Appendix A
Original Draft EIR Comment Letters

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May 30, 2018

Kathleen King
City of Los Angeles
221 North Figueroa St, Suite 1350
Los Angeles, CA 90012

Subject: Mount Saint Mary's University Chalon Campus Wellness Pavilion Project
SCH#: 2016081015

Dear Kathleen King:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 29, 2018, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH# 2016081015
Project Title Mount Saint Mary's University Chalon Campus Wellness Pavilion Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR

Description Demolition of all existing uses on a 3.8-acre project site and construction of the proposed Wellness Pavilion, a two-story, approximately 38,000 sf multi-use building, which would house a recreation and practice gym, multi-purpose rooms, exercise rooms, physical therapy lab, dance and cycling studios, offices and support space (i.e. lockers, showers, restrooms, equipment storage, and mechanical spaces). The project does not include a request to increase the max student enrollment (2,244 students) on the campus, nor would it create a need for a future increase in the max student enrollment.

Lead Agency Contact

Name Kathleen King
Agency City of Los Angeles
Phone (213) 978-1195 **Fax**
email
Address 221 North Figueroa St, Suite 1350
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long
Cross Streets Chalon Rd and Grace Lane
Parcel No. 4429-003-033
Township 1S **Range** 16W **Section** **Base** SB

Proximity to:

Highways I 405
Airports
Railways
Waterways Rustic Creek
Schools MSMU, Archer, Brentwood, others
Land Use No change to the existing zoning and land use designations are proposed under the project. Z: Res Estate Hillside Area Height District 1 (RE40-1-H); LU: Min res

Project Issues Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; California Department of Education; Office of Emergency Services, California; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Santa Monica Bay Restoration; Santa Monica Mountains Conservancy

Date Received 04/12/2018 **Start of Review** 04/12/2018 **End of Review** 05/29/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

Connect Create Collaborate

BHA

Kathleen King <kathleen.king@lacity.org>

MSMU / ENV-2016-2319-EIR / Comment Letter

2 messages

Rodney Liber <rodliber@me.com> Wed, Jun 13, 2018 at 12:00 AM
To: Kathleen.King@lacity.org
Cc: Mike Bonin <Mike.bonin@lacity.org>, Krista.kline@lacity.org, Brentwood Homeowners Association <info@brentwoodhomeowners.org>

Attachment available until Jul 13, 2018

Dear Ms King.

Please acknowledge by reply email receipt of the attached comment letter regarding the MSMU DEIR, submitted on behalf of the Brentwood Community Council and the Brentwood Homeowners Association.

For your convenience, and to ensure proper delivery of the 134 page letter and attachments, a dropbox link of the attached document is included below.

Thank you.

1

Rodney Liber | Treasurer | Brentwood Homeowners Association | PO Box 49427 Los Angeles CA 90049 | 310.567.1000 | rodliber@me.com

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Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:27 AM
To: Rodney Liber <rodliber@me.com>
Cc: Mike Bonin <Mike.bonin@lacity.org>, Krista Kline <Krista.kline@lacity.org>, Brentwood Homeowners Association <info@brentwoodhomeowners.org>

Mr. Liber,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
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Los Angeles, CA. 90012

BRENTWOOD HOMEOWNERS ASSOCIATION
PO Box 49427 • Los Angeles, CA 90049

BRENTWOOD Community Council
149 S. Barrington Ave., Box 194 • Los Angeles, CA 90049

via email kathleen.king@lacity.org

June 12, 2018

Kathleen King
Major Projects
Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, California 90012

Re: Mount Saint Mary's University Chalon Campus Wellness Pavilion Project; ENV-2016-2319-EIR

Dear Ms. King,

These comments on the DEIR for the above referenced Project are submitted jointly by The Brentwood Homeowners Association ("BHA") and the Brentwood Community Council ("BCC"). BHA represents approximately 3,200 single-family homes within the 90049 neighborhood surrounding the Project. Our members live on the narrow residential streets that are most impacted by vehicles travelling between Sunset Blvd and the Project. The BCC is the broadest based Brentwood community organization, representing approximately 50,000 stakeholders of the 90049 neighborhood. The BCC includes homeowners' associations, multi-family residential dwellers, business organizations, schools, religious groups, volunteer service groups, public safety and environmental organizations. 2

INTRODUCTION

Mount Saint Mary's University ("MSMU") is located in a quiet residential neighborhood in Brentwood approximately two miles north of Sunset Boulevard. The school can only be accessed through winding and narrow residential streets. MSMU's site is zoned not for commercial or school use, but for very low density residential use and the surrounding area is exclusively residential. The school operates as a conditional use in recognition that it could have potential adverse impacts on its surroundings. It does not operate by right within the zone.

Sunset Boulevard is the primary access route to MSMU. It is shared by seven other schools -- Archer School for Girls, Brentwood School East Campus, Brentwood School West Campus, St. Martin of Tours School, Sunshine Preschool, University Synagogue School and Kenter Canyon School. Sunset is one of the most gridlocked streets in Los Angeles. As is noted in the DEIR, the intersections of Bundy Drive/Sunset Blvd, Saltair Ave/Sunset Blvd, 26th Street/San Vicente Blvd, Mandeville Canyon Road/Sunset Blvd, and Kenter Ave/Sunset Blvd all operate at a Level of Service ("LOS") D or worse during AM or PM peak period. While not included in the DEIR for this Project, the intersections of Barrington Place/Sunset Blvd, Barrington Ave/Montana Ave, San Vicente Blvd/Montana Ave, 3

Barrington Ave/Wilshire Blvd, and San Vicente Blvd/Federal Ave/Wilshire Blvd. also operate at a LOS D or worse.[1]

Traffic in the area is so bad that our Councilman Mike Bonin (Council District 11) has stated that any schools that undertake construction projects requiring City Council approval must reduce their traffic below today's levels.[2] The community and CD-11 worked with the Archer School for Girls and Brentwood School to establish agreements under which **these schools agreed to reduce their peak hour traffic in return for project approval. However, not only has MSMU not agreed to reduce traffic, it proposes significantly increasing traffic impacts after completing this Project.** 3 (cont.)

A number of controllable factors contribute to the traffic generated by schools including: 4

- Enrollment – MSMU falsely claims the right to increase enrollment at the Chalon campus by 50% above today's levels and then fails to study the impacts at its claimed enrollment level in the DEIR. The DEIR also includes no information on the number of classes or schedules and includes no commitments to schedule classes at times that reduce peak period driving. It includes no proposals to encourage carpools or taking shuttles beyond the current ineffective TDM.[3] [4]
- Events – MSMU proposes significant increases in the number of events held on campus and proposes up to 400 outside guests per event with no limits on events starting and ending during peak hours.
- Sports activities – The DEIR includes conflicting information on whether competitions are held on campus, and no information on the number of attendees, or the number and time of practices.

The DEIR is deficient because it fails to provide data that accurately and completely describes these factors and possible mitigations of their adverse impacts. Both Brentwood School and Archer agreed to restrictions on all of these areas in their CUPs. 5

While traffic is one important concern, the community is also concerned about the size, height, lighting, and signage of structures; parking on and off campus; noise emanating from the campus are also concerns. 6

EXECUTIVE SUMMARY OF DEIR ISSUES

Any objectives of the proposed Project for this educational institution, together with any possible Overriding Considerations, are grossly outweighed by the significant and unavoidable environmental impacts on the surrounding residential community, including impacts relating to the circulation system, intersection congestion, air quality, noise, and neighborhood intrusion. The DEIR fails to include substantial evidence that would support a different conclusion. 7

[1] These intersections were in the study areas of the DEIRs for Brentwood School (2015) and the Archer School for Girls (2014).
[2] Councilman Bonin has referred to this as his "Sunset Standard."
[3] The *Mount Saint Mary's University: TDM and Three-Year Action Plan Report updated April 2015* (described further in the section on MSMU's TDM) provided by MSMU to BHA shows low rates or participation in carpools and most students, faculty, and staff drive to campus.
[4] It should also be noted that many students who are technically enrolled at the Doheny campus take classes at Chalon and use facilities such as Chalon's library.

As will be demonstrated in this comment letter, the DEIR fails to include substantial evidence supporting the necessary findings. Our comments with respect to the deficiencies, inaccuracies, omissions, and misleading statements in the Draft Environmental Impact Report ("DEIR") for MSMU's proposed Wellness Center can be summarized as follows: 7 (cont.)

- **The Project and Project Site Descriptions Fail to Provide the Required Information and Analysis of the True Nature of the Project, which is a Facility for Events Benefiting External Groups not Affiliated with the University, not only a Wellness Center for the Benefit of Students, Faculty, and Staff.**

  MSMU's existing CUP limits the campus' uses to educational. However, MSMU proposes to use the new Wellness Center for outside groups that have no affiliation with MSMU's students, faculty and staff. Three new series of "Future Campus Events" events (II-38) are proposed after the Project is built:
  - Summer sports camps - 400 outside guests per day.
  - Lecture series - 8 per year with 250 outside guests per event.
  - Other wellness/sports activities - 4 per month, or 48 per year, with 400 outside guests per event. 8

  Most of these events have nothing to do with the education of MSMU's university level students and students constitute less than half of the projected attendance for the only ones that do-- the 8 lectures. The DEIR notes that MSMU already holds 12 events per year for external groups not affiliated with the university --- which is not permitted under the existing CUP—and then proposes to significantly expand upon that violation. The 12 existing external events are not included in the 48 Other wellness/sports activities listed above.

- **Analysis of Activities in the DEIR Fails to Capture the Full Range of Potential Traffic or to Offer Effective Mitigations**

  The traffic analysis in the DEIR is faulty because it fails to provide information on existing activities on campus or to appropriately measure their impact. Without an appropriate analysis, MSMU cannot offer potential mitigations such as moving existing events out of peak hours, cancelling them, or reducing their size. All these options should be considered before MSMU assesses how many significant impacts the project generates. Examples of inadequacies in the DEIR include:
  - Events- No list or schedule of existing events is included. Nothing prevents MSMU from increasing the size of these existing events or moving them to peak hours, potentially adding significant impacts that were not studied. 9
  - Sports- The DEIR has limited yet conflicting information as to whether sports competitions will be held on campus. Competitions have the potential to generate significant traffic from guests.
  - Summer camp – The DEIR makes the unjustified assumption that every car will transport an average of 2 campers and then erroneously describes it as the "worst case scenario." A worst-case scenario is 1 camper per car.
  - Unsupported back-up for assumptions- The DEIR incorporates an inaccurate analysis of zip codes for students, faculty, and staff, and then uses this erroneous information for its traffic analysis. The analysis of peak hour events is limited to a few hours each day instead of the full peak period, and doesn't take into account overlapping events (which cannot be proven or disproven because no schedules are provided.)

- Construction – Inadequate mitigations are proposed as compared to those agreed to by other local schools. 9 (cont.)

- **The DEIR Misstates the Allowed Maximum Enrollment, and then Fails to Provide a Traffic Analysis Based on its Claimed Enrollment Number.**

  MSMU claims that it can have up to 2,244 students enrolled at Chalon, but prior reports by the city in 1984 and 1996 support a maximum of 1,072 students. The current student enrollment at Chalon is approximately 1,500 and this is the number that MSMU has used for its traffic analysis. However, if MSMU feels that it can have an enrollment of 2,244 students without requiring additional approval by the city, the 2,244 number should have been used for the traffic analysis in the DEIR. 10

  Having a theoretical maximum enrollment cap of 2,244 at Chalon does not limit student traffic, however, as students enrolled at the Doheny campus also take classes at Chalon. Additional restrictions are needed to limit traffic from Doheny students; otherwise MSMU could circumvent any enrollment caps by enrolling the students at Doheny and scheduling their classes on Chalon.

- **The DEIR States that MSMU has Successfully Reduced its Traffic Impact Prior to This Project yet Provides No Evidence to Support This Statement.**

  MSMU provided BHA with a Transportation Demand Management ("TDM") study commissioned by MSMU in 2014 which was critical of the school's existing traffic management plan, comparing it unfavorably to those at other local universities such as UCLA, USC, and CSUN. MSMU committed to paying for the first year of a three-year recommendation. No evidence is provided that it ever provided funding for the other two years, or that any changes led to traffic reductions. MSMU should not be permitted to add significant numbers of activities when it has not yet demonstrated that it has an adequate TDM in place for its existing traffic. The DEIR is inadequate because it lacks any explanation of how it plans to measure the success of its program. 11

- **Alternative 3 ("Alternative Construction Route") is not a feasible alternative and should not have been included.**

  This alternative requires that Getty Center ("Getty") grant access for construction vehicles to travel through Getty's property, something that Getty had continually refused to agree to prior to MSMU's issuance of the DEIR. After the DEIR was issued, MSMU asked the city to remove this as a feasible alternative because of the Getty's objections. This alternative should never have been included, and hence the DEIR should be revised and recirculated with a new feasible alternative incorporated. 12

- **Alternative 4 ("Reduced Event Alternative") is insufficient to Mitigate the Traffic Impacts Generated by the Project.**

  Other local schools such as the Archer School for Girls and Brentwood School reduced peak hour traffic from existing operations in order to reduce traffic overall. MSMU's DEIR is silent on existing operations (classes, events, and sports) so that no baseline traffic numbers can be calculated that take into account variations between days with and without big events on campus. In addition, MSMU offers no 13

commitments that traffic from existing activities won't increase in the future, which was not analyzed. Therefore, this alternative is insufficiently analyzed. 13 (cont.)

- **The DEIR Fails to Validate the Parking Demand for Events or to demonstrate that the amount of parking on campus is adequate during construction or when the project is operational.**

  MSMU states that adding 55 parking spaces will solve all parking problems yet provides no analysis to back up that fact. Its entire parking plan appears to be based on three days of surveys, without analyzing the plans for days with large events or properly surveying the number of cars parked on Chalon outside of the campus. The DEIR needs to have an adequate parking analysis that backs up its claims of having adequate parking, particularly for days with large events. 14

- **The DEIR is inadequate because it attempts to address only the Project Site, yet it is impossible to separate the development of the Project Site from its impact on the overall operations of the School.**

  Changes to campus operations extend well beyond the limited area defined as the "Project Site", yet MSMU has chosen only to analyze the Project Site itself. Attendees to large events will undoubtedly drive through the campus and park in areas not on the Project Site. The DEIR states that objectives of the Project include unifying the north and south ends of the campus and improving pedestrian safety across the campus, not just on the Project Site itself. Even MSMU's legal counsel recently wrote to BHA that "the entire campus functions as an integrated whole." Therefore, the DEIR cannot narrowly discuss the Project Site only. All operations of the campus are impacted by the Project and therefore the entire campus must be included in any analysis in the DEIR. The DEIR should be revised and recirculated based on the impact of the Project on the entire campus. 15

- **The DEIR is inadequate because it incorporates many unauthorized uses of the campus as if they were approved and then tries to expand them.** 16

ANALYSIS OF THE DEIR

<u>The DEIR Fails to Include Substantial Evidence Supporting the Necessary Findings.</u>

MSMU has existed --- and could continue to exist – without the project for 88 years. Over 300 single-family residences on Bundy Drive, Norman Place, and Chalon are already affected every day by over 2,000 daily MSMU-related vehicle trips. This number is only for traffic on the most direct routes to and from Sunset Blvd; it doesn't include residences impacted by MSMU students, faculty, staff, and guests taking more circuitous routes on streets such as N. Bowling Green Way, N. Barrington Ave, and N. Saltair Ave to avoid congestion on Sunset. As will be demonstrated below, the DEIR fails to provide the required information and analysis regarding the adverse impacts caused by those vehicle trips. 17

1) <u>The Project and Project Site Descriptions Fail to Provide the Required Information and Analysis of the True Nature of the Project</u>

DEIR descriptions of the "Project" and "Project Site" (page S-1, Figure II-1) are deficient, inaccurate, and inadequate because the project objectives, proposed uses and requested approvals exceed the unduly and arbitrarily limited descriptions of the Project and Project Site. The DEIR must be amended throughout in order to accurately describe and analyze the true nature of the Project and Project Site. 18

The DEIR consistently describes the Project as "provid[ing] students, faculty, and staff with comprehensive health and wellness services including modern amenities needed for physical and health education." (II-1)

However, the DEIR goes on to state that the Project will also include programs that are not for the benefit of existing students, faculty, and staff such as "campus programming [that]…create[s] the opportunity for new external Summer Sports Camps, a Health and Wellness Speaker Series, and other activities or events that complement the purpose of the proposed Wellness Pavilion (i.e., MSMU community **or external** rental health, wellness, and sports activities)." DEIR (II-17)

18 (cont.)

The DEIR is deficient and inaccurate because it fails to describe and incorporate the existing limitations placed on campus use, which date back to the variance issued in 1929 and the conditions of the Conditional Use Permits issued in 1952 and 1984 which restrict the uses of the campus to "educational subjects." The DEIR states that the "existing use of the site includes external events" -- defined as "non-MSMU events for which MSMU rents out its facilities" -- and notes that there were 12 external events in 2016. **Renting the facilities should not be allowed under any circumstances, as this is commercial use of the campus which is not authorized under MSMU's existing CUPs.**

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MSMU proposes to continue and expand upon its previous violations by proposing additional uses by outside groups that have no affiliation with MSMU's students, faculty and staff. In fact, three new series of "Future Campus Events" events (II-38) are proposed after the Project is built: summer sports camps, lecture series and other wellness/sports activities.

- Summer sports camps – These camps are for children, not university students, and the DEIR acknowledges that "No SFS" (students/faculty/staff) (II-36) will be part of these camps. This activity is clearly not currently allowed, and given the severe impact on traffic --- 400 outside guests per day during the only time of year that residents currently get a respite from campus traffic --- should absolutely not be allowed in the future.

- Health and Wellness Speaker Series (up to 8 per year) – While these are described as a "new lecture series designed to complement MSMU Wellness Movement with periodic lectures in health and wellness for students, faculty, and staff," as many as 250 attendees to any event are projected to be outside guests, not students, faculty or staff. Furthermore, MSMU offers no limits on the number of people --- more importantly no limits on the number of vehicles--- that could come to campus to attend these events. Nor does MSMU propose any restrictions on the scheduling of these lectures so as to avoid adding significant levels of traffic during peak hours. By way of comparison, both Brentwood School and Archer agreed to move large events out of peak hours or to limit the number of outside vehicles allowed in during peak hours.

  In summary, any new events added that might use the new Wellness Center must be limited to those for the benefit of students, faculty, and staff only, without allowing significant numbers of outside guests. In addition, larger events that would cause a significant impact on intersections in the area must be scheduled outside of peak hours.

- Other Wellness/Sports Activities (up to 4 per month) – The DEIR makes no pretense that these events are for students, faculty, and staff. The DEIR states that up to 400 attendees would be "All OG" (outside

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guests.) Using the campus for outside events is currently not allowed under the existing CUPs and must remain that way. 20 (cont.)

The following specific concerns and questions should be addressed in the DEIR:

- What justification does MSMU consider acceptable for imposing significant impacts on the community by renting the facility out to third parties? Why does MSMU feel that it has the right to rent out the facility to outside guests under its existing conditions of approval to operate?
- Why does MSMU feel that it should rent out the new Wellness Center to third parties, creating significant traffic impacts on the community?
- What would the traffic analysis look like if MSMU limits the DEIR to the project's stated intention, which is to provide health and wellness services to students, faculty, and staff and eliminates the external events which are not planned or provided primarily for the benefit of existing students?
  Inclusion of a sports camp is not consistent with operating an institution of higher learning. These camps have no benefit to the students, faculty, or staff and their heavy traffic impacts a significant detriment to the community. They are inconsistent with the stated purpose of the university. Why does MSMU believe that a sports camp is an appropriate addition to campus activities? 21

2) Analysis of Activities in the DEIR Fails to Capture the Full Range of Potential Traffic Impacts

2a) Failure to consider existing activities

The three areas listed above address new activities that don't exist today. However, once the Project is built, MSMU could also use the new facilities to increase the size of **existing** activities. The DEIR is inadequate because it fails to address impacts from increasing the size of most existing activities. It fails to include a full list of the existing activities so that they can be tracked, and proposes no restrictions on increasing the size of them. The DEIR is also inadequate because it failed to properly analyze and incorporate the traffic impacts of the existing activities, as described further below. 22

By failing to provide schedules of both existing and proposed events as part of the DEIR, MSMU is ignoring potential mitigations that include moving existing events out of peak hours, cancelling them, or reducing their size. All these options should be considered before MSMU assesses how many significant impacts the project generates.

2b) Failure to properly analyze traffic from Events

The list of events in the DEIR does not include all events ---it includes only a limited number of events that MSMU has decided "have the potential to change." (Table II-4) A schedule that includes the timing and size of existing events is necessary to determine the full impact of traffic of events. If the DEIR were to be approved as is, nothing prevents MSMU from moving other events to the Wellness Center or from having more people come to existing events because they like the improved facilities. Without knowing the size and timing of existing events, no one would know whether an increase moves an existing event into "significant impact" territory. Without a commitment from MSMU not to increase the size of existing events nothing prevents more people from attending them once the new Wellness Center is built. 23

Robert Kahn, P.E., T.E., a civil engineer with extensive experience in the analysis and management of traffic (Exhibit A), conducted an analysis of the DEIR and the Transportation Analysis Report presented in Appendix 1 of the DEIR and other associated documents. His analysis is attached (Exhibit B). Mr. Kahn expresses a number of concerns regarding the DEIR's analysis of traffic and transportation impacts, as well as the DEIR's reliance on uncertain mitigation measures to address these recognized impacts. Exhibits A and B are incorporated herein by this reference, and we request that each item in Mr. Kahn's expert analysis and recommendations be addressed in the recirculated DEIR or the Responses to Comments prepared for the final EIR.

Mr. Kahn questions key assumptions in the traffic study regarding the evaluation of the three (3) types of new activities listed above. He asks why Event Trip Generation on which the traffic study is based was not determined by measuring traffic at actual events currently occurring at the University and expanded based upon the expected attendance figures for the proposed project. Instead, the Event Trip Generation assumes hypothetical attendance figures and event sizes, failing to properly analyze real traffic impacts.

Furthermore, he notes the traffic analysis provided in the DEIR assumed that no events would occur concurrently, and their impacts were evaluated separately. However, nothing prohibits new events from being scheduled at the same time as existing events, and without a schedule of existing events or proposed new events multiple events could occur at the same time. The DEIR fails to state that new and existing would not occur concurrently and the increased traffic and parking impacts of several events occurring on the same day were not analyzed or mitigated. 24

By failing to provide schedules of both existing and proposed events as part of the DEIR, MSMU is ignoring potential mitigations that include moving existing events out of peak hours, cancelling them, or reducing their size. All these options should be considered before MSMU assesses how many significant impacts the project generates.

