrews lane reduction.

I, Ron Nett, Mutual 8 Unit 192J, located at 13344 El Dorado Dr. Unit 192J, do not want any reduction to the existing 2 lanes in each direction on St. Andrews from Golden Rain to St. Andrews gate.

If tree roots are a major problem, why not remove the trees and median.

Motorhomes have 2 other gates to enter or exit.

Golden Rain is much narrower than St. Andrews and has the canal in the center, that made it necessary to reduce it to one lane in each direction. That is not the case with St. Andrews.

It will be an inconvenience to all. Golf carts go slower than the allowed speed limit on that section of St. Andrews.

If drivers are going the wrong way on the other side of the street, then enforce the law/rules and educate them on the dangers they pose.

I am writing this letter for me and some of my neighbors that do not want any lane reductions.

Please do not proceed with this reduction plan.

Thank you,
Ron Nett

Sent from Windows Mail

Correspondence: St. Andrews Paving Project

----- Forwarded Message -----

From: Robert Meyers <rsmeyersjr@gmail.com>

To: president@lwsb.com; lstone@lwsb.com; jreed@lwsb.com; lperrotti@lwsb.com; rstone@lwsb.com; ppratt@lwsb.com; psnowden@lwsb.com; shopewell@lwsb.com; kathleenr@lwsb.com; smcquigan@lwsb.com; mdodero@lwsb.com; bscheuermann@lwsb.com; mgreer@lwsb.com; blukoff@lwsb.com; helent@lwsb.com; pmoore@lwsb.com

Sent: Friday, February 3, 2017 1:33 PM

Subject: St Andrews 4 lane to 2 lane

Madame President;

The scheduled maintenance for St Andrews Drive is approaching. Recommendations for changes to the present configuration of St Andrews Drive must be based on the fifty years plus the road has serviced the GRF members. We must consider the condition of the existing road, past incidents of record, change of codes and changes in the use of the road in future years by our GRF members . As the life span of our GRF members increases the need for a safe, stress free passage is top priority. Due to the increase in our lifespan members will be more reliant on unlicensed means of transportation .

As a seven year resident of Leisure World I have observed alternate means of transportation being used on St Andrews Drive. In my opinion using the road will be safer and far less stressful for our next fifty years with the creation of a safety lane painted on the inner lane adjacent to the parking lane. Both licensed and unlicensed vehicles would use the safety lane however licensed vehicles must yield to unlicensed vehicles

.Madam President please read this letter at your next regularly scheduled board meeting. I have copied all the board members.

I remain;

Robert Meyers
Mutual five GRF member.

The St Andrews transition has some professional considerations not only from the Planners Point of view but also the Professional Drivers Point of view.

- 1> The Smith System Drivers is the most lasting professional drivers training in the world. They are located in Atlanta and their phone number is 800 777 7648. They have long established keys for drivers and one of them states "Leave yourself an out". This coincides with one lane versus two lanes. Two lanes give an out!
- 2> The UPS Corporation strongly encourages their drivers to make only right turns because this is so much safer than a left turn. Widening the median encourages more left hand turns. The wider it becomes the more it encourages more dangerous left hand turns. Leaving out one of the two-way-left-turn is accident prevention.
- 3> President Carol Damoci encourages transparency. At the January 2017 Physical Property meeting Pat Davenport felt the meeting was discouraging transparency by saying the meeting was not going to have the St. Andrews project covered and people then left. It was then covered in the meeting with discussions and photographs but the people had already left.

There have been meetings in Club House 2. Canceled meeting in Club House 3. In fact, when the question was raised "where is the most dangerous point in Leisure World" it was not known. Pat Davenport is certainly worth listening to about Transparency.

Backing out of the carports seems to be one of the issues.

Professional Planning and Profession Driving should complement one another. If not this seems like something to work together on. With 1500 objecting to this change, it sounds like some friendly open discussion could go a long ways in getting people's cooperation and provide positive results.

Regards,

John Retterath

Mutual 15

File two way one was St. Andrews



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2/12/17

To: The GRF Physical Property Committee

We live on St. Andrews Drive, and use carport #12. We strongly oppose to any plan to change St. Andrews to a one lane, in each direction. We have a space in the first carport coming from the south gate, and it is hard with the 2 lanes, to exit from the carport due to the amount of traffic going by. Cutting it down to 1 lane seems to be an ignorant idea, to those of us who actually live on St Andrews.

Another issue would be the emergency vehicles also using the drive, causing even more problems, both for them and for us emerging from our carport.

We strongly ask you to reconsider, and to step away from this idea.

Paul & Peterson
Janet M. Peterson
Mutual I, 31-K

Feb 13, 2017

To whom it may concern,

I think reducing a 4 lane to a 2 lane street is a very bad idea. It would limit better room for emergency vehicles. It would also be more dangerous for slow vehicles & bikes.

Cars need room to pass if needed. Leave streets the way they are.

Sincerely;
Jelda Moen

Mutual 1.
Apt 31 I

Correspondence: St. Andrews Paving Project

Golden Rain Foundation – Physical Property Committee

Please place this correspondence for the February 13, 2017 Committee Meeting

Many of the current members of the GRF BODs and those on this Committee probably do not know or realize that the action to make St. Andrews a one lane street was stopped once before. But here we go again!