The following specific concerns and questions should be addressed:

- How many existing events were held on campus during the 2015-16, 2016-17, and 2017-18 school years? What time were they held (start and end of timeslot?)
- Did MSMU provide any incentives for carpooling, such as limiting the availability of parking, or providing shuttles beyond the normal shuttles for attendees to these events?
- How many guests were estimated to attend each event, both outside guests and student/faculty/staff?
- What percentage of the students/faculty/staff for each event were estimated to be on campus prior to the start of the event? What is this estimate based on?
- Why does the DEIR state that only two events would have the potential to increase the number of attendees once the Wellness Center is operational (II-34)? Given that these are very large events of 300-350 people, what prevents MSMU from increasing the size of other existing events and using the same space that these use? 25
- Why does the DEIR state that there is an "existing range of attendees (approximately 50 to 450 people per event) permitted for existing External Events and Internal Events with Outside Traffic? What states that these are "permitted"?
- Why hasn't MSMU proposed mitigations on Table II-4 that move the events listed so that entries and exits are during non-peak times (i.e. other than 7-9 am M-F and 3-7 pm M-F) in order to reduce impacts? Is it possible to move all these events so that they do not have exit and entry outside?

- The DEIR states that MSMU moved non-traditional programs to the Doheny campus. What prevents MSMU from bringing them back to Chalon, or considering the students "enrolled" at Doheny but moving many of the classes to Chalon?
- The DEIR states that commencement activities were moved off campus. What prevents MSMU from bringing them back to the Chalon Campus in the future once the Wellness Center is operational?

25 (cont.)

2c) Failure to include Sports

The DEIR is inadequate because it does not analyze the impact of sports teams. The DEIR has limited but conflicting information on what sports are on and off campus now and what sports will be on and off campus once the Project is built. The DEIR states that no sports competitions will use the Project Site, only practices. (page II-18) However, Alternative 4 (limited traffic, Table V-3) lists 30 club sports competitions.

- Why does Alternative 4 discuss competitions when DEIR states that no competitions will take place on campus?
- What sports teams does MSMU have?
- Where do they practice, on Chalon campus, Doheny campus, or elsewhere?
- How many people are on each team?
- Where are "at home" competitions held for each sport?
- Which sports will move after the new Wellness Center is built?
- What is to prevent other sports from moving to campus regardless of whether or not they use the Wellness Center?
- What prevents MSMU from moving additional sports or competitions to campus in the future? Will MSMU agree to limit the number of sports practicing or competing on Chalon to today's levels?
- How many outside guests (and vehicles) come to see each type of competition?
- Please provide a schedule for all team sports practices and competitions held on the Chalon campus in 2016-17 and 2017-18.

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2d) Overly Optimistic Analysis of the Summer Camp (that is improperly called a "Worst Case Scenario")

The transportation analysis in the DEIR is inadequate because the impact of the summer camp on traffic is not appropriately addressed. Page 7 of the Fehr and Peers report states that the DEIR assumes the worst-case scenario regarding traffic generated by a twelve-week summer camp, but this is not correct. The DEIR suggests that every parent would be allowed to bring their child to school and drop them off every day, but then states that only 100 cars would be used for 200 campers, which assumes two campers per car. The worst-case scenario would be one camper per car, and the DEIR is inadequate because it failed to measure the worst-case scenario even though it stated otherwise.

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- Why is MSMU assuming that parents should be allowed to drive their kids to school every day instead of being required to take them to an offsite location from which they can be bused to the school?
- Why has MSMU assumed that the camp starts at 9 am? What are the additional impacts if the camp day starts earlier so that both entry and exit of cars is during AM peak?
- Why has MSMU only looked at the camp ending during the 3 to 4 pm hour? Given that the camp doesn't exist yet, what would be the impact of the camp running until the 4 to 5 pm or 5 to 6 pm hours?
- On what basis does MSMU assume that two campers will be brought per car? (IV. K-27) Does MSMU plan to implement any requirements for carpooling? What are the traffic impacts if only one child per car is assumed?

2e) Lack of Back-up for Assumptions

Another problem with the Transportation Analysis is that MSMU has failed to provide back-up for the assumptions used in its transportation analysis. For example, according to Table 6 in Appendix I Transportation and Traffic, MSMU assumes that an event with 400 outside guests will generate 200 vehicles. However, given that MSMU has given no explanation of incentives to make people carpool such as restrictions on parking, and has provided no shuttle services, the assumption that two (2) people will travel in every vehicle is unwarranted.

In addition, the DEIR uses trip distribution from the City of Los Angeles' Travel Demand Management ("LATDM") program (IV.K – 28) but this does not reflect the distribution of MSMU students, faculty, and staff by zip code.[5] The analysis based on the LATDM assumes 11% of departing traffic goes north on the I-405 to the Valley, 26% goes west, 28% goes south, and 20% goes east. (Figure IV.K-5) However, the distribution by zip code shows only 12% of the MSMU population living in the surrounding area (who could drive west, south, or east when leaving the Chalon campus) and only 3% driving further west, far short of the 26% assumption.

- On what basis does MSMU assume that 2 people will travel in every vehicle? Does it have any data that measures how many people actually traveled in each vehicle? If not, why isn't a safe assumption that each person drives separately?
- Given the increase in usage of services like Uber and Lyft, does the traffic analysis take into account that additional trips should be assumed because these vehicles both enter and exit the facility when a passenger is dropped off as well as when they are picked up?
- Does MSMU plan to put any requirements in place for parking reservations to limit the number of guests?
- What does the analysis of significantly impacted intersections look like if the analysis is changed to show 1 person per car (excluding any rideshare drivers)?
- Why does the DEIR assume that events cause either entrance or exit during peak times but not both? Does MSMU have any existing events with both arrivals and departures during peak hours? (A schedule of existing events is necessary to confirm this.)
- Why has MSMU selected entry at 6 - 7 pm and exit at 5 - 6 pm as the only times that were analyzed? What does the analysis look like if entry is at 3 – 4 pm, 4 - 5 pm or 5 - 6 pm? What does the analysis look like if exit is at 3 - 4 pm, 4 - 5 pm or at 6 - 7 pm? What are the start and end times of existing events—do all end and begin during the windows listed?
- How does the transportation analysis change if an accurate trip distribution based on the actual zip codes of Chalon students is used? What is the additional impact on intersections caused by the Project?
- What does the traffic analysis look like if MSMU uses the correct zip code distribution for students, faculty, and staff instead of the theoretical LATDM?

28

2f) Inadequate Mitigations for Construction Traffic

The DEIR calls for scheduling of construction-related deliveries between 7 am and 3 pm to reduce traffic during peak travel periods. (PDR-TRAF-1) However, given MSMU's distance from the 405 freeway, trucks will be on the street during peak congestion (which begins at 3 pm Monday through Friday). Brentwood School has agreed

29

[5] The *Mount Saint Mary's University: TDM and Three-Year Action Plan Report updated April 2015* (described further in the section on MSMU's TDM) page 13

that any construction trucks will only use Sunset Blvd. between 9:30 am and 2:30 pm so that they are not on Sunset during peak hours.

- Will MSMU agree to the same time restrictions for construction trucks as Brentwood School? If not, why not?

29 (cont.)

The DEIR states that MSMU will "maintain ongoing communication with school administrators at affected schools along the haul route including Archer School for Girls, Brentwood School, and St Martin of Tours school." (PDF-TRAF-1). Archer and Brentwood School have agreed to stagger their construction schedules so that they do not overlap.

- Will MSMU agree to schedule its construction so that periods with large numbers of construction vehicles do not overlap with those of the other schools whose projects have already been approved? If not, why not?

30

The DEIR states that construction workers will park on campus. (PDF-TRAF-2). However, Brentwood School agreed that construction workers for any construction on West Campus, which is far from the 405 freeway (yet much closer than MSMU) will park offsite and go to the campus on shuttles (Condition 33 of Staff Report). A mitigation measure for offset parking is proposed when more than 37 outbound construction vehicles are anticipated.

- How was the 37 outbound number determined? Can this number be reduced so that more of MSMU's construction workers park off-site in a location that is not near Sunset/Bundy and take shuttles to the project site?

31

The DEIR assumes that only 40% of the construction workers would arrive during AM peak and only 40% would leave during PM peak. It claims that the "analysis period is representative of the worst traffic conditions in the Study Period." Construction traffic is projected to have significant impacts at Bundy/Sunset and Saltair/Sunset (Table IV.K-9) and also on neighborhood streets (Table IV.K-13)

- On what basis is only 40% assumed if MSMU does not plan to require offsite parking and shuttle buses? If the analysis is meant to consider "the worst traffic conditions" why isn't an assumption that 100% of construction workers drive the correct one to use?
- What would be the impact if 100% of the construction workers drive their own cars to and from the Project Site during peak hours?
- Why can't MSMU move traffic out of peak hours and provide shuttles to eliminate all significant impacts?

32

3) The DEIR Misstates the Allowed Maximum Enrollment, and then Fails to Provide a Traffic Analysis Based on its Claimed Enrollment Number.

33

Enrollment on campus clearly impacts the number of vehicle trips, so getting a definitive number of how many students can be enrolled at Chalon is essential to any accurate analysis in the DEIR.

3a) The DEIR misstates the Maximum Enrollment at Chalon, which is 1,072 not 2,244.

34

The DEIR erroneously assumes that Maximum Enrollment can be based on the Number of Parking Spaces and describes the maximum permitted enrollment on Campus as 2,244 based on Condition 3 of City Plan Case No.

4072 CU dated July 27, 1984 (p. II-12). **However, that Condition controls parking spaces, not enrollment**: it reads:

> *"The ratio of parking to students shall not be less than ¼ parking spaces for each student enrolled at Mount St. Mary's College."*

MSMU's claim that 2,224 students can be enrolled is based on 561 parking spaces x 4.

However, the Staff Report for Case No. 4072-CU in 1984 states:

> *"If the current ratio of students to parking available is used, the enrollment on campus could increase to 1037 from 750 with the additional 188 spaces (244-56 existing)."*

The final approval of the City Planning Commission, July 27, 1984, made specific reference to Staff's Condition No. 4 which changed the parking number and said:

> "That not more than 268 automobile parking spaces be constructed on the subject site." (Condition No. 4 of that Case No 4072 CU)

Hence, enrollment was limited to 1,072 in 1984 (268 x 4). That 1,072 maximum enrollment number is incorporated in the letter, dated January 25, 1996, from Bob Rogers, Principal City Planner for DCP, to Councilman Marvin Braude when Rogers describes maximum enrollment. The interpretation by Bob Rogers in 1996 must be given great weight since he was the Senior City Planner who approved the Staff Recommendation in the 1984 case and knows what was intended. If Applicant maintains a different approval or analysis by a City agency, it is not described in the EIR.

The Illegality of basing maximum student enrollment on total parking spaces is evidenced by reference to LAMC Section 12.21A4[6] which states that required parking for college auditoriums is based on sq. ft. or fixed seats. It also states that required parking for classrooms and assembly areas of trade, professional, or similar schools is based on 1 per 50 sq. ft or 1 per 5 fixed seats, whichever is greater. **Hence, there is no basis for determining enrollment based on parking, and the 1,072 maximum enrollment that was referenced in the 1984 CPC decision (discussed above) is consistent with the LAMC that determines required parking based on the physical size of the school.**

35

The absurdity of claiming that maximum enrollment should be based on total parking spaces is further demonstrated by the fact MSMU reserves many parking spaces for faculty/staff. Clearly spaces reserved for faculty and staff should not be considered available for student parking.

Figure IV.K-4 in the DEIR shows the number of parking spaces in each of the existing parking lots (561 total), and notes that 36 of those spaces are reserved and 129 of those spaces are designated for faculty/staff, leaving only 391 for students. Hence, it makes no sense to claim student enrollment based on 561 parking spaces when students may only use 396 of them. Exhibit C shows the parking available on the Chalon campus.[7]

Any future CUP must include a firm number on Maximum Enrollment that cannot be disputed in future project approval requests.

[6] Summarized in the LADBS "Summary of Parking Regulations."
[7] From MSMU website.

The DEIR fails to disclose the required information under this heading and analyze its impacts on the requested approvals and on the Chalon campus as a whole. 35 (cont.)

3b) Failure to incorporate claimed maximum enrollment into the traffic analysis

Mr. Kahn notes that the entire traffic study in the DEIR assumes that the current student enrollment would remain as it currently exists (approximately 1,500 students). **We note that the current enrollment of 1,500 is higher than the 1,072 Maximum Enrollment authorized under the 1984 and 1996 reports by the city.** Given that the University believes that enrollment could increase to 2,244 without approval, the traffic study should have included 2,244 students from a traffic and parking standpoint. This increase in number of students would be considered a related project just like the other 67 related projects that were included in the traffic analysis. **If MSMU's claim of 2,244 potential students were correctly incorporated, the impacts from a traffic and parking standpoint would be significantly greater than those documented in the traffic study and DEIR.** 36

- What would the traffic analysis look like at 2,244 students, as is claimed by the University to be the maximum enrollment allowed? Why wasn't this number used for the traffic analysis?
- Is the University committing to limit enrollment to a fixed number of students enrolled on the Chalon campus or taking classes at MSMU?

3c) Failure to include Doheny students and faculty/staff that go to both campuses on a regular basis.

The maximum number of students that can be enrolled at Chalon campus is not the only enrollment number relevant to the DEIR. The number of students enrolled at Doheny who take classes at Chalon is also relevant. MSMU has said that many students at Doheny take classes at Chalon but has provided no information on the daily impact of those students. Given the number of shuttles between the campuses, many students from Doheny are taking classes at Chalon and vice versa. However, without having such baseline information on these trips, nothing prevents MSMU from circumventing any enrollment caps listed in Chalon's CUP. MSMU could simply enroll students at Doheny but schedule classes and activities for them at Chalon.

- Approximately what percentage of the number of students taking classes above are enrolled at the Doheny campus?
- Table II-2 lists the current number of full-time and part-time students on each campus in 2017. How do these numbers compare to the number of students in prior years (2014, 2015, 2016) and with 2018? (Please provide numbers as they are shown in the chart, which uses part-time and full-time students instead of FTEs).
- Does MSMU plan to increase enrollment at the Doheny campus in the future? Does it have caps on Doheny enrollment? If so, what are these caps? If not, does it plan to cap the Doheny enrollment to prevent additional traffic coming to Chalon? 37
- Can classes be shifted to Doheny to reduce traffic coming to Chalon? If not, why not?
- What, if anything, prevents more students from Doheny taking classes at Chalon, or more classes being offered at Chalon?
- The DEIR is inadequate because it fails to show the zip codes of where students live. What are these zip codes, and how many students that take classes at Chalon live in each zip code?
- We have been told that Freshmen are not allowed to own cars, but there is a "Resident's" parking lot next to the Freshmen dorm. How many Freshmen live on the campus and drive? How many use Uber, Lyft or other car companies as transportation for recreational activities?

In addition to students, the DEIR states that the 176 staff members (II-13) oversee both campuses yet no break-out is given as to how many have offices at Chalon vs. Doheny. Similarly, no break-out is given on how many of the 273 faculty members (63 full-time and 210 part-time) (II-13) teach at Chalon or Doheny only or at both campuses. Without such a break-out, there is no way to know whether the mix will change if MSMU alters the facilities through this project. While this project is designated a "Wellness Center" for students, faculty, and staff, that term in itself does not imply that space for numerous lectures and events will be added. This same space could be used to increase courses or other activities at the Chalon Campus.

DEIR is also inadequate because it fails to discuss mitigations that would prevent moving classes and other activities from Doheny to Chalon once the Wellness Center is completed.

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- How many faculty and staff go to the Chalon campus each day of the week? (including part-time as well as full-time people)
- How many arrive and leave at each time of day?
- How many of them drive one to a car as opposed to carpooling or taking shuttles? Do all receive access to onsite parking? If not, how many receive parking?
- How many of the faculty and staff have their primary offices on the Chalon campus as opposed to on the Doheny office?
- What would prevent MSMU from changing the mix and moving more faculty and staff to the Chalon campus or having them work more often on the Chalon campus in the future?

4) The DEIR Fails to Include Sufficient Evidence to Support its Claim That It Has Reduced the Number of Single-passenger Vehicles Traveling to and from the Campus.

4a) MSMU's 2015 TDM study listed many deficiencies in MSMU's transportation plans, and MSMU provides no evidence that its recommendations have been implemented or traffic reduced.

MSMU states in the DEIR[8] that is has

> *"implemented transportation demand management (TDM) strategies to encourage alternative mode choices such as subsidies and shuttle improvements as described in Mount Saint Mary's College: Three Year TDM Action Plan (September 2014)."*

39

A review of a report, updated in April 2015 by Steer Davies Gleave (SDG),[9] (Exhibit D) reveals that while MSMU has implemented certain elements from this plan, including

> *"providing transit subsidies, marketing and informational campaigns, discounted parking fees for carpoolers, carpool online matching service (Zimride), on-site rental cars, and additional shuttle service to new connections such as the Expo Line Shuttle,"*

It has glaringly avoided implementing the most important component of the program recommended by Steer Davies Gleave[10]:

> *"Develop and implement a sustainable TDM with MEASURABLE RESULTS for parking demand, transit usage, reductions in global warming pollutants. "*

[8] Transportation Impact Analysis in Appendix I, page 60.

[9] Mount Saint Mary's University: TDM and Three-Year Action Plan Report updated April 2015

[10] Mount Saint Mary's University: TDM and Three-Year Action Plan Report updated April 2015, page 34.

SDG's review of UCLA, USC and CSUN TDM programs revealed all of them, except for MSMU, used some kind of reporting mechanism to track their progress and how transportation behaviors changed or remained the same on their campuses.[11] MSMU has no means for measuring, monitoring and enforcing its current TDM program and does not propose one for the project.

Therefore, when MSMU states that additional measures listed below reduce the number of single-passenger vehicles traveling to and from the Campus as well as ensure traffic laws are followed: 39 (cont.)

- Where is the data to support this claim?
- In fall 2007 a camera was installed at MSMU's entrance at Chalon Road to monitor violations of the policy mandating the prescribed routes for traffic traveling to and from the Campus. Vehicles are not permitted to make a left turn when exiting or entering the Campus. Those in violation are fined $75.00. How many vehicles were cited and fined? What steps were taken to prevent repeat offensives?
  In June 2008 MSMU paid for the installation of a radar speed traffic calming sign. The sign was installed in the public right of way near Bundy Drive and Benmore Terrace. Has this been effective?

As the DEIR makes clear, MSMU makes assumptions about the effectiveness of its TDM without the real data to support its claims. For example, Table 6, in Appendix I LADOT Traffic Study letter, assumes that attendees to the new events will have an average vehicle occupancy of two (2). Based on a review of the SDG report, and MSMU's lack of a TDM compliance report for existing operations, this assumption is inaccurate. The assumption should be one (1) person per vehicle. The DEIR should explain why real numbers from the Annual TDM Program Report were not used or why this compliance report does not exist.

SDG goes on to state how and why the Program should be evaluated:

> *"There are two components of monitoring the effectiveness of the TDM program—traffic counts and employee surveys. These two evaluation metrics should be included in the Annual TDM Program Report. To ensure MSMU is making progress toward a reduction in single-occupant travel, the TDM program management should report annually on the effectiveness of the program in reducing vehicle trips. Phase 1[12], MSMU should set a reduction goal. Annual traffic counts should be conducted at the secure access points for employees and visitors and should be conducted at the peak hour, either AM or PM. Vehicle counts are typically conducted during a typical weekday with data collected at 15-minute intervals and supplementing that data with manual peak hour turning counts at select locations. Traffic counts are a very accurate snapshot of the real impact of a TDM program and provision of alternative modes and services. To supplement these counts, an annual employee and student survey is also recommended."*[13] 40

A review of the SDG TDM and Three-Year Action Plan begs the question, why did MSMU choose to implement only a few items and ignore the most important findings that would lead to a true TDM Program with an annual reduction in trips? And why did it ignore the most important recommendation of the report, develop a program with measurable results?

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[11] Ibid. p. 42.

[12] MSMU has already implemented Phase I, which SDG defined as: Start roll out of new programs including an online carpool matching service, pre-tax option, create gamification platform (p.48 for definition) and begin offering transit subsidies to students.

[13] Ibid. p. 66.

4b) Transportation Demand Management Program Described in DEIR is inadequate

The description of Transportation Demand Management measures currently used at MSMU on pages II. 10-11 are inadequate and deficient, given there were no targets, no numbers, no data associated with any of the measures currently undertaken, or from the past for comparison, to understand their effectiveness in mitigating traffic or parking. This is especially important given the proposed increase in events and attendees, and potential increase in future enrollment.

MSMU should complete a thorough analysis of vehicles --- not people --- coming to campus at each hour of the day. This analysis should be undertaken during the regular school year. This information would establish a verifiable baseline number of vehicles coming to and leaving the campus on an hourly basis. MSMU, CD-11, and the community could then use these baseline numbers to determine whether traffic can be reduced from the current levels, in keeping with what other schools in the area have agreed to do to meet Bonin's Sunset Standard. 41

Quarterly reporting and fines need to be stipulated. The TDM measures should also be tied to a parking capacity study. Participation in The Sunset Traffic Solutions Initiative and other such traffic reduction initiatives and studies would be required.

5) Alternative 3 ("Alternate Construction Route") is not a feasible alternative and should be replaced by an alternative that is feasible.

Alternative 3 states that construction vehicles can be routed through a road through the Getty Center ("Getty") instead of on Sunset. This alternative is not feasible because Getty has consistently said that MSMU may not use this route for construction. MSMU should not have included this alternative in the DEIR given Getty's clear and consistent objections.

Since the DEIR was issued, MSMU has sent a letter to City Planning asking for this Alternative to be withdrawn because of the Getty's opposition. The DEIR should be revised with a different Alternative and recirculated.

At a neighborhood meeting on April 26, 2018 Getty advised members of the community that Alternative 3 is not viable and they will vigorously fight the use of the easement MSMU claims they have through the Getty Center. The Getty, through the use of their outside counsel, sent MSMU a letter with their objections to Alternative 3 prior to the release of the DEIR, which included the following: 42

a. Easement hasn't connected to Sepulveda since the 1960's.
b. Easement doesn't always follow the Getty's road and they have built on and near it; it is also on neighbors' property.
c. Abandonment: gates have been in place since before the Getty Center was built; Getty has sole control. (California law states an easement that has not been used in five years is considered abandoned.)
d. Safety issues:
    i. Steep, unstable hillside along Chalon Road with mudslides.
    ii. Old road not always wide enough and not in a condition that can support construction traffic.
    iii. Bridge that is very old with homes below that could be at risk.
    iv. Getty pedestrian traffic along Getty Center Drive and Sepulveda exit.

e. Getty CUP prohibits vehicular use of Chalon Road except for emergency vehicles; also requires locked gates. No comment from MSM at time CUP was issued.

42 (cont.)

- Why was Alternative 3 included in the DEIR given that it is not a viable alternative?