Here are a few points again:

Why change this to a one lane street?

Consider that two lanes are necessary for these reasons:

- + GRF buses to stop and pickup shareholder/members
- + Fire trucks to would need to go around some vehicles to get to and
Emergency
- + Ambulances need to stop and get to a unit where someone may be
Dying

St. Andrews MUST remain a two lane street for safety reasons. All that needs to be done is resurfacing. That can be done the same way that Westminster Blvd was resurfaced through the Weapons depot area.

As you all well know, St. Andrews is owned by the Golden Rain Foundation passed through the exit Gate all the way to Seal Beach Blvd. However, please take notice that area on the incoming lane also needs to be repaved as well.

Again, please keep two lanes in each direction and just repave as necessary.

Sincerely, Carol Franz, Ph.D Mutual Two



Cc: Golden Rain Foundation Board of Directors

Correspondence: St. Andrews Paving Project

Dear members of the Golden Rain Foundation board,

Thank you all for doing your best during your volunteered time to act on the behalf of my neighbors and myself.

Since you are acting on my behalf as a resident, I want to make my thoughts known so you can make the best decision possible.

I understand that the re-paving of Saint Andrews is before the board again. I have no disagreement with the paving project. I agree re-paving needs to be done.

Saint Andrews is our only four lane road at this time. Golden Rain was rightfully from four lanes to two lanes as that road was too narrow for two cars much less two trucks to drive safely. However, this is not the case with Saint Andrews.

- In case of an emergency it would be a better escape route.
- “If it isn’t broke, why fix it?” I understand there have been no driving accidents as a result of the lanes. The only accidents have been due to wrong way drivers. Changing from four lanes to two lanes would not resolve that scenario.
- I understand the thought of left turn lanes for the persons entering garages on Saint Andrews. We have spaces for people to make a U- turn and enter their garages now. We have multiple entry points for those who desire to entire on the correct side of their garages without making a left or U-turn.
- The first 2015 study stated while it would be a good idea to divide the street differently, it would be confusing for senior citizens and may cause accidents. That same study also recommended to get rid of the confusing signage.
- I understand GRF would like to bring Seal Beach Police in to Leisure World in the future and that we would need our streets to be legal. This is the one street that would be as it is. There is ample room for a bus or other large vehicle and a car to drive side by side. The bringing in police is a topic for another day with most likely another board, so I won’t give my reasoning on that subject today.
- I understand the desire is to have a pedestrian lane, bike and golf cart lane, and car lane. The driving lane would have to be the left lane. The height of the trees will prohibit a large vehicle like a bus or RV. A bike or a golf cart would want to turn left from the left lane meaning part way up the street, they will cross over to the car lane. I perceive confusion and driving errors becoming dangerous. Currently, if a golf cart or bicycle simply gets in one lane, a car just moves to the other lane.

- The median trees: I know some want the trees and others don't. I have no objection either way. However, those trees protect the electric poles. If they are hit by a confused driver, we all suffer the consequence of no power for about 8 hours or more depending on damage. I like the idea of succulents which require little water and little maintenance. (While moving the poles underground is a nice idea, it is extremely costly.)
- Making the change will affect emergency vehicles attempting to enter or exit using the only road that has the space for them to get through easily if other cars are on the road.
- We are a small community that most of us take pride in our "old fashioned ways". Most of us are not looking for changes. We are looking at being comfortable on our limited incomes. If we wanted to be in a fancier neighborhood we would have purchased our home in Laguna Woods or one of the other new retirement communities. But we bought here because of the atmosphere we HAVE, not because of some dream of changing OUR community.

Thank you for your time,

Pat Chovanec

1331 Pelham 67-I (mutual 6)

Seal Beach CA 90740

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To PHYSICAL PROPERTY COMMITTEE

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ST. ANDREWS DRIVE

I strongly oppose any plan to change St. Andrews Drive from 2 lanes to 1. I am the 1st carport after they enter the gate. They are already racing down the street and it is dangerous for us to back out. I cannot imagine what it would be like with all of those cars racing down 1 lane.

Please reconsider our safety.. Pauline Fitzsimons

*Pauline Fitzsimons
Mutual 1 - 31 F*

Send

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Correspondence: St. Andrews Paving Project

From: Laura Garcia [mailto:lagarcia_2000@yahoo.com]

Sent: Sunday, January 15, 2017 11:52 PM

To: GRF Board <GRFBoard@lwsb.com>

Subject: St. Andrews Street Narrowing

A friendly reminder that 8 months ago, the community rallied to let the GRF Board know that as a community, we were opposed to the narrowing of St Andrews to a two lane street. Picketing got your attention enough to table the issue.

Why would you think that the community, now, only 8 months later, would support this costly, nonsensical proposal?

Hopefully, you only have this crazy proposal on the agenda, solely to rescind the original proposal, and to put the matter to rest, once and for all.

Respectfully yours,

Laura Garcia

Mutual 8

Sent from my iPad