6) Alternative 4 ("Reduced Event Alternative") is Insufficient to Mitigate the Traffic Impacts Generated by the Project. It Falls Far Short of What Other Local Schools Have Agreed to Do to Mitigate the Traffic for Their Projects.

As had already been noted, other schools on Sunset (Archer School for Girls, Brentwood School) committed to reduce their traffic impacts to get Project Approval. MSMU asks to increase traffic significantly. As examples:

- The Archer School for Girls agreed to limit the number of vehicles entering the campus for events in the 6 to 7 pm time period to a maximum of 126 to keep it below the level at which they calculated a significant impact on Sunset/Barrington Avenue.
- Brentwood School agreed to move all events that started at 7 pm to a 7:30 pm start date in order to move traffic out of peak hours.

In contrast, MSMU proposes having 400 outside guests per event for 60 events per year. (PDF-TRAF-8). It offers no limits on the number of vehicles, which is more important than outside guests.

This alternative also suggests that MSMU can have 30 sports competitions on campus--- when other sections of the DEIR state that MSMU won't have any sports competitions on the Chalon campus.

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As is the case with the rest of the DEIR, MSMU provides extremely limited information on existing events so that the extent of any reductions cannot be verified.

The following concerns and questions need to be addressed:

- Is the proposed cap of 400 meant to be a total of 400 per day across all events that day? Or 400 per event? For two-day events, is this meant to be 400 guests per day?
- How many cars are assumed for 400 people? Why is MSMU using guests when Archer and Brentwood School looked at vehicle trips, which is a more relevant metric?
- How many cars cause a significant impact during each peak hour period at Sunset/Bundy? Will MSMU commit to keeping traffic below a level that causes a significant impact and to move events that conflict with that objective as the other schools have agreed to do? If not, why not?
- Why doesn't MSMU reduce peak hour traffic from existing events in order to mitigate the proposed traffic? For example, events scheduled to start 6 to 7 pm could be moved to 7:30 as Brentwood School agreed to do.
- Why is MSMU proposing any new events that are for third parties not for existing students, faculty, and staff in this alternative?
- Why doesn't MSMU eliminate the sports camp in order to reduce traffic impacts, as this is not within the stated purpose of the Wellness Center?
- Why isn't MSMU proposing to use shuttles, limit the number of cars, or reduce traffic in other ways in this "reduced traffic" alternative? Fehr and Peers states that the school has a parking reservation system in place, so this could be used.
- Why doesn't MSMU put a shuttle service from a remote location in place as BWS has agreed to do for large events?

Alternative 4 should include a specific target for vehicle trips to be less than current vehicle trips, with required TDM policies and targets for students, faculty and staff. 43 (cont.)

7) The DEIR Fails to Validate the Parking Demand for Events or to demonstrate that the amount of parking on campus is adequate during construction or when the project is operational.

Goal 15 of the Applicable Community Plan goals and policies (IV. K-4) requires

"A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the Plan area."

There is no proof that this system currently exists for the project and, thus, it is impossible to state with any credibility that the additional 55 parking spaces "would decrease demand for on-street parking" on Chalon and other streets. The DEIR makes this assertion and numerous others (below) about parking on and off campus on Chalon Road that are unsubstantiated, without any supporting data or study results. The existing parking demand on the MSMU campus for current students, staff and faculty as well as current events has not been evaluated. 44

A parking study conducted for MSMU in 2014 (Draft Parking Analysis Report, May 2015) is referenced under IV.K-24 Existing Parking Demand, stating "the highest on-Campus parking utilization of 76 percent (425 spaces) was observed across three survey days." This study is inadequate to apply to the current project. This deficiency extends to parking needs under the scenarios presented for expanded events or future growth in enrollment.

For example, Project Description (Existing Campus Events) II-13 states there were 42 total events in 2016 that generated outside traffic, and "a relatively similar number of events were held on the campus" in 2017. The DEIR is deficient in supplying a specific number for 2017 or any other meaningful numbers, such as car trips. The SDG TDM analysis lists the following information.

	External Events	Internal Events w/outside traffic	Weddings	Events Total	Attendees per year
June - Dec. 2014	10	9	1	19	3,754
Jan. – Dec. 2015	12	30	0	42	10,416
Jan.-July 2016 (est.)	13	19	0	32	6,855

This continuing increase in event attendees along with the proposed increase in number of events needs to be studied for its impact on parking on and off campus. While parking for all events is provided on campus and events with 50 or more people requires valet parking, there are no studies giving any limits on vehicles. There are events with 400 or more people. How much stacking can MSMU do before fire safety laws are violated?

The DEIR is also deficient in analyzing what will happen with parking when only 335 parking spaces will be available for 16 months during construction. Based on the 2014 parking utilization rate of 76%, MSMU will be short more than 100 spaces even if construction workers do not park on campus. 45

There needs to be a parking survey that gives an hour-by-hour count of available parking spaces, along with parking on Chalon Drive, from 8 a.m. to 5 p.m. and concurrent with any outside events. (MSMU stated it

monitors the number of cars parked on Chalon Road throughout the day and night, maintaining a daily/weekly parking lot during the school year.) The LAFD needs to assess the safety and capacity of the valet stacked parking for small and large events when classes are in session. 45 (cont.)

8) The DEIR is inadequate because it attempts to address only the Project Site, yet it is impossible to separate the development of the Project Site from its impact on the overall operations of the School.

MSMU seeks approval for a Project whose uses of the Chalon Campus necessarily go beyond the limited and arbitrary outline of the Project Site on Figure II-1 of the DEIR (3.8 acres out of 45 acres); for example, the proposed additional parking spaces must contemplate additional vehicles driving to, from, and on the Chalon Campus beyond the outline of the Project Site. Another example is on page IV.H-20 where the DEIR states: "The Project would . . . unify the north and south portions of the Campus through improved and safer pedestrian access . . ." and "The Project would, however, have the potential to result in existing changed or new Campus events and/or activities." Further, on pages II-17-18, the project objectives include the enhancement of campus-wide existing events in addition to the new events described previously (300 – 650 additional attendees in Table II-4) that anticipate use of more than merely the use of the "Project Site" which has been incorrectly defined as a small portion of the entire campus that is actually used for operations.

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Hence, any approval pursuant to the DEIR must include Conditions that affect and mitigate impacts for the use of site, hours, activities, parking and vehicle trips for the entire Chalon Campus not just an arbitrary Project Site. The DEIR is deficient in not analyzing the impacts on the entire Chalon Campus in order to allow decision-makers and the public to consider possible mitigations and alternatives.

If Applicant does not agree that more than the arbitrarily defined Project and Project Site needs to be analyzed in the DEIR, then the DEIR must explain why each of the affected areas of the campus, individually and cumulatively, are not relevant to a full and accurate understanding of the requested approvals. Legal counsel for MSMU recently wrote: "As I have explained, the entire campus functions as an integrated whole." If MSMU does not agree that the entire Chalon Campus and use of the entire Chalon Campus is necessarily integrated with the Applicant's requested approvals, the EIR is deficient unless it explains why the Project and Project Site should not be described as the entire Chalon campus and all operations thereon.

Although MSMU Chalon campus might enjoy a certain, limited "deemed to be approved" use status, the use of the entire MSMU Chalon campus would become more intensive and therefore requires review in the EIR and review by decision-makers.

For each day of the week:

- Based on the class schedules and enrollment at Chalon, how many students on average currently come to the campus every day?
- What is the schedule of classes for each day and how many students on average are taking classes during each hour?
- When do classes end for the day?
- How many classes on average does a student take on each day of the week?
- What percentage of those students live on campus (estimates are ok)?
- What percentage carpool (Please include back-up for carpool estimates)?
- What percentage take a shuttle (please provide back-up of shuttle ridership)?
- What percentage take other public transportation (please provide back-up)?

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9) The DEIR is inadequate because it incorporates many unauthorized uses of the campus as if they were approved and then tries to expand them.

9a) Section IV. Campus Land Use History Fails to Include Substantial Evidence Supporting the Assumption That the 17 Acre Addition in 1952 Has the Status of a Deemed to be Approved Conditional Use.

P. IV. H-14 inaccurately and incompletely summarizes the campus land use history, which is actually as follows:

- Ordinance 42,666 –only residential zoning by right of land comprising Chalon campus
- Zone Variance Ordinance 62,642, Jan 3, 1929 –approved certain MSMU college uses on 33.3 acre site; any plans for any buildings to be built thereunder and their location must be approved by the City Council
- 1939 – Council approves faculty building
- March 18, 1946 – Council approves memorial library building
- Ordinance 90,500, June, 1946 – grandfathered uses legally existing (deemed to have been approved), and enlargement of existing buildings for such uses; public hearing required for conditional use grants for educational institutions
- 1949 – construction, without approval, of swimming pool, bathhouse, and tennis courts on 17 acres acquired in 1944
- May 23, 1952 – CPC approves a conditional use application to add the 17 acres to the college site subject to conditions, including with respect to use and a requirement for prior approval of all buildings, parking areas, walls, fences, hedges, driveways, and paved parking areas; Case 4072 48v
- 1979 – CPC approves 4 temporary housing units
- January 26, 1984 – CPC approves Faculty Residence facility
- July 12, 1984 – CPC conditionally approves parking structure with 268 spaces; Case No. 4072 CU

Since pursuant to Ordinance No. 90,500, only uses **legally** existing in June 1946, and only the enlargement of existing buildings for such uses became deemed approved in 1946, the DEIR is deficient in not explaining and specifying the limited structures and uses (i) **legally approved** by Ordinance No. 62,642 on January 3, 1929, and between 1929 and 1946, and (ii) **existing** in 1946, including explaining exactly which 33.3 acres are claimed deemed approved for such uses. The DEIR is deficient because it does not explain and list each of the claimed deemed to be approved structures and improvements, and each of the claimed deemed to be approved uses on the Chalon Campus for which there has been no Plan Approval or other legal approval.

Since the Staff Findings in the 1952 conditional use application, Case No. 4072, relating to the 17 acres acquired after 1929 state: "The fact that the site had no legal status [for college purposes] was not brought to light until a building application was submitted for a small 20 x 54 foot athletic and storage building and in checking the lega description it was discovered that it was not included in the original zone variance." Hence, it is impossible that any use on these 17 acres had, or has, deemed to be approved status. In fact, the Condition 1 of that Case 4072 in 1952 refers to it as a Conditional Use permitting applicant "to extend its school facilities onto the subject property." The DEIR is therefore inaccurate when it describes any use on these 17 acres as deemed to be approved, including any use relevant to the current application.

ZIMAS shows a case filed on 03/07/2017, Case No. CPC-1952-4072-CU, requesting "Pursuant to LAMC 12.24 a Conditional Use application to add to the existing college site" for a project described as "Approval of a 17-acre addition to Chalon campus site, as a deemed to be approved conditional use." This kind of tactic must not be permitted. There was a case with the same number in 1952 which already granted MSMU the right to extend its school facilities onto the 17 acres that were acquired AFTER the original 1929 variance. The 1952 case is history that may not be re-written. MSMU may not leverage uses on those 17 acres to deemed approved status as if the property was owned in 1929 and part of the original variance. In case we weren't looking under that shell, MSMU filed still another application on 03/07/2017 (with a new and different Case number), ZA-2017-928-ZAD, asking for the exact same approval for the same project already approved in 1952.

LAMC 12.24L in the Zoning Manual states:

> ***"L. Existing Uses.*** *Any lot or portion of a lot which is being lawfully used for any of the purposes enumerated in this section at the time the property is first classified in a zone in which the use is permitted only by conditional use or at the time the use in that zone first becomes subject to the requirements of this section, shall be deemed to be approved for the conditional use and may be continued on the lot. Further, the conditions included in any special district ordinance, exception or variance which authorized the use shall also continue in effect."*

48 (cont.)

The Zoning Manual states:

> *"A "Deemed to be approved site" is a lot or portion which is <u>lawfully</u> being used for any of the uses enumerated in Section 12.24 where such uses are no longer permitted by right due to a zone change or an amendment to the Code."*

The DEIR is inaccurate when it claims such deemed approved status for the 17 acres since that is in direct conflict with the Staff Findings in 1952 which said: "The fact that the site had <u>no legal status</u> [for college purposes] was not brought to light until a building application was submitted for a small 20 x 54 foot athletic and storage building and in checking the legal description it was discovered that it was <u>not included in the original zone variance</u>." The only possible lawful structures or operations on the 17 acres are due to the conditional use first approved in 1952, and subsequent plan approvals such as of the parking structure in 1984. Prior to the conditional use granted in 1952, MSMU was using the residentially zoned 17 acres UNLAWFULLY for school buildings and school purposes.

The DEIR is deficient and inaccurate when it does not explain that the only proper, current, legal route for the Applicant is to file a new case for a Conditional Use Permit that covers the entire Chalon campus, rather than unlawfully try to bootstrap approvals on a theory of deemed approved status.

<u>9b) The DEIR Fails to Provide the Required Information Regarding the Structures and Lots Listed in Table II-1, and the Use Thereof.</u>

The DEIR is deficient in not explaining why the addition of new structures, and new surface parking lots, constructed after 1946 and listed on Table II-1 on pages II-6 – II-7, such as the Fitness Center in 1949, the Facilities Management Buildings in 1952 and 1964, and the pool and tennis courts in 1962, were not illegal intensifications of use that could not have been legally done with proper approval (prior City Council approval before March 1950, and prior Plan Approval or conditional use action that includes required Findings after 1950).

49

The DEIR is deficient in not explaining the violations by the school of its commercial use of the property in violation of the 1929 educational use restriction, and in violation of the 1952 restriction (Case 4072) “school use involving educational subjects which are in conformance with the State Educational Code, religious services, or religious educational activities.” Notice it says school use for education, not use by others for education.

The DEIR is deficient in not explaining the violations of Condition 4 of Case 4072: “That a precise plot plan showing the location of all buildings on the property involved, parking areas, walls, fences, hedges, driveways, and paved parking areas, be submitted to the City Planning Department for approval prior to the issuance of any and all subsequent building permits or certificates of occupancy.” This needs to be done for each item on Table II-1 plus all paved parking areas. 49 (cont.)

9c) The Project Description Fails to Clarify That the Requested Approval of a Total of 281 Parking Spaces on the Project Site Would Replace Surface Parking Lots Containing a Total of 226 Parking Spaces That Were Never Approved and are Non-permitted Improvements on the Chalon Campus.

The "Project Description" is an attempt to legitimize parking spaces that were never approved prior hereto (and hence increase enrollment using the flawed analysis of enrollment based on parking spaces).

The Project Description describes the replacement of “several surface parking lots containing a total of 226 parking spaces" (never approved by City Council or CPC). The accessory parking deck would include parking at grade with one level above grade atop a concrete deck. A total of 281 parking spaces would be provided on the Project Site, compared to the existing 226 spaces, a net increase of 55 spaces." In other words, despite the incorrect, evasive and misleading wording of the Project Description regarding enrollment ("The Project does not include a request to increase the maximum student enrollment on the Campus"), MSMU is, in fact, attempting to increase the enrollment by 904 students (226 x 4). That would be an enormous 84% increase in the current maximum permitted enrollment of 1,072 set forth in the 1996 letter from Principal City Planner Bob Rogers to Councilman Marvin Braude ("In a Plan Approval, dated July 12, 1984, enrollment was limited to 1,072, based on 268 parking spaces"). Unapproved surface parking spaces were ignored by the CPC in its Plan Approval in 1984 and in the Rogers letter. Nevertheless, MSMU is now describing the "Project" as if those 226 unapproved, surface spaces are lawful, approved spaces, but that is not true. 50

The Project Description, and the entire EIR must be revised and completely redone to accurately describe the proposed approval of additional parking spaces and proposed approval of a higher permitted maximum student enrollment. The EIR must describe the environmental impacts of increasing legal parking spaces by adding 281 spaces and increasing legal maximum enrollment by adding 904 students to the current maximum enrollment of 1,072. The affected environmental impacts include the 16 items I.VA - IV.M.2 on pages i - ii of the DEIR Table of Contents. After revising the DEIR to disclose, evaluate, and mitigate the potential impacts of an 84% increase in enrollment, the DEIR must be recirculated.

9d) The Carondelet Center and CSJ Residence Halls are not included as part of the MSMU campus.

The DEIR states that the Carondelet Center is a separate entity that is not under the control of MSMU. However, ZIMAS and the Assessor’s Map shows that Carondelet Center is part of MSMU’s property and is not separately owned. 51

The CSJ Residence Halls are also part of MSMU's property but are never discussed, nor are their uses made clear.

- What is the status of the CSJ Residence Halls? Who owns them?
- Who is housed in the residence halls? Are any students living there? Do any outside guests stay there?
- How much traffic is in and out of these residence halls?
- Are they ever used for events?
- Where do residents park?

51 (cont.)

Conclusion

The DEIR contains numerous deficiencies that prevent the document from complying with the California Environmental Quality Act ("CEQA"). The DEIR is based on premises that are contradicted by evidence, and it fails to address the concerns BHA and BCC submitted during the scoping process. MSMU must not be allowed to claim that crucial, relevant information is not available since MSMU could have easily captured and accumulated the data by reason of having one access road that is controlled by a guard gate and 24-hour guard. The DEIR recognizes significant impacts (but omits other significant impacts) and fails to develop a full range of effective mitigation measures, or adequately analyze alternatives to avoid the impacts, as required by CEQA. Since the DEIR was issued, a letter from the president of MSMU to the community committed to meeting the "Sunset Standard."

For the reasons outlined above, the DEIR must be revised and recirculated.

Please add us to your list to receive all Notices and Decisions relating to this project, addressed to: rklein908@gmail.com and info@brentwoodcommunitycouncil.org and info@brentwoodhomeowners.org. 52

Sincerely,

Raymond Klein
President
BHA

Kyle Kozloff
Chair
BCC

cc: Mike Bonin, CD-11, Councilmember
Krista Kline, CD-11, Director of Planning

MSMU / BHA / BCC
Ms. Kathleen King
June 13, 2018

Exhibit A

Robert Kahn, P.E., T.E

Founding Principal

Areas of Expertise

Traffic Engineering

Transportation Planning

Transportation Solutions

Traffic Impact Analysis

Circulation Systems for Planned Communities

Traffic Control Device Warrants

Traffic Calming

Traffic Safety Studies

Bicycle Planning

Parking Demand Studies

Transportation Demand Management

Traffic Signal, Signing and Striping Plans

Traffic Control Plans

Parking Lot Design

Acoustical Engineering

Noise Impact Studies

Expert Witness / Legal Services

Professional History

RK Engineering Group, Inc., Founding Principal
2001-Present

RKJK & Associates, Inc., Principal, 1990-2000

Robert Kahn and Associates, Inc., Principal, 1988-1990

Jack G. Raub Company,
Vice President Engineering Planning, 1977-1988

The Irvine Company, Program Engineer, 1972-1977

Caltrans CA Division of Highways, Assistant Engineer, 1968-1972

Representative Experience

Robert Kahn, P.E., has worked professionally in traffic engineering and transportation planning since 1968. He received his Master of Science degree in civil engineering from the University of California, Berkeley, Institute of Transportation and Traffic Engineering. Mr. Kahn received his Bachelors degree in Civil Engineering from the University of California, Berkeley.

Mr. Kahn started his career in California Division of Highways (Caltrans) and developed the first computerized surveillance and control system for the Los Angeles area. Mr. Kahn developed the California Incident Detection Logic which is utilized throughout California for the detection of traffic incidents on the freeway system.

Mr. Kahn has worked for a major land development company preparing Master Plans for infrastructure. He also has worked eleven years with a multi-disciplined consulting engineering firm in charge of the Engineering Planning Department. This included all facets of preliminary design, tentative map preparation, transportation and environmental engineering, and public agency coordination.

Mr. Kahn has provided traffic and transportation services to major planned communities including Aliso Viejo, Coto De Caza, Foothill Ranch, Highlands Ranch in Denver, Colorado, Mission Viejo, Talega Planned Community in San Clemente, and Wolf Valley Ranch in Temecula. He has also provided contract traffic engineering services to the Cities of Irvine, Norwalk, Perris and San Jacinto in Riverside County, California.

Mr. Kahn has prepared traffic impact studies for numerous communities throughout Southern California, Nevada and in Colorado. Major traffic impact studies include the Aliso Viejo Town Center, the Summit Development, the Shops at Mission Viejo, Kaleidoscope, Dana Point Headlands, Foothill Ranch, Talega, Majestic Spectrum, and Centre Pointe in the City of Chino.

His work in the area of parking demand studies and parking lot design has been extensive. Shared parking studies for the Aliso Viejo Town Center, Foothill Ranch Towne Centre, Trabuco Plaza and numerous commercial sites have been completed to accurately determine the peak parking demand for mixed use projects. Mr. Kahn has been able0 to make the most efficient utilization of parking lots by maximizing efficient and safe systems.

Robert Kahn, P.E., T.E

Founding Principal

Education

University of California, Berkeley, M.S., Civil Engineering, 1968

University of California, Berkeley, B.S., Civil Engineering, 1967

University of California, Los Angeles, Graduate Courses in Transportation Systems, 1970

Registrations

California Registered Civil Engineer
No. 20285 – April 1971

California Registered Professional Engineer
Traffic, No. 0555 – June 1977

Colorado Professional Engineer
No. 22934, November 1984

Nevada Professional Engineer Civil
No. 10722 – March 1994

County of Orange, California Certified Acoustical Consultant
No. 201020 - 1984

Affiliations

Institute of Transportation Engineers (ITE)

American Society of Civil Engineers (ASCE)

Urban Land Institute (ULI)

Orange County Traffic Engineers Council (OCTEC)

Teaching

UCI Graduate Urban Design Studio Class – Guest Instructor

ITS Berkeley – Tech Transfer
Fundamentals of Traffic Engineering – Instructor

UCI Senior Civil Engineering Mentoring Program (CE181)

Mr. Kahn has been an innovator in developing and implementing traffic calming techniques. Over twenty years ago, Mr. Kahn refined the design and implementation standards for speed humps for use in local neighborhoods. Most recently, he has been involved in the development of modern roundabouts in lieu of traffic signals or other traffic control devices at intersections. Mr. Kahn previously presented the use of traffic calming devices in newly developing communities to the Institute of Transportation Engineers Traffic Calming Conference in Monterey, California.

Mr. Kahn has been involved in the design of traffic signal systems, signing and striping plans on hundreds of projects for both the public and private sector. Most recently, he has completed the design of several traffic signals which will serve the renovated Shops at Mission Viejo Mall. Mr. Kahn was in charge of a major ITS project for the City of Irvine, which provided fiberoptic interconnect and closed circuit TV along Barranca Parkway, Alton Parkway and Lake Forest Drive.

Mr. Kahn has been involved in acoustical engineering since 1978. He was in responsible charge of the Aliso Viejo Noise Monitoring Program which redefined the 65 CNEL noise contours for MCAS El Toro. He has also developed computer applications of the FHWA Noise Model.

Mr. Kahn has prepared numerous noise impact reports in the Aliso Viejo, Mission Viejo, Foothill Ranch, Santa Margarita, Ladera and Talega Planned Communities. Noise impacts from stationery sources including car washes, loading docks, air conditioning compressors, drive-thru speakers and other sources have been evaluated in the Aliso Viejo Auto Retail Center Noise Study, Albertsons Store 606 Noise Study-Rancho Cucamonga, Pro Source Distribution Building Final Noise Study in Ontario. Major specific plan and zone change noise studies have been prepared for the Summit Heights Specific Plan in Fontana, Lytle Creek Land and Resources Property in Rialto, Tamarack Square in Carlsbad, California, International Trade and Transportation Center in Kern County, California, and Sun City/Palm Springs.

Mr. Kahn founded the firm of Robert Kahn and Associates in 1988, which was the predecessor to RKJK & Associates, Inc. in 1990. He has made presentations to the ITE and the California Public Works Conference. Mr. Kahn has published numerous articles on traffic impact assessment, traffic calming, striping and the status of Bicycle Sharing in the USA. He was awarded the Wayne T property award in 2011-2012. Mr. Kahn has been a mentor and advisor to the UCI Senior Civil Engineering Project (CE181) for the past several years. He provides students the opportunity to develop a real life transportation project for the program.

Robert Kahn, P.E., T.E.

Principal

Robert Kahn has been involved in numerous legal cases as an expert witness and providing legal assistance in the area of traffic and environmental engineering. This has included traffic/parking impact analysis, traffic/circulation/parking impacts of ROW takes, traffic engineering design review, traffic safety studies and noise/vibration impact assessments. A sampling of these projects include the following cases:

- Tustin Avenue/Rose Drive Grade Separation Impact to Del Cerro Mobile Estates, City of Placentia
- 9582 Chapman Avenue – ULI Shared Parking, City of Garden Grove
- Plantation Apartments Norwalk 12809 Kalnor Avenue I-5 Construction Noise Monitoring Assessment
- City of Huntington Beach vs. Alvarez, et al, Traffic Review of ROW taking
- Gene Autry Way Extension – Impacts to Anaheim Holiday Inn and Staybridge Suites Hotel, Anaheim
- UCSD Student Center Traffic and Parking Impact Review, City of San Diego
- Palma De La Reina Traffic Impact Analysis Review
- Newport Tech Center Traffic Study Review, Newport Beach
- City of Irvine Planning Area 18, 34 and 39 DEIR Traffic Impact Review, City of Irvine
- City of San Diego Big Box Ordinance, City of San Diego
- City of Yucaipa Big Box Ordinance, City of Yucaipa
- Electra Real Estates USA Mid Coast Corridor Transit Project Traffic/Circulation and Parking Impact Review, City of San Diego
- Rancho El Revino Specific Plan Traffic Impact Study Review
- President Hotel Santa Ana parking lot dispute
- Caceres vs. City of Fontana, represented City in an Intersection (Production at Santa Ana Ave.) Accident
- Corona vs. City of Fontana, represented City in an Intersection (Sierra Ave. and Summit Ave.) Accident
- Sunset and Gordon Mixed Use Site Traffic Review
- Baldwin Hills Crenshaw Plaza EIR and Traffic Study Review
- Saint Mary's University Wellness Pavilion EIR and Traffic Study Review
- 15 Degree South Residential Project Traffic Review
- Review of the OCTA Tustin Avenue Rose Drive Grade Separation Representing the Del Cerro Mobile Estates
- OCTA State College Blvd Grade Separation Representing the Fullerton Commerce Center and Fullerton Industrial Park

MSMU / BHA / BCC
Ms. Kathleen King
June 13, 2018

Exhibit B

June 4, 2018

Mr. Raymond Klein
BRENTWOOD HOMEOWNERS' ASSOCIATION
P.O. Box 49427
Los Angeles, CA 90049

Subject: MOUNT SAINT MARY'S UNIVERSITY WELLNESS PAVILION TRANSPORTATION IMPACT ANALYSIS REVIEW

Dear Mr. Klein:

INTRODUCTION

RK Engineering Group, Inc. (RK) has reviewed the LADOT (Los Angeles Department of Transportation) Traffic Assessment for the Proposed Mount Saint Mary's University Wellness Pavilion Project to be located at 12001 West Chalon (April 4, 2018), the draft EIR (DEIR) Transportation Section (April 2018) and the Mount Saint Mary's University (MSMU) Wellness Pavilion Transportation Impact Analysis, prepared by Fehr & Peers (January 2018) for the Brentwood Homeowners' Association ("BHA"). RK would offer the following comments with respect to the various documents and the traffic impacts of the project upon the adjacent neighborhood and street systems.

53

RK has identified a number of issues associated with the traffic analysis which need to be further evaluated to fully review the traffic impacts of the proposed Mount Saint Mary's University Wellness Pavilion project. These include the potential growth in student body at the university, the actual trip generation of the planned events on the campus, the trip distribution of these events, the impact of concurrent events at the campus, a means of reducing the construction related traffic impacts to neighborhood streets, the need for a meaningful monitoring of future traffic impacts and a mitigation program to actually reduce the adverse traffic impacts identified in the traffic study. The mitigation program needs to not only reduce traffic impacts from the project, but also the current significant traffic impacts that are currently occurring on the local neighborhood streets and at the Sunset Boulevard intersections that are operating at a poor level of service.

COMMENTS

1. The entire traffic study assumed that the current student enrollment would remain as it currently exists (approximately 1,500 students) and no increase in the student body would occur with the buildout of the project. The University has indicated in the past that they have the right to have an increased number of students, based upon the availability of parking on the campus. Although we understand that BHA disputes this claimed right, there is the potential for the number of students to increase from 1,500 to 2,244 students. The traffic study did not take into consideration this potential increase in the number of students from a traffic and parking standpoint. This increase in number of students would be considered a related project just like the other 67 related projects that were included in the traffic analysis. As a result of this, the potential impacts from a traffic and parking standpoint would be significantly greater than those documented in the traffic study and DEIR. The DEIR does not evaluate and analyze the adverse impacts of a larger enrollment on traffic and parking, and whether potential mitigation of those impacts is possible. Further, the DEIR is deficient in not analyzing the potential of unlimited students and staff being shuttled from the school's Doheny campus in downtown Los Angeles. 54

2. The traffic study evaluated three (3) types of events at the campus. These included the "Other Wellness/Sports Events", the "Health and Wellness Speaker Series" and the "Summer Sports Camps" as individual events not occurring on the same day. It was assumed that these events would not occur concurrently; therefore, their impacts were evaluated separately. *Is there a possibility that that these events could occur concurrently? If so, what would be the increased traffic and parking impacts of several events occurring on the same day?* If this is not planned to occur, then a Condition of Approval would be required in order to disallow any concurrent events on the same day. 55

3. The traffic study calculated Event Trip Generation based upon the assumed attendance figures and event sizes. *Why wasn't the trip generation determined by measuring traffic at actual events currently occurring at the University and expanded based upon the expected attendance figures for the proposed project?* Traffic counts during actual events could be used to evaluate the trip characteristics of these events, rather than making assumptions on the number of trips and vehicle occupancies that may occur. 56

4. The Neighborhood Street analysis was based upon assumed local traffic routes on seven (7) streets. *What about the other local streets in the area that could serve as potential access to the site?* A license plate matching survey of existing traffic going to/from the University could be conducted to track the actual routes that are currently used by students and other visitors to access the site to make this assessment. With this study, actual field data could be used to verify the assumed routes to/from the University. 57

5. The project trip distribution was based upon a Select Zone run for the LA Travel Demand Model. This was based upon the TAZ (traffic analysis zone) which includes the University. *Was this TAZ strictly the University, or did it also include a substantial amount of existing residential development*? These non-University trips would have a different set of destinations than students or others attending the special events at the University.

   The distribution patterns should be cross-checked with zip code numbers for the students and event attendees. The ZIP code evaluation was done in the *Mount Saint Mary's TDN Report and Three Year Action Plan Updated in April 2015* (Steer Davies Gleave). That study (strictly of MSMU and not the general population) showed much more traffic originating in the San Fernando Valley and less traffic orientated towards the west. This would have an impact to the traffic analysis that was performed for the current traffic study. This could also be cross-checked by doing a survey of current event attendees to see if the generalized trip distribution patterns match the Traffic Model results. A change in trip distribution patterns could have a significant impact on the results of the traffic study. 58

6. The proposed project has direct significant impacts at three (3) study area intersections during the school year and four (4) intersections for the cumulative conditions. Again, the study assumed no "concurrent events" which would have even more significant impacts than were identified in the traffic study. The study does not identify any feasible mitigation measures for these impacts as a result of the project. A reduced level project and reduced enrollment numbers should be considered given the significant unavoidable impacts of the proposed project. 59

7. The project has direct significant impacts at up to six (6) neighborhood streets (Bundy Drive north of Norman Place, Chalon Road east of Bundy Drive, Chalon Road west of Norman Place, Norman Place north of Bundy Drive, Bundy Drive north of 60

Saltair Avenue, Bundy Drive north of Sunset Boulevard). No mitigation measures are suggested to reduce or eliminate these impacts. Additionally the project should implement "traffic calming" techniques on all of the affected neighborhood streets to reduce the traffic impacts from the project.

These neighborhood streets are "local" roads in the Brentwood-Pacific Palisades Community Plan and "Hillside Limited Streets" in the Baseline Hillside Ordinance, and intended to accommodate lower volumes of vehicle traffic. Consideration should be given to how each of these limited streets can handle either increased volume and/or larger vehicles. 60 (cont.)

MSMU and the neighborhood streets used for access to MSMU are located within an area designated by the City as "Very High Fire Hazard Severity Zone." Consideration should be given to how each of these limited streets can accommodate emergency fire vehicles and emergency evacuation by MSMU students and staff and by neighborhood residents.

8. The project should consider an off-site staging area and shuttle service for event attendees to further reduce traffic and parking impacts. 61

9. A parking study was previously prepared for the University in 2014 (over four years old) and was not updated as part of the current traffic study. It indicated that a maximum occupancy of 76% (425 spaces) occurred at that time. It is not clear whether this was for a normal day condition or whether it included any special events. A current parking demand analysis should be conducted to evaluate the potential demand when the University is in session and when special events occur. The results of these surveys should be compared to the available parking capacity with and without Valet Service. Also, if Valet service is to be considered, a plan should be included in the traffic study that shows where it is to be located, how it is to be designed and how it is to function. 62

10. The actual parking demand during construction should be quantified and compared to the available parking capacity of the site during each phase of construction. As a mitigation measure, it is recommended that an off-site parking area and shuttle service be provided for construction workers. This would also reduce the traffic impacts to intersections and neighborhoods streets. 63

    On Page 66 of the Traffic Study, it suggests valet parking in parking lot aisles as a solution to the loss of 222 parking spaces during construction. There should be a disclosure of the maximum number that valet could stack in the aisles, and the number of cars anticipated to park on residential streets.

11. On Page 74 of the Traffic Study, it suggests that when 37 outbound PCE's (Passenger Car Equivalents) occur, the off-site parking program should be implemented. This will be very hard to monitor and determine, therefore, it is recommended that the construction worker off-site parking program be implemented at all times during construction to reduce local parking impacts in the area. The off-site construction parking program would also reduce the traffic impacts at the two (2) affected intersections and at Neighborhood local streets. The location and operating parameters should be identified in the traffic study and be made a "Condition of Approval" of the project. 64

12. As identified in the Traffic Study, Alternatives #3 and #4 would have the potential to reduce the direct significant impacts of the project to intersections and Local Neighborhood Streets. This will require a significant reduction in event size and not allowing any concurrent events or events when other schools in the area are also having events. In order for these alternatives to be effective, there must be an enforceable means of measuring the amount of traffic that needs to be developed and implemented on an ongoing basis. Since there is only one main access point to the campus this can be done with current technology and will have to be monitored on an ongoing basis. A required ongoing mitigation monitoring program and transportation demand management plan will be needed to assess traffic conditions and reduce traffic from the existing campus and the proposed Wellness Pavilion. By monitoring certain traffic thresholds an action plan can be implemented to make sure that adverse traffic impacts do not occur. 65

13. The actual traffic impacts to all of the affected local streets needs to be monitored on an ongoing basis. This will be necessary to identify where traffic calming needs to be implemented based upon existing and future traffic from the University. Some form of "Traffic Calming" should be implemented in that area to further reduce the project's impact to the area. A "Condition of Approval" will be required to review the appropriate "traffic calming" techniques to be implemented in the neighborhood street system. Also, as previously mentioned, the project should not be allowed to have concurrent events on the same day. If they were to simultaneously occur, the impacts would be compounded and substantially worse than what has been identified to date in the traffic study. 66

14. No increase in the number of students over the maximum determined to be lawfully approved (and certainly no increase over the current approximately 1,500 students) should be permitted without additional environmental/traffic review, including an evaluation of the mitigation monitoring program and transportation demand management plan. The objective of these programs would be to not only reduce the traffic impacts from the Wellness Pavilion, but from the existing University as a whole. 67

CONCLUSIONS

RK has reviewed the transportation documents for the Mount Saint Mary's University Wellness Pavilion project. A number of issues have been identified with the traffic analysis that warrant additional review and evaluation. These include the potential growth in student body at the university, the actual trip generation from the planned events on the campus, the trip distribution of these events, the impact of concurrent events at the campus, a means of reducing the construction related traffic impacts to neighborhood streets and the need for a meaningful means of monitoring future traffic impacts and a mitigation program to actually reduce the adverse traffic impacts identified in the traffic study. 68

The mitigation program and mitigation monitoring program needs to not only reduce traffic impacts from the project, but also the current significant impacts that are currently occurring on the local neighborhood streets and at the intersections that are operating at a poor level of service impacted along Sunset Boulevard.

RK appreciates the opportunity to work with the Brentwood Homeowners Association and provide this evaluation of the Mount Saint Mary's University Wellness Pavilion Project. If you have any questions, please call me at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.



Robert Kahn, PE

Founding Principal

RCE 20285

RTE 0555

RK:ag/RK12872.1.doc
JN:2747-2018-01

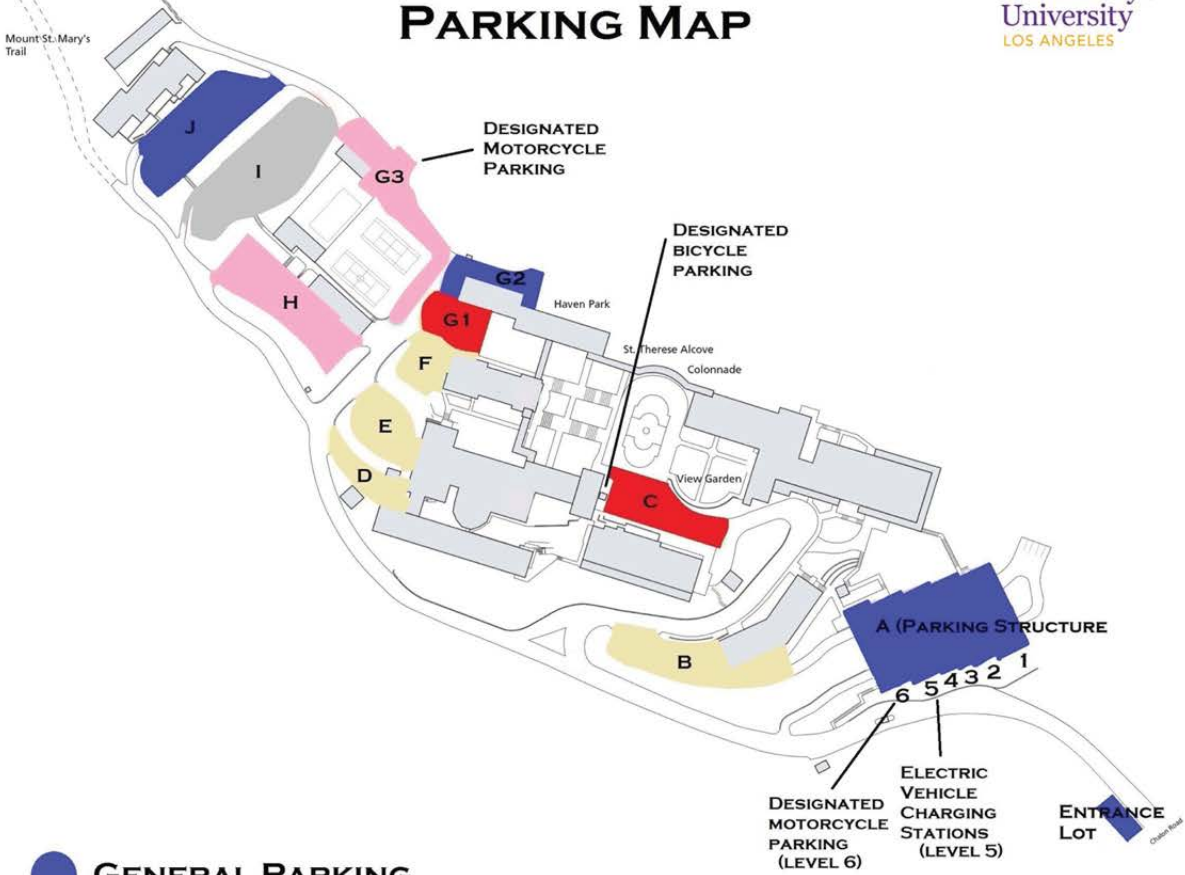
MSMU / BHA / BCC
Ms. Kathleen King
June 13, 2018

Exhibit C

EXHIBIT C

Chalon Campus Parking Map

Mount Saint Mary's University
Los Angeles



- General Parking
- Faculty/Staff, Monday - Friday 6AM - 6PM
- Reserved
- Resident Student
- Faculty/Staff (Monday - Friday 6AM - 6PM) and Commuters

6.9.15

Parking Structure A: No parking 11PM - 5AM

MSMU / BHA / BCC
Ms. Kathleen King
June 13, 2018

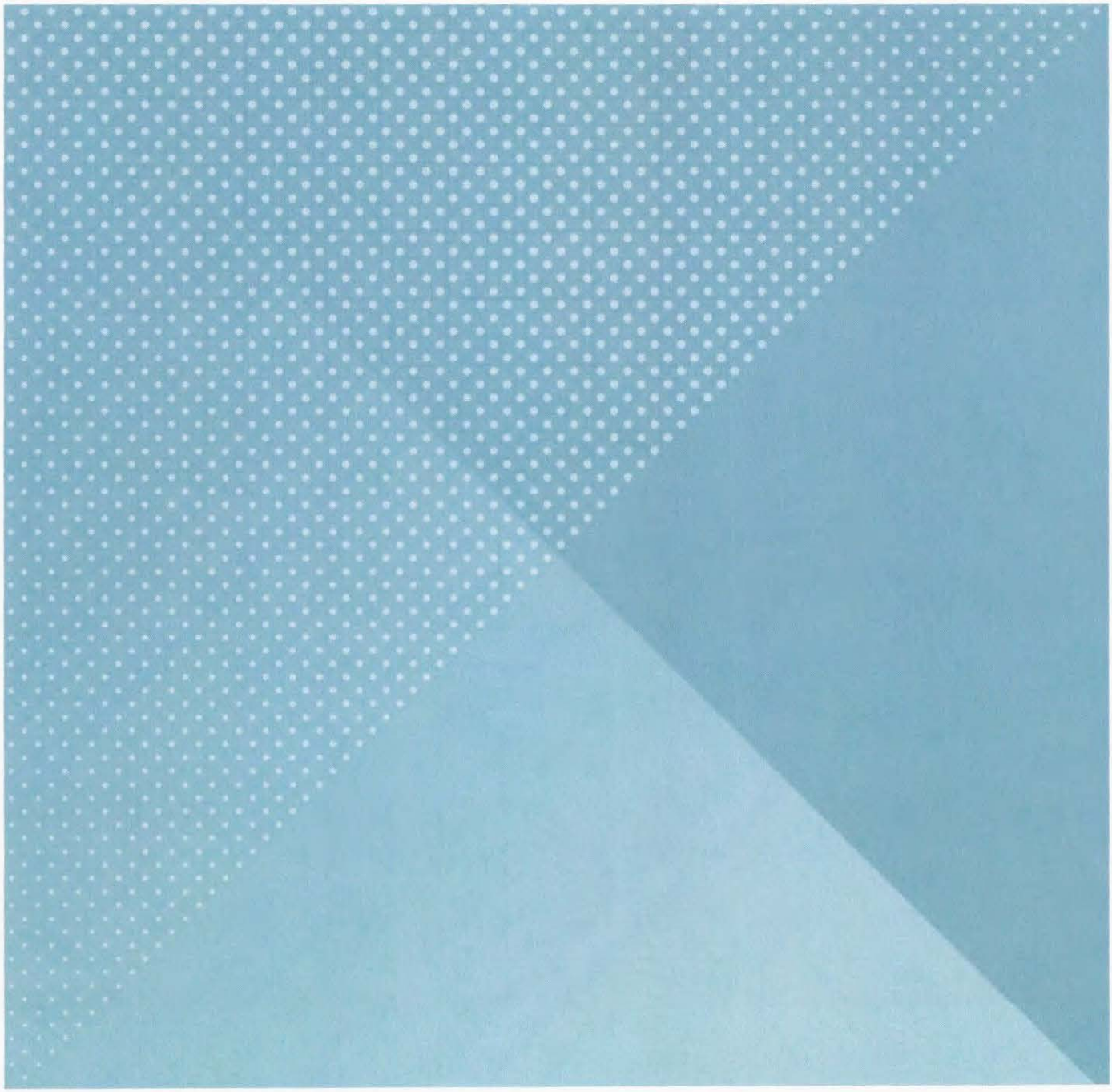
Exhibit D

steer davies gleave

Mount Saint Mary's University: TDM Report and Three Year Action Plan

Report
Updated April 2015

Mount Saint Mary's University



steer davies gleave

Mount Saint Mary's University: TDM Report and Three Year Action Plan

Report
Updated April 2015

Mount Saint Mary's University

Steer Davies Gleave has prepared this work for Mount Saint Mary's University. This work may only be used within the context and scope of work for which Steer Davies Gleave was commissioned and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this work without the express and written permission of Steer Davies Gleave shall be deemed to confirm their agreement to indemnify Steer Davies Gleave for all loss or damage resulting therefrom. Steer Davies Gleave has prepared this work using professional practices and procedures using information available to it at the time and as such any new information could alter the validity of the results and conclusions made.

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Executive Summary

Mount Saint Mary's University (MSMU) is committed to sustainability practices that help minimize the negative impact of drive alone commuting on its campuses and surrounding communities. Among these practices, MSMU offers support for shared and non-motorized travel options for both staff and students in commuting to, from and between its two campuses: Doheny and Chalon. These travel options help to improve site access and reduce congestion, as well as support regional initiatives to improve air quality[1].

To further these efforts, MSMU commissioned the development of this voluntary Three-Year Transportation Demand Management (TDM) Action Plan which includes an evaluation of the current shuttle operations as a follow-on to a similar study commissioned in 2010. This report is a summary of the research and recommendations for the Three-Year Action Plan.

To make the plan more tangible and feasible, Steer Davies Gleave provides recommendations according to four different time periods which are described below:

- **Early Action** (Spring 2015): Further develop current programs through both online and paper resources as well as marketing interns at both campuses and gather baseline information.
- **Phase 1** (Fall 2015 – Spring 2016): Start roll out of new programs including an online carpool matching service, pre-tax option, create gamification platform and begin offering transit subsidies to students.
- **Phase 2** (Fall 2016 – Spring 2017): Further development of marketing and information avenues as well as free parking for carpoolers, increased transit subsidies and new vanpool subsidy.
- **Phase 3** (Fall 2017 – Spring 2018): More collaboration with potential partners and increase the parking charge for those driving alone. Utilize monitoring data from first full year to adapt programs to increase modal shift.

SUMMARY OF KEY FINDINGS

Shuttles

1. **Campus Shuttle** – An evaluation of the current shuttle services, compared to similar data provided in 2010, found that the shuttle continues to grow in popularity and in particular, the intercampus shuttle is the most popular and it is currently over capacity. Contrary to common belief, students are using the intercampus shuttle to attend classes on each of the campuses in the same day. However, there may be reliability concerns with the shuttle.
2. **Circulator Shuttle** – Strong potential exists for operating a shuttle circulator for communities on the west side, mostly along the I-405 corridor south of the Chalon

[1] *MSMU has been fully compliant with the South Coast Air Quality Management District (SCAQMD) Rule 2202 since the introduction of the mandate to increase average vehicle ridership for all staff. The DeVinny Group has served, under contract, as an advisor to MSMU regarding compliance with the rule.*

campus. This could be used as both a commuter shuttle to bring staff and students to Chalon, as well as offer campus residents more options in getting out and around town.

3. **Commuter Shuttle** – Strong potential exists for operating a commuter shuttle from the San Fernando Valley to the Chalon campus. Large clusters of staff and students are found in the north valley area (Porter Ranch and surrounding areas) and in the southwest valley around Sherman Oaks. Both areas could support at least two shuttle lines in the morning and afternoon periods. This coupled with significant time savings through the use of the new HOV lane on the I-405 may create an appealing offering.
4. **Union Station Connector** – The current service has moderate use and in some cases, is only marginally competitive with using rail from Union Station to the Doheny campus. The service should be evaluated annually to verify that the service is both cost effective and timely.

TDM Services

1. **Current TDM Program** – MSMU has a long history of helping staff with their commute. Under the direction of a highly qualified TDM professional, the program has been successful in matching employees for carpools, testing vanpooling as a strategy and subsidizing transit passes for employees. Many of these services are labor intensive and could be gradually replaced through current technologies (such as an online ride matching system).
2. **Zimride** – A free rideshare matching technology, which is both current and engaging, can be secured through an agreement with Enterprise Rideshare. The primary consideration would be that MSMU would use Enterprise only for any employee-operated vanpools. Their technology, referred to as Zimride is also being used by many of the universities and colleges in southern California. This would replace the manual, labor intensive system that is currently in place.
3. **Vanpools** – Moderate potential exists from two areas. The first area is the South Bay (along I-405 corridor) to the Chalon campus. And the second is from El Monte/East Los Angeles into Doheny. Vanpooling may also be used as a temporary strategy for commuters coming from the San Fernando Valley in advance of offering a commuter shuttle.
4. **Carpools** – It is important to continue to promote carpooling to staff and students. Parking has been found to be a strong motivator for joining a carpool; however, some misuse of the system has occurred at the Chalon campus thus requiring better monitoring techniques.
5. **Tap Cards/Transit Passes** – TAP is a plastic card that contains the latest and most sophisticated smart chip technology. Metro has a program with Rio Hondo College and Pasadena City College whereby all students get a TAP card to ride Metro's service and it is paid for by the college and student fees that they collect, which subsidize the passes. Metro also has a program with USC Graduate Student Government and UCLA in which students who ride Metro get subsidized by their student fees and the college, but the

price to Metro is the regular retail price. Setting up the Tap card similar to the programs at Rio Hondo and Pasadena City College would be a benefit for both staff and students. However, the technology has not been fully deployed, nor has LA Metro refined its partnering program with employers. MSMU should continue subsidizing transit passes, but eventually move toward a Tap card for all staff and students.

6. **Carsharing** – MSMU currently offers carsharing at the Chalon campus. The service can help both on-site residents get around after school hours and during the day for staff in getting to meetings away from the campus. The carshare program has low visibility with students and is not used sufficiently to support an expansion of the service. More marketing is needed to educate potential users about the service. It should be noted that a one-way drive from Chalon to Doheny would be approximately $10 and is thus cost-prohibited for regular use by students.
7. **Bicycling and Walking** – Both travel options are limited for each of the campuses due to security, safety and lack of available support infrastructure. Additionally, the Chalon campus is difficult to access for some staff and students due to the rise in elevation around the campus. Further enhancements to the bike and pedestrian environment are essential to the success of both travel options. As dedicated bike lanes continue to grow around the city, more bike storage facilities and changing facilities may be needed on both campuses.

Marketing and Communications

1. **Program Identity** – All of the staff and students are aware of the shuttle program. However, only a few are aware of the additional TDM services offered at both campuses. To help create a one-stop-shop identity for both staff and students, it is recommended that the program be branded with the name "The Mount in Motion." Related logo, wayfinding and other applications of the brand will be needed as the program expands over time.
2. **Gamification** – Online tools that build off of social media are essential for reaching students, specifically those who are from the Millennial Generation that has become very dependent on the use of their smart phones. Gamification complements this need by engaging individuals in earning points, badges and prizes for both trying a new alternative mode and for continuing to participate overtime. Gamification has a strong track record of success on campuses; in fact, UCLA is aggressively pursuing gamification for advancing the reach of their commuter program to both staff and students. MSMU should invest in the development of a gamification tool and build in incentives and campaigns to support its delivery.
3. **Promotional Campaigns** – Ideally the transportation campaign should be launched near the beginning of both semesters. The campaign should not be introduced until after the final drop date so that students are certain about their schedule before they commit to a shared form of transportation. This campaign needs to be detailed in a marketing plan, to be prepared in the next phase of this effort.

Regional Mandates

1. **SCAQMD Rule 2202** – MSMU has been fully compliant with the region's air quality law designed to reduce vehicle trips to and from employment sites in the South Coast Air Basin. MSMU is currently purchasing credits as the most cost effective compliance method. However, the university continues to offer trip reduction activities on top of the credits. Eventually the performance of the MSMU TDM program will make the delivery of a plan more cost effective than purchasing credits. MSMU is using the top quality services of the DeVinny Group in compliance related issues and should continue to seek that advice on an annual basis.

Parking management

1. **Preferential Parking** – MSMU should continue to offer parking to ridesharers. But as noted earlier, a better monitoring systems needs to be created.

For further information regarding parking management strategies, refer to the Fehr & Peers parking study conducted during the spring and fall of 2014.

Key Recommendations Moving Forward

From the key findings of the existing conditions at MSMU, Steer Davies Gleave has set forth a plan for improving MSMU's TDM programs and reducing the number of vehicles entering the campuses. Phases 2 and 3 will depend on efforts conducted in Phase 1 and therefore Early Action and Phase 1 activities are key.

Table ES.1: Summary of Key Recommendations

	TDM Programs	Shuttle	Marketing & Communications	Evaluation
Early Action (Spring 2015)	Hire Student Intern Transportation-specific informational events Online resources Resource Displays On-site transit pass sales	Provide Alternative Access for Inter-Campus Shuttle at Chalon Campus	Develop 'The Mount in Motion' signage Promote $50 Subsidy to Employees Student Intern for Marketing/Promotions Resource Displays	
Phase 1 (Fall 2015 - 2016)	Information at Employee and Student Orientations Online Rideshare Matching Automatic Subsidy & Pre-Tax Program Transit subsidies Carpool/vanpool subsidies Gamification Platform	Provide Greater Resources During Peak Periods Coordinate Shuttles According to Start and Dismissal Times	Transportation Information at Student & New Employee Orientations	Set Reduction Target objectives Develop Commuter Survey

1 Existing Conditions

In an effort to improve campus transportation for employees and students, Mount Saint Mary's University (MSMU) contracted with Steer Davies Gleave (SDG), a firm with expertise in creating transportation demand management (TDM) programs. This plan addressing TDM management issues builds on the parking study conducted by Fehr & Peers in spring and Fall 2014.

This Existing Conditions Review examines a number of factors to culminate in key findings:

- Current programs;
- Current shuttle service;
- Stakeholder interviews; and
- Strengths, weaknesses, opportunities and challenges (SWOC) analysis.

The key findings will lead to the Action Plan, which gives specific recommendations for MSMU over the next three years.

This report is the first part of a three-phase approach to developing the Action Plan, comprising of:

- Existing Conditions report
- Shuttle Study
- Travel Demand Management (TDM) Action Plan

Current Programs

Steer Davies Gleave reviewed current conditions at the two Mount Saint Mary's University campuses and the respective transportation programs offered to employees and students. The Chalon and Doheny Campuses offer different education resources to their students. While the primary undergraduate program operates out of the Chalon Campus, the Doheny Campus offers graduate programs, an education credential program and the Weekend/Evening College for working adults[2]. The Chalon Campus has approximately 1,500 undergraduate students and 240

[2] Information taken from: **http://www.MSMU.la.edu/about-MSMU/index.asp**.

employees. The Doheny Campus has approximately 500 undergraduate students and 310 employees. Table 1.1 summarizes the TDM programs currently offered at both campuses[3].

Table 1.1: TDM Program Summary Table

TDM Program Type	Doheny Campus	Chalon Campus
Annual trip reduction plan	Currently no regular internal TDM planning process or evaluation	
Transportation-specific informational events	**Commuter Retreat** (Doheny-Date TBD in September; Chalon-August 24-25) The **Commuter Retreat** is an event run by the MSMU Commuter Services Department for students (and open to faculty and staff), which serves as an informational fair for people to learn about their commute options, visit with vendors that represent on-site modes. Guests are specific to the campus and typically include AAA and the Los Angeles Police Department at Doheny, and Hertz 24/7 at Chalon, among others. **Convocation** for all faculty/staff at both campuses (this year: August 21, Chalon Campus) Employees may sign up for parking permits, learn about inter-campus and union station shuttles, carpooling, air pollution, etc.	
Online resources	Internet sites for: 1. Shuttle Services and 2. Transportation/Parking resources Email (including monthly all-staff emails and transportation-specific email blast each semester) Social Media	
Paper resources	Commuter services offices located on both campuses that supply some print resources, but no prominent displays in other common areas. Flyers are frequently posted in dorms and on campus bulletin boards.	
On-site transit pass sales	Employees from both campuses can use the machine located on the Doheny campus to load fare onto TAP Cards. Blank TAP Cards are given free to interested employees (normally available for $2 per card). Students are eligible for Metro's student pass program, and must sign up through Metro. The commuter services office can provide information to students on the program. **25-30 participants** between both campuses (split about 50%/50% between Metro and Metrolink riders)	
Pre-tax option[4] (transit and vanpool)	Not currently offered	
Transit subsidies	**Increasing from $35/month to $50/month** Currently based on a monthly reimbursement program	
On-site rideshare matching contact	Paper-based system: employees can fill out interest form ("matchlist") and a pin is placed on a map located on the Chalon campus to indicate that the person is looking for a match. If there are two people who match, staff facilitates the contact.	

[3] Information provided during a phone interview with Patricia Williams on July 29, 2014.

[4] IRC Section 132 (f): Qualified Transportation Fringe defined as (1)(A)transportation in a commuter highway vehicle between the employee's residence and place of employment, (B) any transit pass, or (C) qualified parking, if provided by an employer to an employee.

TDM Program Type	Doheny Campus	Chalon Campus
Carpool/vanpool subsidies	**50 half-price carpool parking passes available & Vanpools park free** (25 per campus; sell out very quickly, especially at Chalon) Carpoolers must display their pass, as well as a valid calendar that was stamped for the day by security. Approximately **80% of carpool permit holders are students.**	
Bike parking and incentives	Have bike rack at Doheny, no official program	Bike racks recently installed on STOPTrans shuttle serving Chalon campus
Shuttle System	Inter-campus shuttle	
	Union Station Shuttle	STOPTrans Shuttle Afternoon and evening service, 7 days a week to various places around Westwood/West LA and Santa Monica/Venice.
Guaranteed Ride Home Program	Currently only for vanpoolers through Metro program	
Partner with local agencies to increase transit service/bike infrastructure	None	Have been working with neighborhood association near Chalon to mitigate on-street parking overflow and illegal left turns
Cost of parking	**$375 annually or $195 per semester** Same on both campuses, for students, faculty and staff	
Car share available on site (e.g., Zipcar)	None	2 'Hertz 24/7' cars available, only during the semester- have about 260-270 members

Parking

In spring and fall of 2014, Fehr & Peers conducted a parking study to determine parking inventory and utilization. Table 1.2 gives full details about the total parking spaces available for both campuses, including their peak demand information. While the Chalon Campus offers slightly more parking spaces than the Doheny Campus, the Doheny Campus offers more nearby on-street parking spaces.Figure 1.1 shows the surface parking at the Chalon Campus. Figure 1.2 shows the split of parking types for both campuses.

Table 1.2: Current parking provision

	Doheny Campus	Chalon Campus
Campus Spaces	489	561
Parking Structure	*147*	*237*
Surface	*342*	*324*
Public On-Street Spaces	1,210	107
Peak Demand	82%	72%

Figure 1.1: Surface parking at the Chalon Campus

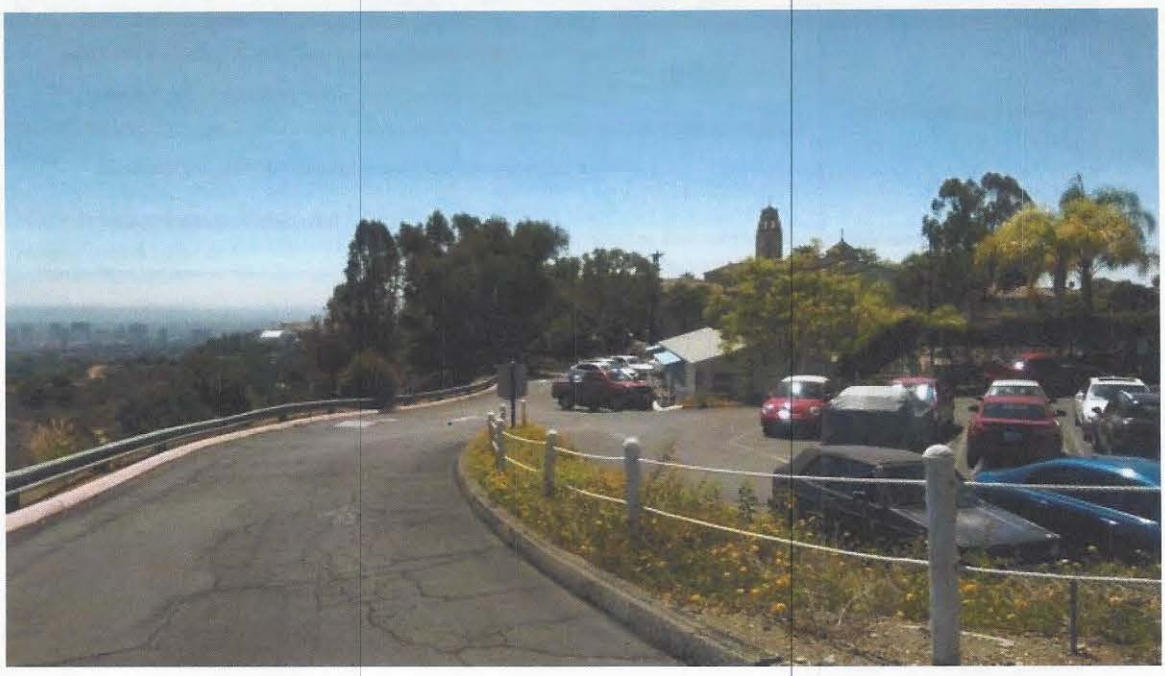
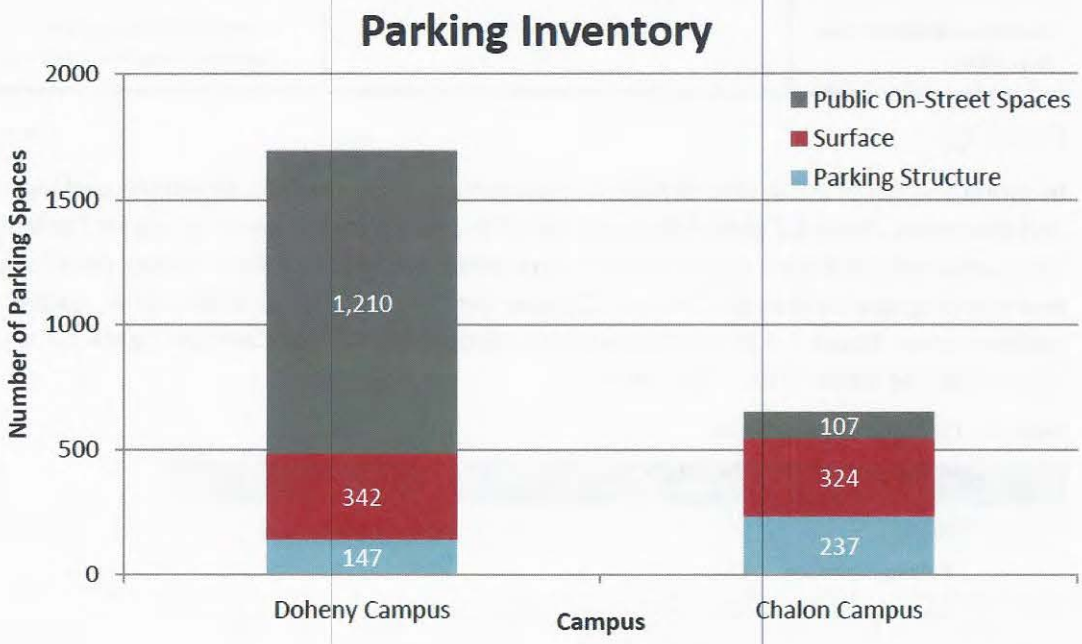


Figure 1.2: Types of parking at both campuses



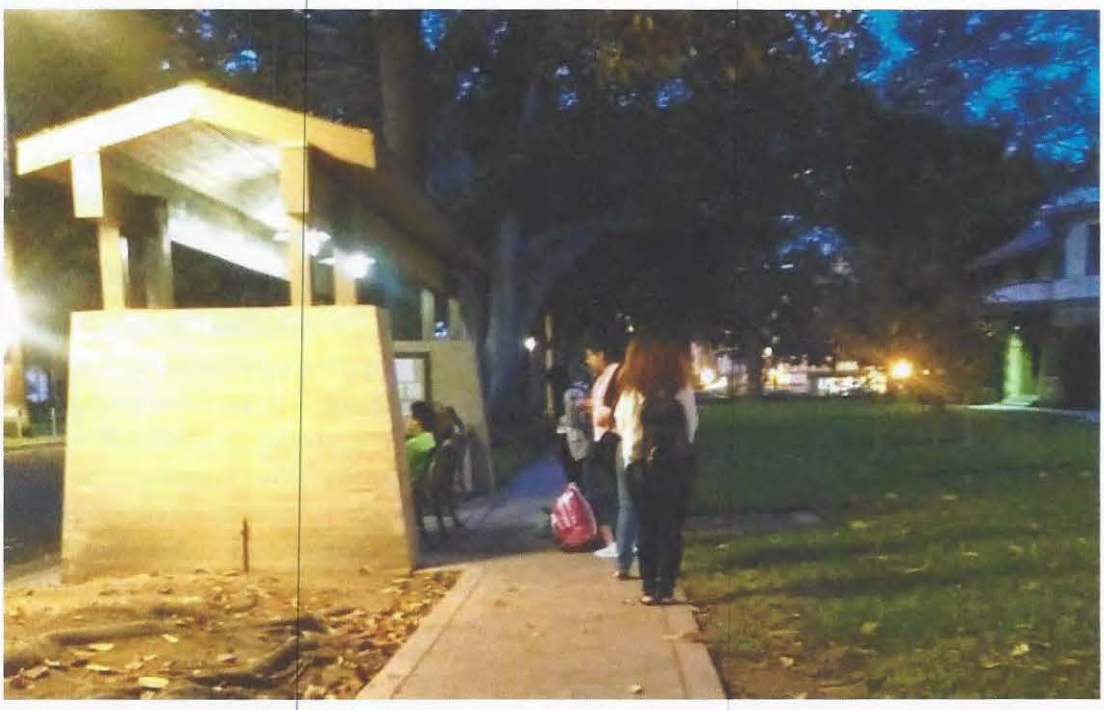
Shuttle Services

MSMU operates three shuttle routes:

1. Inter-campus;
2. Union Station to Doheny Campus; and
3. STOPTrans to/from Chalon from Santa Monica, Venice, etc. (this is mainly a service for students who live on-campus)

Students and staff utilize and value these shuttle services—particularly at peak commute hours. These shuttles support other TDM programs, since they allow for connections between campuses, as well as areas easily accessed by transit and other travel modes, such as biking. These shuttles serve as a vital connection for MSMU students and employees. Figure 1.3 shows an example of a shuttle stop at Doheny Campus.

Figure 1.3: Shuttle stop at Doheny Campus



Increased off-campus student population

Recently, there has been a shift to more students living off-campus than there used to be, which is generating increased demand for the shuttle services to and between the campuses. This change in travel patterns is a crucial variable for the Shuttle Study in recommending changes to the existing shuttle service.

Stakeholder Interviews

Steer Davies Gleave received feedback on campus transportation opportunities on campus from a wide variety of MSMU representatives. This diverse set of stakeholders represented campus human resources, security, public information and student communications. The stakeholder interviews provided valuable feedback on the opportunities for enhanced transportation programs at the Doheny and Chalon Campuses. Some of the main themes are described below.

Technology

MSMU increasingly uses technology to provide up-to-date and interactive information to employees and students. This includes social media, a popular shuttle services webpage and new real-time shuttle tracking technology.

Additionally, MSMU uses all-staff and all-campus email alerts to provide information. This new technology allows for more rapid communication, but has not yet provided information on all of MSMU's functions, including some of its transportation benefit programs. Stakeholders expressed interest in integrating existing communication channels into their enhanced transportation programs, as well as exploring additional tools to improve currently paper-based systems, such as an online ride matching tool.

Success of current programs

Many students and staff utilize MSMU's transportation services, including the shuttle, Metro and Metrolink services. Stakeholders expressed interest in enhancing successful programs to attract even more users and also growing programs with lower success, such as vanpooling.

Campaign to promote increased transit subsidy

MSMU increased the transit subsidy from $35/month to $50/month beginning in the Fall Semester of 2014. Steer Davies Gleave developed an implementation plan to coincide with the already planned Convocation and Commuter Club events in August and September. Stakeholders preferred having the message focus on the cost savings from using transit with a greater subsidy.

A seasonal marketing approach could be used, beginning with a "Redefine Daylight Savings Time" campaign, focusing on the benefit of time and money savings from carpooling to campus. As Daylight Savings Time nears, this campaign would use messaging such as: time savings on the highway via HOV lanes, preferred parking time savings, money savings by sharing the cost to drive. The main outreach component would ask commuters to identify "What would you do with an extra 15 days off?". Fifteen days refers to the aggregate amount of time the average HOV lane user saves in a year. Asking commuters to quantify possible time savings makes them more likely to pursue a behavior shift to carpooling. Other seasonal ideas include "Clean up your Commute" spring campaign.

Strengths, Weaknesses, Opportunities and Challenges (SWOC) Analysis

Steer Davies Gleave conducted a strengths, weaknesses, opportunity and challenges (SWOC) analysis for MSMU relating to its transportation programs. The Project Team completed an analysis University-wide and for each campus separately.

University-Wide

Overall, MSMU provides a great incentive to use transit to access both campuses. With the cost of a monthly base-fare Metro pass of $110[5], employees only need to pay $60 per month.

But for employees that work the entire calendar year, this is still a significant cost. Instead of paying $375 just on parking—not including gas or other costs to maintain a vehicle— their entire commute cost could be $720 on transit for their portion of a transit pass.

Although MSMU does not provide a transit subsidy for students, they are eligible for a discount for the Metro monthly pass ($43/month[6] instead of $110/month) and a 15% discount for Metrolink passes[7]). Table 1.3 summarizes the strengths, weaknesses, opportunities and challenges across both campuses.

Table 1.3: SWOC Analysis of University-Wide Programs

Strengths	Weaknesses
• Recently increased employee transit subsidy from $35/month to $50/month • Willingness from administration to participate in new, creative programs to reduce drive-alone commuters • Lower parking costs for those who carpool (50% discount) and vanpool (100% discount) • Commuter Retreat information event to learn about transportation resources • Capacity to load bikes on shuttle vehicles	• No regular commuter survey to track changes in behavior, or understand current mode use • Lack of guaranteed ride home program for those outside the Metro Vanpool program • Ride matching service is paper based instead of more accessible online platform • Lack of advertising of resources in prominent locations
Opportunities	**Challenges**
• Pre-tax benefit of up to $130/per month available for employees, and could be rolled into current transit subsidy[8] • Transit pass sales and TAP Cards available on-site	• Action required by Finance • No action plan evaluation to determine measures' levels of success • New trend shows more students living off-campus

[5] Information taken from: **http://www.metro.net/riding/fares/**.
[6] Information taken from: **http://www.metro.net/riding/fares/Universityvocational/**.
[7] Information taken from: **http://www.metrolinktrains.com/ticketspricing/page/title/discounts**.

[8] Current limit to pre-tax commuter benefit for transit/vanpool, but may be restored to $250/month, equal to parking benefit

Chalon Campus

Considering the remote campus location of the Chalon Campus, MSMU operates a successful shuttle service. In addition to providing commuter services to people, the shuttle also provides access to places that people may want to visit during the day. Without the shuttle, people would have to drive to access those locations. While biking and walking to campus may not be feasible for most people, ridesharing may provide a largely untapped commute option for employees. Table 1.4 summarizes the strengths, weaknesses, opportunities and challenges for the Chalon campus.

Table 1.4: SWOC Analysis of Chalon Campus Specific Programs

Strengths	Weaknesses
• Inter-campus and STOPTrans Shuttles well-utilized • Two carshare vehicles on-site	• Inter-campus is too popular and thus overcrowded
Opportunities	**Challenges**
• Adjacent Getty has very successful rideshare program under similar conditions • Expo/Bundy Station for the coming Expo Line to open in 2016, increasing transit connections to the area	• Limited transit service availability • Hilly terrain • Isolated campus location • Lack of services (restaurants, child care, banks, etc.) within walking distance

Doheny Campus

The Doheny Campus is located in a central part of Los Angeles, approximately four miles from Union Station, where employees and students can use Metrolink to travel to Antelope Valley, Orange County, Riverside, San Bernardino and Ventura. Without the shuttle, it would seem unlikely for anyone to utilize that service but shuttle service provides access to Union Station directly from the Doheny Campus. Table 1.5 summarizes the strengths, weaknesses, opportunities and challenges for the Doheny campus.

Table 1.5: SWOC Analysis of Doheny Campus Specific Programs

Strengths	Weaknesses
• In close proximity to rail (Expo Line) and bus (4, 14, 37, 200, 603) service • Shuttle service provided to Union Station—which makes transfer barrier not as burdensome	• Current 23rd Street Station on Expo Line is hard to access given the location of Interstate 110 • Excess parking capacity- peak demand 68% of available
Opportunities	**Challenges**
• Flat terrain and nearby bike routes could allow for a successful bike program • Expansion of the Expo Line from Culver City to Santa Monica, offering greater transit coverage	• Safety perception in walking to/from campus, particularly at night • Lack of services (restaurants, child care, banks, etc.) within walking distance

Key Findings

In reviewing the existing conditions through a review of current programs, shuttle survey, stakeholder interviews and the SWOC analysis, several key themes emerged:

Lack of Annual Survey and Trip Reduction Plan

Many large employers use a consistent, annual commuter survey to monitor employees' current commute modes, track changes over time and develop an annual plan. In Southern California, this is often done in compliance with the South Coast Air Quality Management District (SCAQMD)'s Rule 2202. MSMU is a Rule 2202-regulated site, but since they purchase credits to offset the air pollutants generated by their employees' commute, MSMU is not required to conduct an annual commute survey, or submit an annual trip reduction plan.

The University currently does not collect information about employee or student commute modes, other than tracking the number of carpool parking permits sold, transit pass reimbursements submitted and tracking ridership on the University-run shuttles. Anecdotally, there are additional carpoolers and transit users who do not participate in the programs.

The lack of data makes program evaluation and future planning challenging.

Limited Print Resources

Many of the students and staff access information about transportation options online. There are currently no commuter info displays outside of the Commuter Services office.

Improved Transit Subsidy

MSMU increased the transit subsidy for employees from $35 per month to $50 per month, beginning in the Fall Semester of 2014. They are also hoping to switch from a paper, reimbursement-based system to a Tap Card system, which will be easier for both administrators and users.

However, MSMU currently doesn't incorporate a pre-tax option[9] into their transit pass subsidy, which would be an opportunity for additional savings for both the employees and the University.

Interest to Switch to Online Ride Matching System

MSMU currently uses a paper application and map-based system for carpool matching, but has expressed an interest in online programs, such as the one offered by Zimride. The current system is labor intensive and difficult to track, with much of the burden placed on Parking and Human Resources staff to track and verify the program participants. Anecdotally, it is also common for students to misuse the system, particularly at the Chalon campus, by picking up a second passenger just before heading into the parking lot.

[9] IRC Section 132 (f): Qualified Transportation Fringe Benefit defined as (1)(A)transportation in a commuter highway vehicle between the employee's residence and place of employment, (B) any transit pass, or (C) qualified parking, if provided by an employer to an employee.

Successful Shuttle Program

The shuttle services MSMU currently run are very successful and well-subscribed, particularly during the peak hours. In many cases 'overflow' shuttles have to be sent because the regular routed shuttles fill up during peak hours.

MSMU has investigated additional opportunities for stops, but ran into issues finding appropriate areas to pull to the side of the road and allow passengers to safely board.

A priority for increased shuttle service is the future Expo/Bundy Station for the expanding Expo Line. The station will be located at the intersection of Bundy Drive and Exposition Boulevard, just south of Olympic Boulevard and east of the City of Santa Monica boundary. Upon completion of its Phase 2 construction, the Expo Line will provide light rail service from Downtown Los Angeles to Downtown Santa Monica. The line is expected to open to the public in early 2016.

Due to the demand and capacity of MSMU existing shuttles, the new shuttle serving the Expo/Bundy Station would require new shuttle vehicles to be added to the fleet.

The Shuttle Study being undertaken as part of this commission will look at recommendations for efficiencies to the shuttle program as well as opportunities for increased services to serve a wider catchment area.

Lack of Bike Parking and Programs

MSMU does not currently run any bike commuting incentive or education programs. Bike racks are available on-site and racks were added to the STOPTrans shuttle vehicles, but the University does not have any data on the number of students or employees who ride to work, or whether they are making a connection from transit or coming directly from home.

2 Shuttle Service

The purpose of this section is to provide some directions and recommendations to improve the current MSMU shuttle services. To achieve this, an assessment was undertaken of current travel behavior of MSMU students and employees to identify the issues of the shuttle services.

Our analysis is mainly based on three sources of data:

1. ZIP code data of MSMU students and employees
2. Passenger ridership data
3. Passenger shuttle Survey

Anonymized ZIP code data was received and analyzed to get an understanding of where MSMU employees and students live within Los Angeles County and to identify opportunities to restructure current services.

Passenger ridership data was collected from shuttle drivers for a full week from September 8 to 12, 2014. This information was used to understanding existing ridership patterns and suggests ways to improve the operation of the current service.

Passenger surveys were distributed to existing riders on September 10 and 11, 2014. A total of 168 passenger shuttle surveys were completed. The data was used to gain a better understanding about the general behaviors and views of existing shuttle riders —with the aim to provide ongoing service improvement, while maintaining cost-effectiveness.

The following section outlines the analysis and findings from the assessment of these three sources of data. SDG greatly appreciates the support from Pat Williams in developing this report. Following the analysis and findings section, the report provides a number of short-term and long-term recommendations for MSMU's consideration to improve shuttle services for its students and employees.

Analysis and Findings

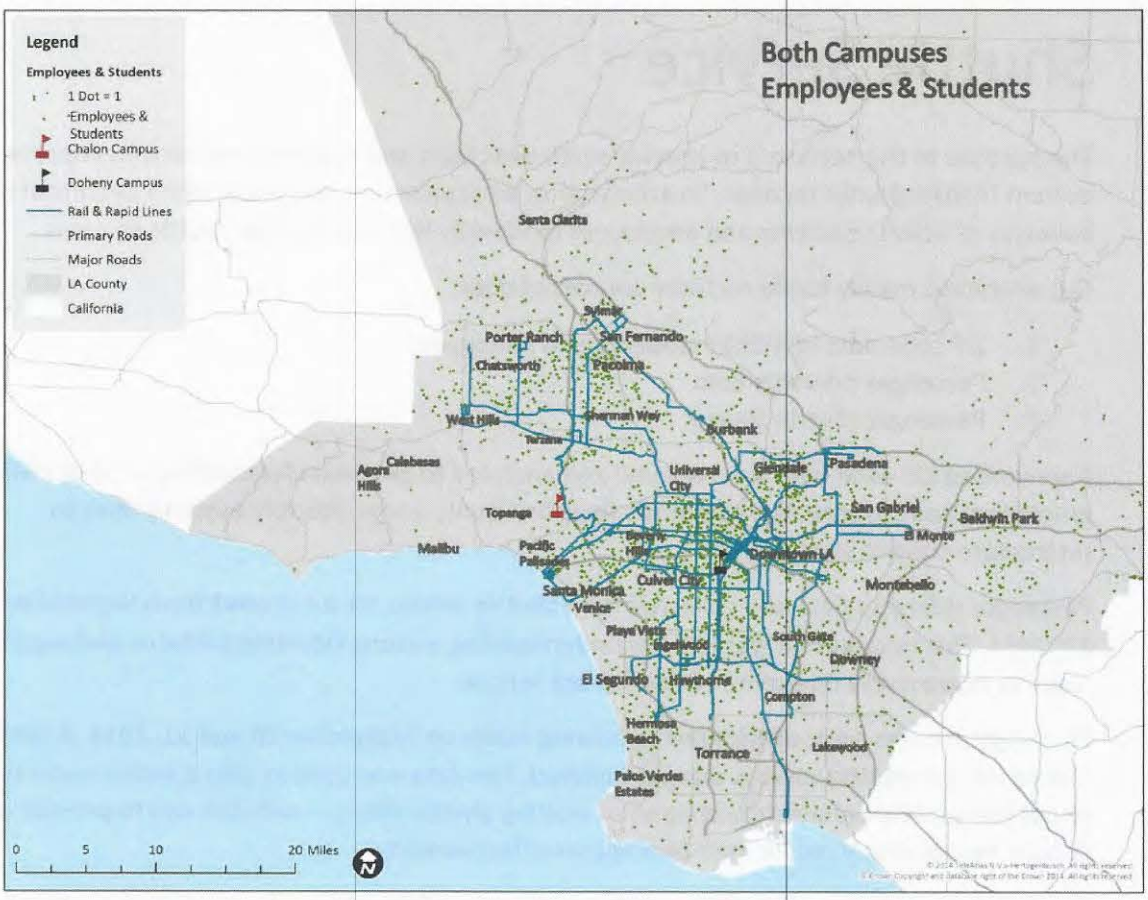
Anonymized ZIP code data of MSMU employees and student mailing addresses provide a high level understanding about where within Los Angeles County they reside. Figure 2.1 illustrates a dot density map of ZIP code of students and employees at MSMU (at both Chalon and Doheny campuses). Among the total 2,337 ZIP code entries received, 2,011 of those entries (86%) are student addresses, with the remaining 326 entries (14%) from staff and faculty.

The use of ZIP code data can help to give a general sense of where students and employees live, however some caution should be made to the use of ZIP code data particularly to identify where

students reside. The information collected by the University may reflect a student's permanent address, and not necessarily their actual place of residence during their studies.

The dot density map in Figure 2.1 identifies larger clusters of students and employees around the Doheny campus area and to the northeast towards Glendale. There are slightly more dispersed clusters up in the San Fernando Valley, and south of the Doheny campus towards Hawthorne.

Figure 2.1: Employee and Student ZIP Code Tallies in Los Angeles County



To get a better sense of the concentrations of where students and employees live, Figure 2.2 identifies the scale and the percentage share of where they live within Los Angeles County. The map shows a high proportion of students and employees in the areas surrounding the Chalon and Doheny campuses (12% and 20% respectively), particularly given the smaller geographic size of these zones.

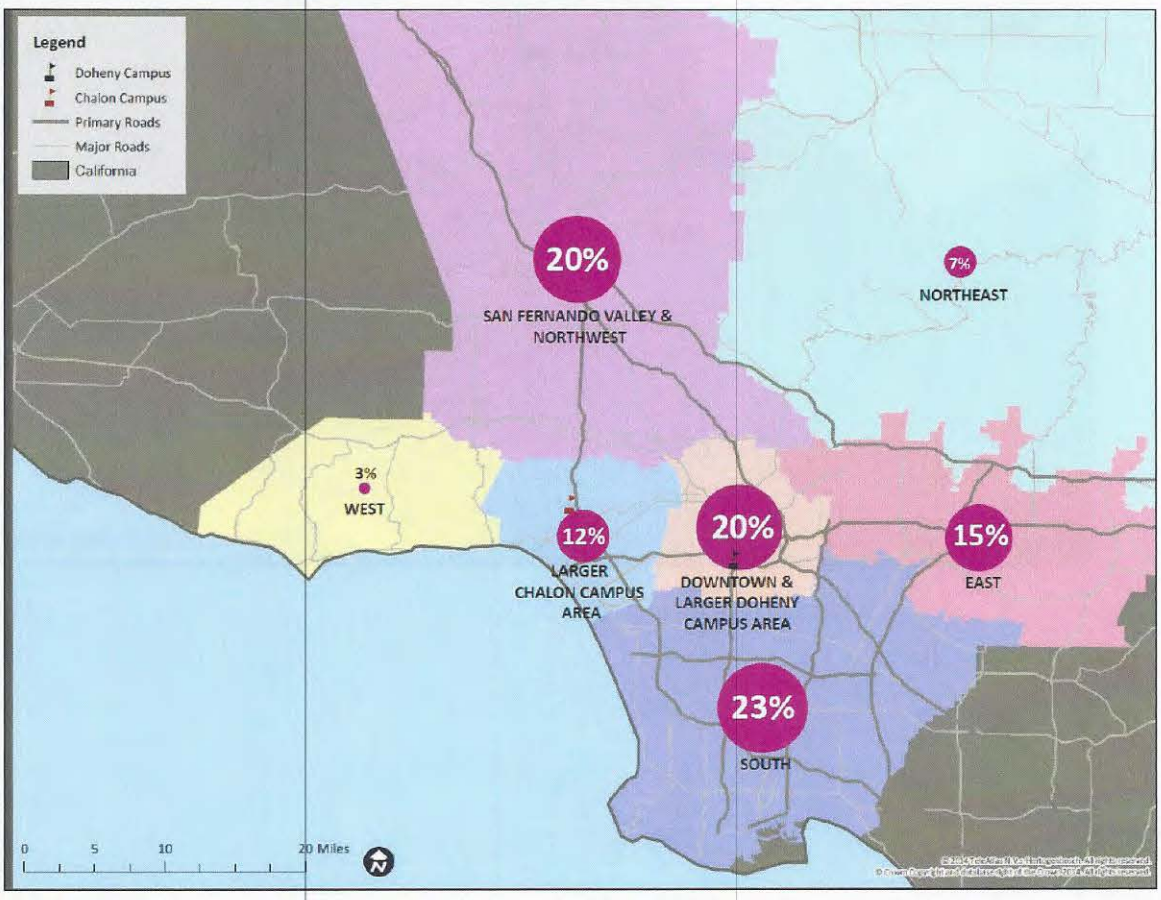
There is also a large proportion in the southern parts of the County at 23%, but more dispersed around a larger area— these passengers could rely on the LA Metro Blue line to connect to the Doheny campus. Students and employees wishing to go to Chalon could then board the inter-campus shuttle.

Finally, a sizeable proportion of students and employees (20%) reside in the San Fernando Valley and the areas to the north. Among this 20% of students and employees residing in this area, 90% reside in the San Fernando Valley. Students and employees going to the Doheny campus could

take the LA Metro Red line and transfer to the Union Station shuttle. However, there is currently no direct LA Metro local bus connections between the San Fernando Valley and Chalon—with most trips require at least two transfers. The alternative for these passengers would be to travel to the Doheny campus via Metro Rail and transfer to Union Station and inter-campus shuttle services. Given the lack of convenient options for these residents, there may be opportunities to assess the feasibility to provide new shuttle services between these two areas.

See Recommendation L1: Complete further assessment on providing direct services from San Fernando Valley to Chalon Campus, in Section 3 for details.

Figure 2.2: Employee and Student ZIP Code Tallies in Los Angeles County by Aggregated Zones



Separate dot density maps were created to differentiate between where students and employees reside to understand whether there are spatial differences (and subsequently travel patterns) between the two types of MSMU shuttle riders. Comparing between Figure 2.3 and Figure 2.4, the general distribution of where students and employees reside are fairly consistent.

Figure 2.3: Employee and Student ZIP Code Tallies at Chalon campus

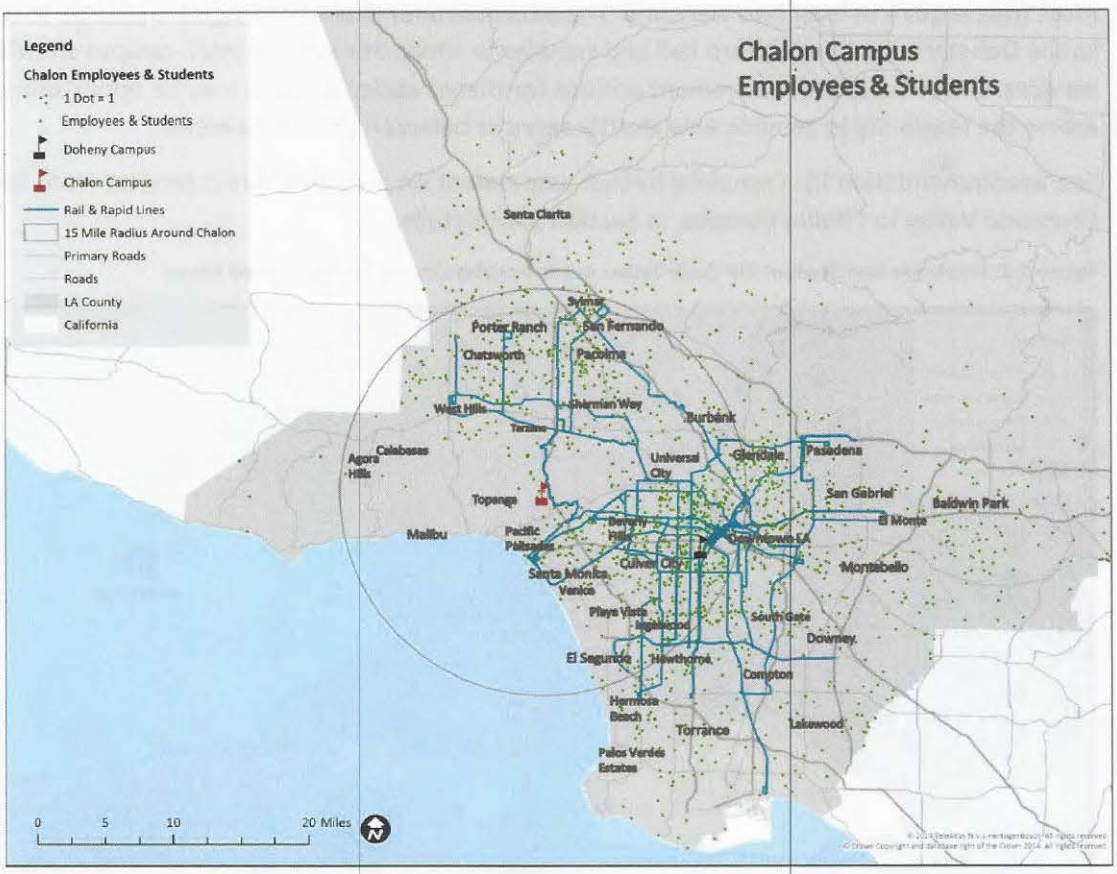
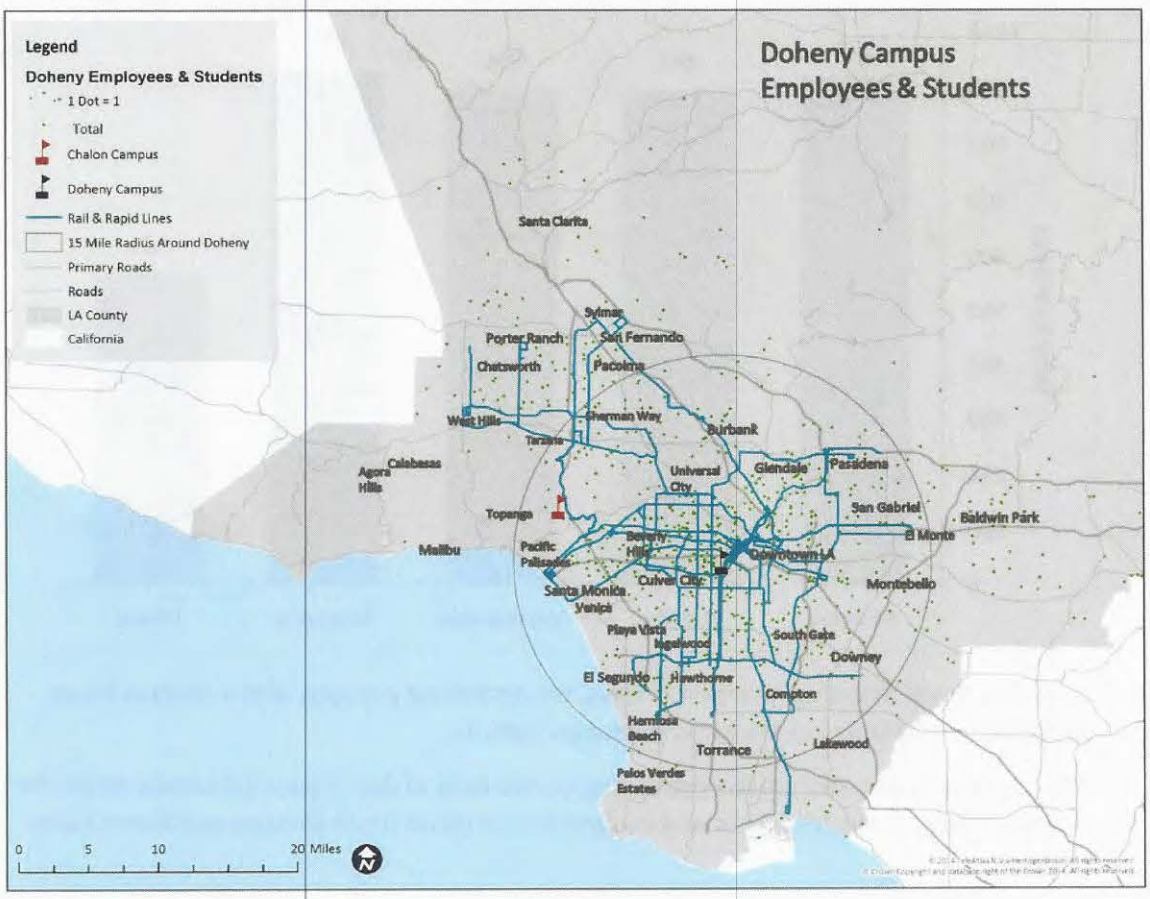


Figure 2.4: Employee and Student ZIP Code Tallies at Doheny campus



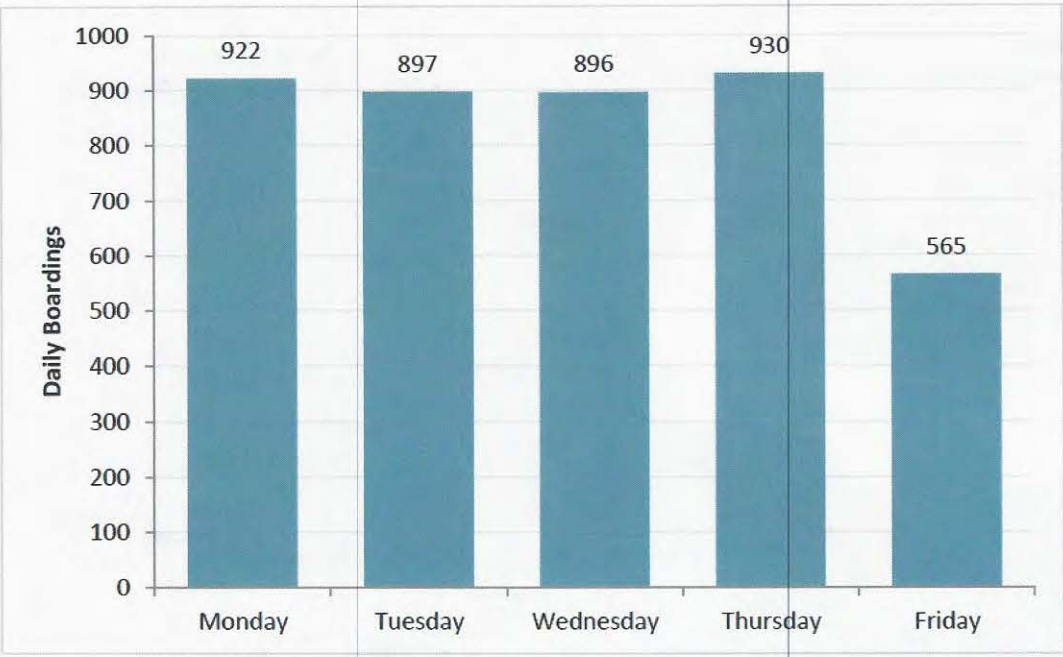
Passenger Data Assessment

A ridership assessment was completed based on passenger ridership data collected from shuttle drivers for a full week from September 8 to 12, 2014. Additionally, 156 surveys (93%) were completed by students, with the remaining 12 surveys (7%) completed by staff and faculty. The survey represents a slightly greater proportion of students as the overall split between students and employees who commute to the University is 86 to 14.

Inter-campus Shuttle

The inter-campus shuttle between Doheny and Chalon campuses carried over 4,200 passenger boardings during the week. Ridership levels were fairly consistent Monday to Thursday, carrying approximately 900 passengers on average daily. Similar to other universities, campus activity typically decreases on Fridays and the shuttle ridership reflects this—with total daily Friday ridership accounting for just over 60% of Monday to Thursday ridership levels. Figure 2.5 shows the daily passenger boardings by day of the week on the inter-campus shuttle.

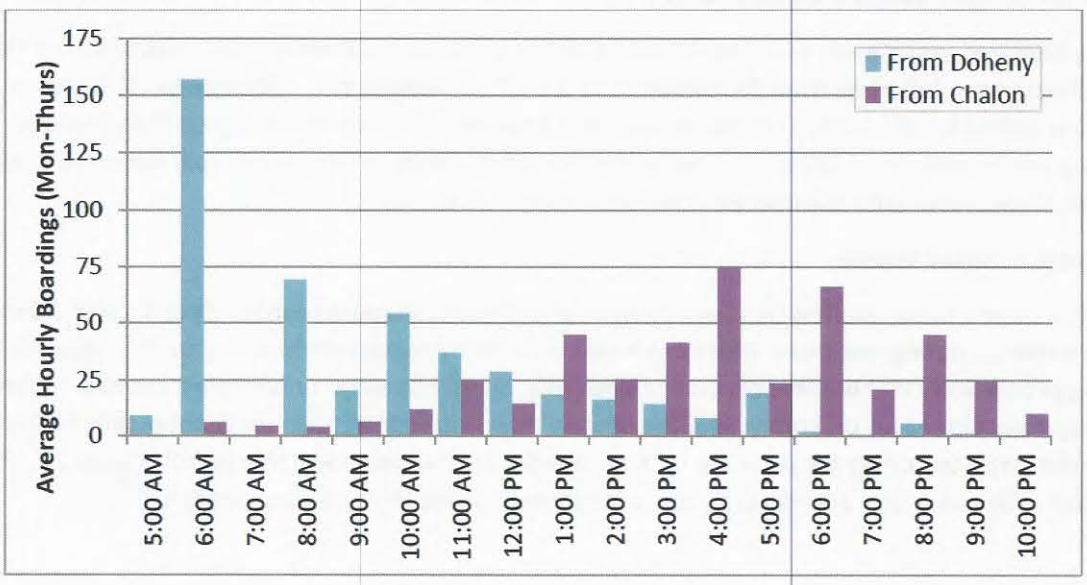
Figure 2.5: Daily Passenger Boardings on the Inter-campus Shuttle



Given the lower ridership levels on Fridays, the remaining portions of the analysis focus specifically on Monday to Thursday passenger activity.

The ridership levels vary greatly depending on the time of day. Figure 2.6 breaks down the average ridership levels by hour and by direction of travel (from Doheny and from Chalon campuses).

Figure 2.6: Passenger Boardings by Hour from Doheny and Chalon Campuses



Doheny to Chalon

Services from Doheny campus show a significant peak demand between 6:00 A.M. and 7:00 A.M., with an average of 157 passenger boardings—accounting for 34% of total boardings in this direction of travel. Accommodating this significant peak in ridership is very difficult for fleet and driver management because it would require a larger bus fleet and more shuttle drivers for only a very short duration of the day— leading to lower levels of cost effectiveness.

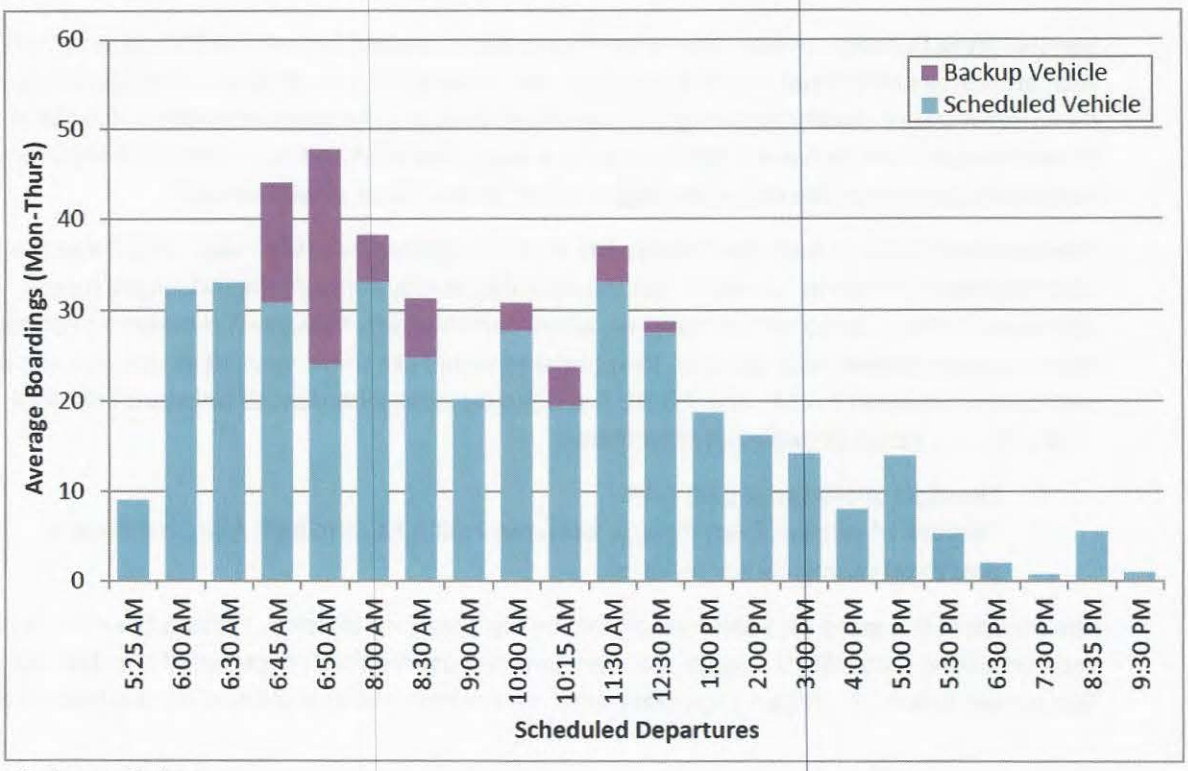
The significant peak in ridership has already been recognized by MSMU staff, and there is a strong effort to identify ways to "smooth" out the ridership levels. Through the passenger survey (discussed in the subsequent section), we asked current riders to suggest measures to encourage them to use earlier or later services. Respondents would like more services in the morning peak, particularly between 6 A.M. and 7 A.M. The ridership peak experienced between 6:00 A.M. and 7:00 A.M. is a result of two major conditions:

1. The start of classes at 8:00 A.M.
2. The lack of services from Doheny between 7:00 A.M. and 8:00 A.M., resulting in passengers using earlier services

The former is the more probable reason for the high peak in ridership. If this is the case, it is recommended that MSMU stagger the start time of class for the first period of the day. See Recommendation L2: Stagger class start times on the inter-campus shuttle, as discussed in Section 3.

Figure 2.7 shows the occupancy of each vehicle for each scheduled departure from the Doheny campus. As shown in the figure, despite having four scheduled departures from Doheny at 6:00 A.M., 6:30 A.M., 6:45 A.M., and 6:50 A.M., two of the four trips required the use of additional backup vehicles. Additionally, the 6:00 A.M. and 6:30 A.M. trips already reach the 33-seat vehicle capacity. Thus, given these high levels of ridership, additional resources would be required to accommodate this peak level of ridership—especially given the challenges related to "smoothing" out ridership. See Recommendation S1: Provide greater resources during the peak periods, as discussed in Section 3.

Figure 2.7: Vehicle occupancy for each scheduled departure from Doheny campus

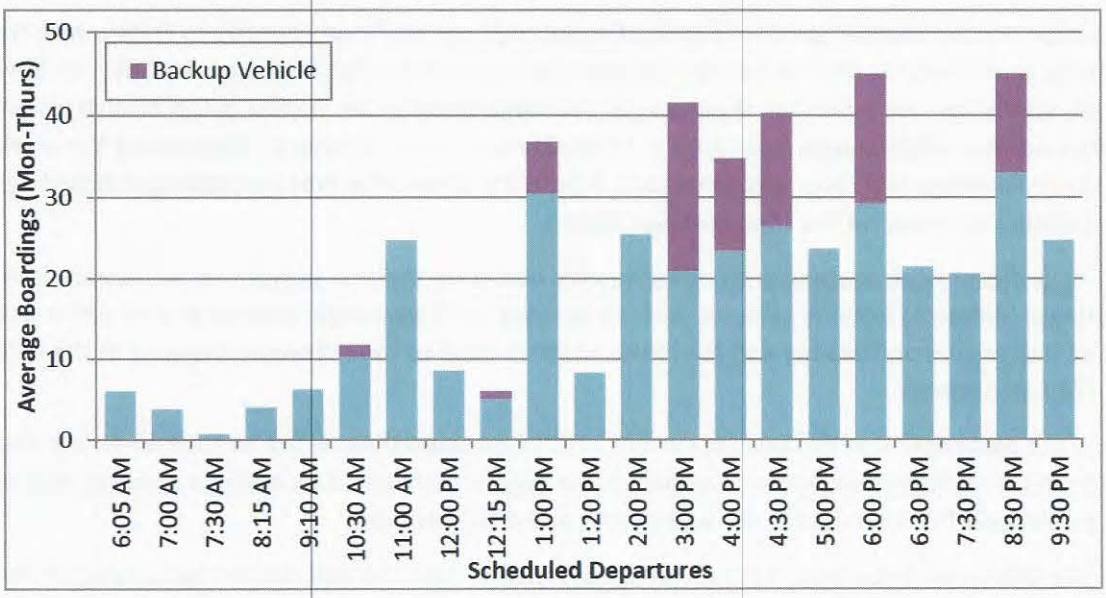


Chalon to Doheny

It is evident in Figure 2.6 that the dominant flow of passengers is from Doheny in the morning and from Chalon in the afternoon. Typical of commuter behavior, the afternoon peak period does not demonstrate as much of a dominate peak as the morning peak period—as students may choose to remain on campus for a short while after classes. The major peaks in passenger boardings from Chalon occur from 4:00 P.M. to 5:00 P.M. and from 6:00 P.M. to 7:00 P.M.

Figure 2.8 shows the occupancy of each vehicle for each scheduled departure from the Chalon campus. Backup trips were operated for a majority of scheduled trips from 3:00 P.M. to 6:00 P.M.

Figure 2.8: Vehicle occupancy for each scheduled departure from Chalon campus



Looking more closely at the ridership for each trip by day of the week, there is a fairly close association between the course block dismissal times and the number of boardings on shuttles from Chalon. Monday and Wednesday follow a similar schedule block pattern—as is Tuesday and Thursday. Table 2.1 shows how the average ridership on Monday/Wednesday and Tuesday/Thursday vary according to the class block dismissal times.

For example, on Monday and Wednesday, the first afternoon class block ends at 2:50 P.M. The next shuttle departure back to Doheny is scheduled for 3:00 P.M. Classes on Tuesday and Thursday follow a different dismissal time, and thus the average ridership on Monday and Wednesday are higher than on Tuesday and Thursday at the 3:00 P.M. departure time.

Table 2.1: Ridership comparisons on Monday/Wednesday versus Tuesday/Thursday by class block dismissal times

Class Blocks	Next shuttle departure	Average Ridership on Monday and Wednesday	Average Ridership on Tuesday and Thursday
Monday and Wednesday			
1:50 P.M. to 2:50 P.M.	3:00 P.M.	**58**	*26*
3:00 P.M. to 4:30 P.M.	4:30 P.M. or 5:00 P.M.	**46**	*18*
4:40 P.M. to 6:10 P.M.	6:30 P.M.	**33**	*10*
Tuesday and Thursday			
2:20 P.M. to 3:50 P.M.	4:00 P.M.	*23*	**47**
4:00 P.M. to 5:30 P.M.	6:00 P.M.	*26*	**65**

Given this association, there may be opportunities to adjust schedules according to the day of the week—though we recognize unique schedules by the day of the week may make it less user friendly for passengers. But at a minimum, this information could be used to better schedule the needed driver crews and provide opportunities for improved cost effectiveness.

Union Station Shuttle

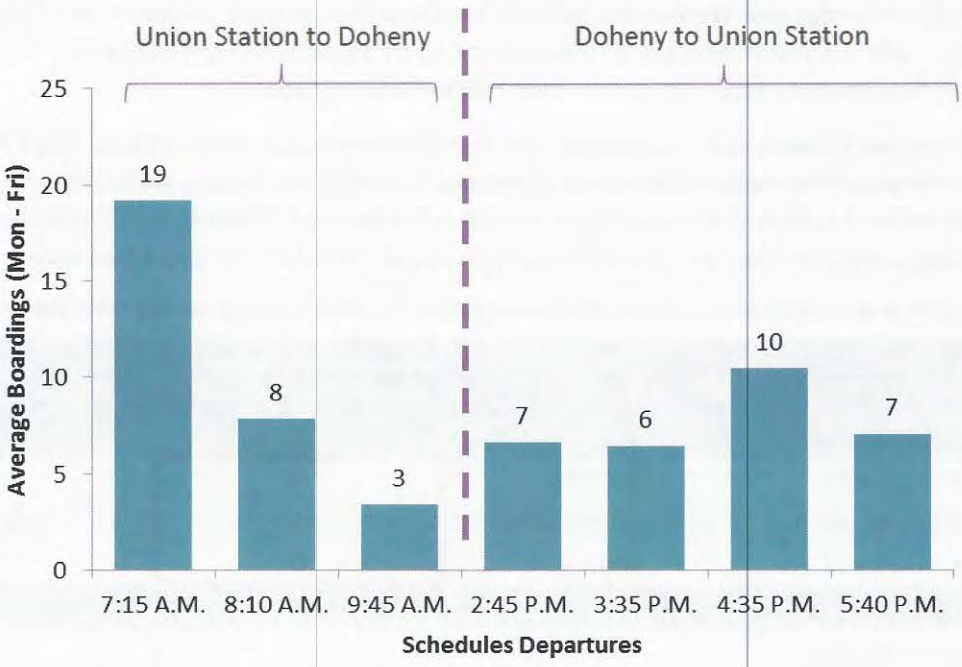
Union Station shuttle operates a total of seven trips per day from Monday to Friday, with three trips from Union Station to Doheny campus and four return trips from Doheny to Union Station. Generally, the total number of passenger boardings from Union Station in the morning is similar to the number of passenger boardings to Union Station in the afternoon. Throughout the week, the daily passenger ridership was consistent. Figure 2.9 shows the average passenger boardings from Monday to Friday on the Union Station Shuttle.

A significant peak passenger boarding activity occurs on the first shuttle run at 7:15 am from Union Station to Doheny campus, with an average of 19 passenger boardings and with a peak of 21 passengers on Tuesday and Thursday, which is close to the maximum capacity of the vehicle (25 passengers).

In the passenger shuttle surveys, current riders expressed their desire to have an earlier shuttle from Union Station to Doheny campus. Some adjustments could be made in order to shift some passengers from the 7:15 A.M. to a shuttle at a different time.

The afternoon trips range from six to ten passengers, which is well below the capacity of the shuttle vehicles.

Figure 2.9: Average Passenger Boardings for each scheduled departure on Union Station Shuttle



Westwood/Santa Monica Shuttle (Stop-Trans)

According to the ridership passenger counts, Stop-Trans shuttles have a much lower ridership compared to the other MSMU shuttles with only an average of 15 and 11 passengers per day on a weekday on the Westwood and Santa Monica shuttles respectively. Assuming that a round-trip time on the Westwood and Santa Monica shuttle is 60 minutes and 80 minutes respectively, and given that a total of three scheduled trips are made on each shuttle, the number of passenger

boardings per service hour would equate to 5.0 and 2.8 on Westwood and Santa Monica shuttle respectively—which demonstrates fairly low ridership for similar demand-response services.

Passengers who ride the Westwood/Santa Monica shuttles generally live on campus and use this service for leisure purposes, to access shops, restaurants and beach destinations. The passenger boarding count data indicates that there is a low demand of this service on the weekdays.

Weekend passenger counts were not available at the time of the shuttle assessment. Given the nature of the service to provide connections for students and staff for personal and leisure trips, it is likely that Saturday ridership levels may be higher.

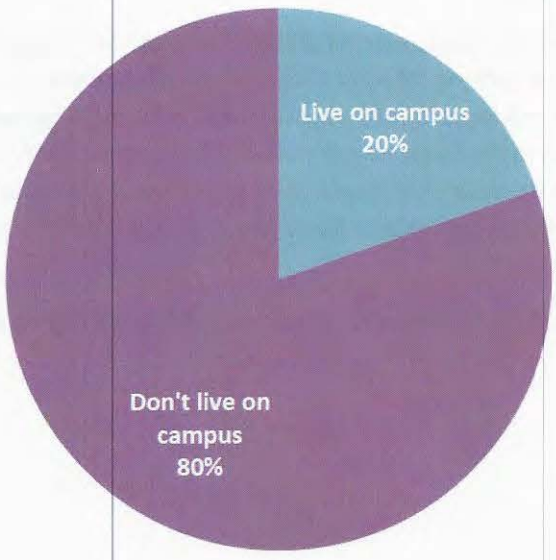
Passenger Shuttle Survey Assessment

General Findings

Living Arrangements

The majority of the people who filled in the survey do not live on campus. Figure 2.10 illustrates the place of residence of the passenger shuttle survey respondents.

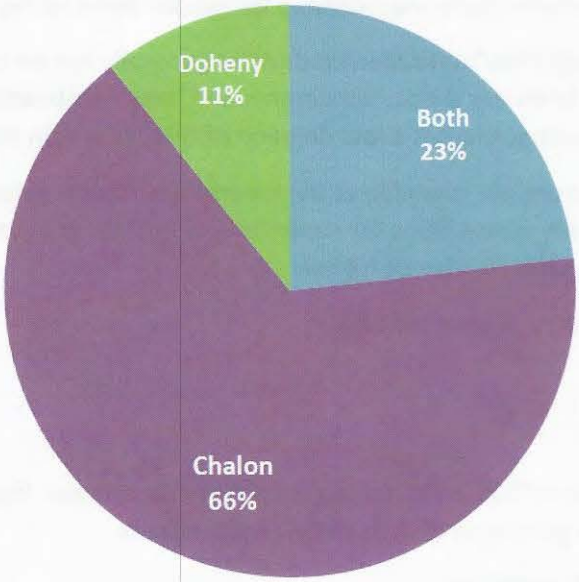
Figure 2.10: Living arrangements of respondents



Main Campus Location

Chalon is the main campus for the majority of the people who filled in the survey (84% of respondents). Moreover, about two-thirds of respondents attend classes and work exclusively at Chalon. However, some people have classes at both campuses as shown on Figure 2.11.

Figure 2.11: Campus location of respondent's place of work or classes

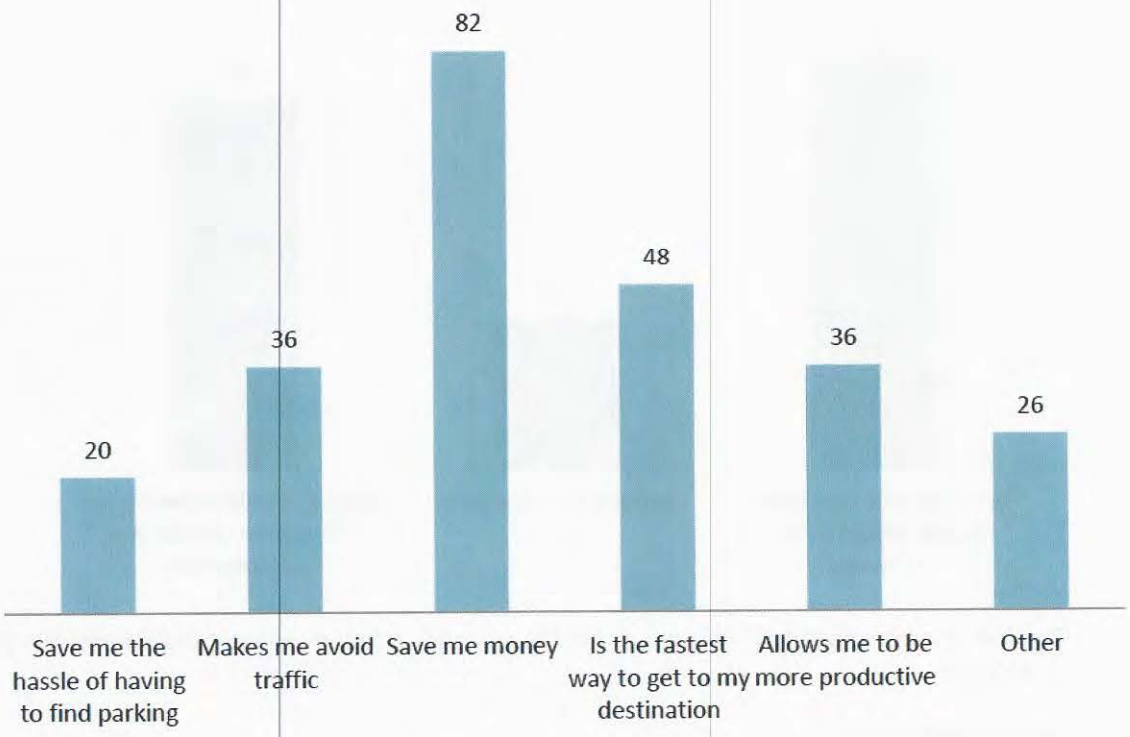


Reason for using MSMU Shuttles

About half of the respondents (82 respondents) stated that they are using shuttle buses because it saves them money on fuel and parking (shuttles are free for all students or employees of MSMU). For one-third of respondents (48 people), the second main reason for using MSMU shuttle services is that it provides the fastest way to get to their destination. MSMU shuttles use HOV lanes, which can significantly decrease commute time between Chalon and Doheny campuses. With a similar reason, 15% of all respondents identified that using shuttle services allows them to avoid traffic.

Figure 2.12 below shows the different reasons to use any of the MSMU shuttles.

Figure 2.12: Reason for using MSMU Shuttles



Desired Measures to 'Smooth Out' Ridership Peaks

Some shuttles, particularly in the morning and afternoon peaks, are overcrowded. Therefore the survey asked the current riders of the MSMU shuttles to identify any ways that could convince them to take a shuttle at times of lower passenger volumes. Figure 2.13 shows the main incentives that could convince passengers of the MSMU shuttles to take a shuttle at a different time. 37% of the people who ride the shuttles said that nothing would convince them to take a shuttle at a different time, given that they need to be at classes at a certain time.

About 40% of the people who ride the shuttles stated that they would ride a different shuttle if they knew that it would be less crowded, but that they would still like to leave around the same time period (i.e., they would like to ride a back-up shuttle that leaves only shortly after the first shuttle, rather than having to wait). However, given the high-demand morning peak period on shuttles that leave between 6:00 A.M. and 7:00 A.M. from the Doheny campus, there appears to be little room to accommodate passengers to leave slightly earlier and later, while still allowing them to attend class on time. Thus, as anticipated, there are no practical solutions to smooth out the ridership peaks except to stagger students' class schedules. See Recommendation L2: Stagger class start times on the inter-campus shuttle in Section 3.

Figure 2.13: What would convince you to take a shuttle at a different time?



The following sections look in more detail for each of the three types of shuttle services provided at MSMU.

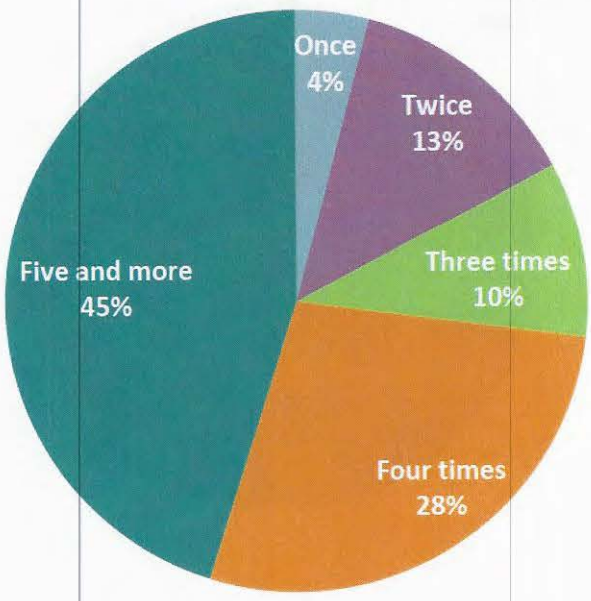
Inter-campus Shuttle

Given that the Doheny–Chalon shuttle accounts for the majority of overall shuttle ridership, most of the survey responses (122 responses) were received from passengers on this service. This subsection outlines some notable findings from these surveys.

Typical weekly ridership frequency

The majority of the respondents who took the inter-campus shuttle are regular commuters, as shown on Figure 2.14. Moreover, from our conversations with the respondents, there are some passengers who take the inter-campus shuttle more than one round trip per day, even if they only attend classes at one of the two campuses.

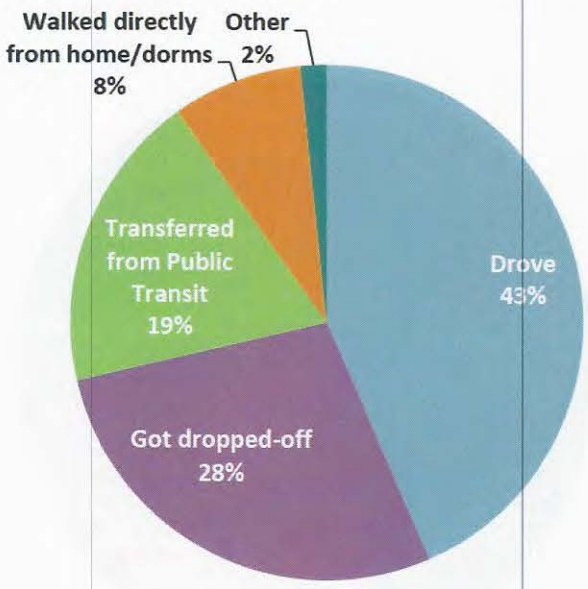
Figure 2.14: How often do they take the Doheny-Chalon shuttle on a typical week?



Shuttle passengers' access to campus

Over one-third of the respondents who take the inter-campus shuttle arrive to Doheny campus by car and the majority of them park their car at the AAA parking lot (53%), and 36% of them park off-campus. The second most popular way of getting to campus is by getting dropped off on campus —with 28% of total respondents on the Doheny-Chalon shuttle. Finally, 19% of respondents who use the Doheny-Chalon shuttle transfer from public transit and 8% of them walk from their dorms/home. Figure 2.15 illustrates the different ways respondents accessed the campus prior to taking the shuttle.

Figure 2.15: How do you get to campus prior taking the shuttle?



Recommendations for improving the shuttle service

27% of respondents were concerned about capacity issues at peak periods and most of them were suggested it would be useful to always have more backups available during these periods.

Another suggestion was to introduce a "reservation system" so that commuters of the MSMU shuttles would know for sure that there would not be any capacity issues with the shuttle that they are planning to take. While there is a certain comfort in knowing that there would be seats available on a planned trip with a reservation system, such a process also raises an inconvenience in terms of requiring students and employees to plan trips in advance —which could lead to lower ridership of the shuttles.

About 18% of the respondents were concerned about how some shuttles' schedules are not coordinated with start or dismissal times of their classes. They voiced concerned about how long they have to wait for the shuttle, especially in the evening because some shuttles are not coordinated according to dismissal times of certain classes. For instance, four respondents identified that on Tuesday/Thursday evening, some classes end at 8:40 P.M., which leaves a 50-minute gap before the next inter-campus shuttle leaving at 9:30 P.M. from Chalon campus. Thus, it is recommended that MSMU complete a detailed assessment of class dismissal times to improve service coordination, as discussed in Recommendation L2 in Section 3.

Three respondents raised issues about the absence of shuttles on Friday evening from Chalon. However, the ridership analysis showed low ridership on Friday, which may be partly related to the fact that there are fewer services on Friday.

In addition to the larger proportion of respondents who stated they would like additional services between 6 A.M. and 7 A.M. from Doheny to Chalon, four respondents indicated that they would

like to have an additional service in the morning, between 7:00 A.M. and 7:30 A.M., from Doheny to Chalon campus.

Finally, 15% of the respondents would like to have a more frequent service; however, it is not clear at what time they would like to have a more frequent service. If it is during peak periods, there is a justification for introducing more services at these periods as explained in the previous section of this report. However, if it is at non-peak periods, the low ridership numbers do not justify introducing more shuttle services during these periods.

Union Station Shuttle

A total of 26 passenger shuttle surveys were received for Union Station shuttle. Generally, the responses for these specific surveys showed similar travel behavior and expressed similar concerns as the respondents on the inter-campus shuttle

The majority of the respondents who take the Union Station shuttle are regular commuters and as expected, a large majority (85%) is transferring from public transit.

About 42% of respondents who take Union Station shuttle would like to have more services to and from Union Station, especially an earlier shuttle from Union Station to Doheny campus. Looking at the boardings data in Figure 2.9, the only time where the service is close to or near capacity is on the 7:15 A.M. shuttle —there is good support for adding an earlier trip from Union Station.

Westwood/Santa Monica Shuttle (Stop-Trans)

A total of 20 passenger shuttle surveys were completed on board the Stop-Trans shuttles. While the sample is proportional to the number of total riders in all MSMU shuttle services, the small number of responses collected for this service makes it difficult to make strong inferences.

Nevertheless, there are still some findings to report. For instance, the majority of the Stop-Trans shuttles take the shuttles about once a week which is consistent with type of service that is provided (e.g. a service for leisure trips).

20% of the respondents who take the Westwood/Santa Monica shuttle would like to have more service, especially on weekends. However, given that only weekday ridership counts were available, it is difficult to identify any recommendations for improving weekend service.

General Operational Observations

Shuttle Stop Areas

Doheny campus and Union Station have a designated stop location, with a shelter, which appear to be secure for passengers. However, at Chalon campus, shuttle stops are located at two different locations and both the inter-shuttle and Stop Trans stops have been identified as unsafe stops for users. These two stops do not have places for shelter or proper designated stop area for the passengers.

Additionally, the inter-shuttle has to reverse into position in order to park on the pick-up/drop off area at Chalon and then passengers have to walk through the parking lot to access the shuttle (rather than operating on the curb side). While the vehicle is reversing, there is poor visibility and

can lead to greater risk for accidents; it is difficult for drivers to see pedestrians behind the shuttle.

A similar situation has been identified for the Stop-Trans shuttle, where the vehicle picks up and drops off passengers near the G-1 parking lot.

Thus, it is recommended that a safer and consolidated shuttle stops location be identified at the Chalon campus. See Recommendation S3: Identify a safer shuttle stop location at Chalon campus in Section 3. Figure 2.16 and Figure 2.17 show two of the shuttle stops.

Figure 2.16: Inter-campus shuttle stop at Chalon campus

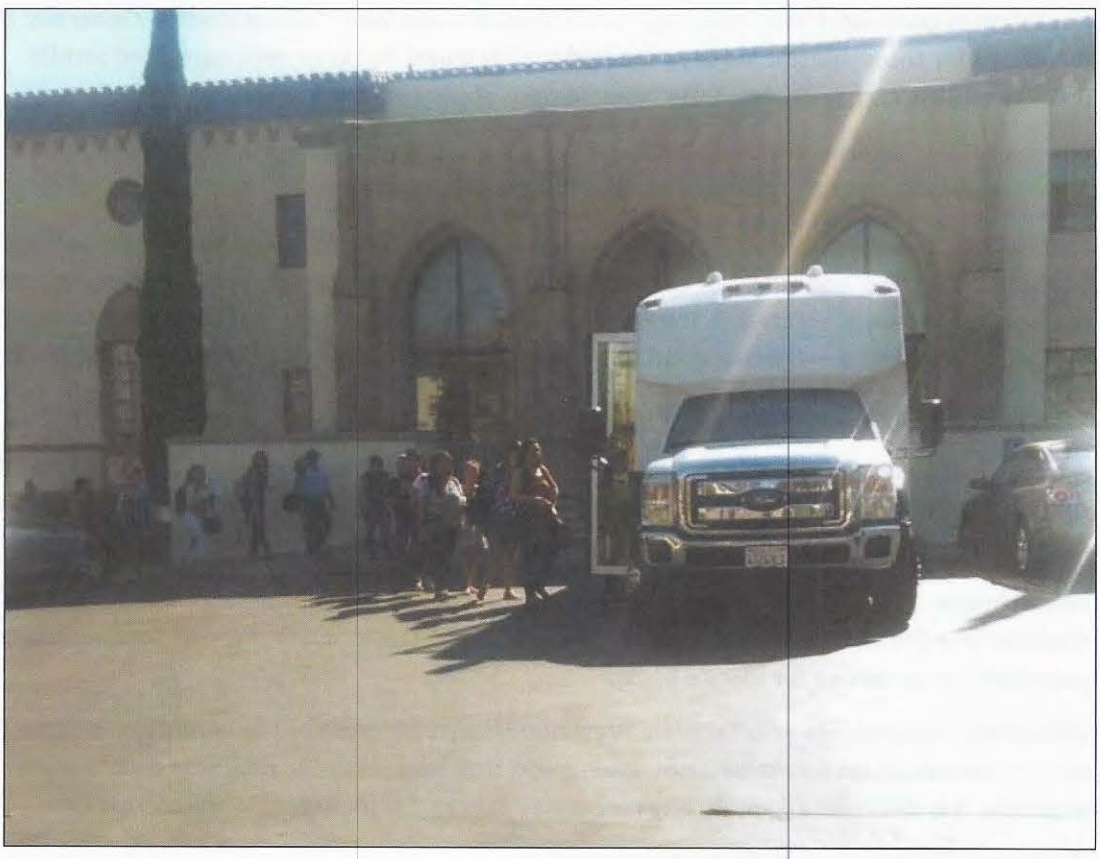


Figure 2.17: Stop-Trans shuttle stop at Chalon campus



Access roadway for Chalon inter-shuttle stop

The access to the inter-shuttle stop at Chalon campus operates on very steep and winding roadway both inside and outside of campus. This access is not very convenient for the drivers that have to drive extremely slow and have to be very careful not to scrape the bottom of the vehicle. The accessway leading to the Stop-Trans shuttle stop is comparatively less steep than the inter-campus shuttle stop accessway. Moreover, the vehicles are more likely damaged at a faster rate than if they were operating on the accessway leading to the Stop-Trans shuttles stop on the Chalon campus.

Therefore, it is recommended that the inter-campus shuttle route be changed to operate on an alternative roadway—see Recommendation S4: Provide an alternative access way for the inter-campus shuttle at the Chalon campus, for details.

Understanding of travel choices

From the passenger shuttle surveys and our discussions with the shuttle passengers, it was observed that most passengers do not have a good understanding of what their alternatives are in terms of getting to the two campuses.

For example, a notable number of people commute by car to Doheny campus. In order to reduce the number of commuters on the inter-campus shuttle, it could be beneficial to encourage them to carpool directly to Chalon campus.

Also, the large majority of people who take the Union Station shuttle transfer from public transit, however, they do not know that they could be taking the Metro to access the Doheny campus.

Though both the Expo Line and the Silver Line stop are located within a 7-minute walk from Doheny campus, it is still a good alternative to the Union Station shuttle, especially if they happen to miss the shuttle service.

Thus, it is recommended that further travel training program be undertaken to inform students and employees about the various options. See Recommendation S5: Provide greater travel option education for details.

Recommendations

Short Term

Recommendation S1: Provide greater resources during the peak periods

Given the past trend in enrolment at MSMU, it is expected that ridership levels will continue to increase. As discussed in the shuttle boardings assessment, a significant peak in ridership on the inter-campus shuttle between 6:00 A.M. and 7:00 A.M. Passenger surveys identified virtually no practical solution to entice riders to take services before or after the identified peak hour periods—especially as class start times are likely to be the primary driver for the ridership peak.

Until more long-term actions (such as Recommendation L2 in Section 3) are taken, it is recommended that greater capacity during these peak periods is provided and that vehicles depart as soon as they have reached capacity. Providing greater capacity obviously comes at a price and will likely require additional capital and operating funding (e.g. procuring buses and additional drivers). MSMU should consider the possibility of tendering a short term contract with a school bus operator to accommodate one or two of the heaviest ridership peak loads. School buses offer an even greater level of capacity without needed additional drivers—as with the case with MSMU's existing fleet.

Recommendation S2: Coordinate shuttles according to start and dismissal times

As indicated by the passenger survey respondents in an earlier part of this section, there are some inconsistencies between dismissal times and shuttle schedules, especially in the evening from Chalon to Doheny. Our recommendation would be to have shuttles leaving Chalon campus 15 minutes after the dismissal time, which would give them time to catch the shuttle and not wait for a long time for the next shuttle to arrive.

Also, since some respondents said that their classes end after 4:00 P.M. on Friday at Chalon campus, inter-campus shuttles should be provided from Chalon campus to Doheny campus.

Recommendation S3: Identify a safer shuttle stop location at Chalon campus

From our observations, there are some safety concerns about the location of the current passenger loading areas at the Chalon campus. In the short term, it is recommended that MSMU identify a location for bus loading/unloading that does not require passengers to cross the parking lot, and does not require buses to reverse into the passenger loading area. It is recommended that both the inter-shuttle and Stop-Trans stops are at the same and easily identifiable location to promote improved user convenience.

Recommendation S4: Provide an alternative access for the inter-campus shuttle at the Chalon campus

The access to the inter-shuttle stop at Chalon campus operates on very steep and winding roadway—which may lead to increased operational difficulties. It is recommended that the inter-campus shuttle use an alternative accessway to another bus stop location (as described in Recommendation S3). For example, it may be possible to consolidate the services to the Stop-Trans stop (provided that improvements are made to allow for a bus loop).

Recommendation S5: Provide greater travel option education

Through our observations with riders on campus, it was noted most passengers were not fully informed of the travel alternatives to getting to and from campus. It is recommended that MSMU continue to provide continued travel operation information to students and staff. By informing students about the carpooling options, tools, and incentives, as well as alternatives for using Metro rail and bus services, it may help not only to reduce the amount of car trips to/from campus, but may also relieve some of the pressure off current shuttle services.

Long Term Recommendations

Recommendation L1: Complete further assessment on providing direct services from San Fernando Valley to Chalon Campus

As discussed in an earlier part of this section, just shy of 20% of total MSMU employees and students live in the San Fernando Valley. Passengers who rely on public transit currently experience long travel times and require about two bus transfers to get to the Chalon campus. There may be value in introducing additional shuttle services between the San Fernando Valley and the Chalon campus. Further assessments should be completed to test the feasibility of a service from Sherman Oaks to the Chalon campus. To provide even more improved connections, the service could be further extended to the Van Nuys busway stop. Identifying designated areas for park-and-ride facilities (e.g. at current church parking facilities) may help to further boost shuttle ridership or encourage vanpooling and carpooling.

Recommendation L2: Stagger class start times on the inter-campus shuttle

The passenger data assessment found a significant peak in ridership on the inter-campus shuttle between 6:00 A.M. and 7:00 A.M. This is likely attributed to the high number of student's classes that start at 8:00 A.M. To 'smooth out' the peak ridership levels, as well as to reduce the amount of auto peak travel on roadways, MSMU should explore staggering the class schedules encourage students to take services later in the day.

For example, schedule fewer classes that start at 8:00 A.M. by introducing some classes starting later (i.e. at 8:30 A.M.) or moving classes to start at the next time block (i.e. at 9:10 A.M. or 9:40 A.M.).

Staggering the class schedules will help to smooth out the demand and encourage students to take services later—of course, transit schedules will need to be revised to offer services between 7:00 A.M. and 8:00 A.M.

Recommendation L3: Complete further assessment for an Expo Line-Chalon shuttle

The passenger survey results identified that a high number of passengers would be willing to relieve pressure on the intercampus shuttle in the peak hours if they knew that a different shuttle was less crowded. Given that 19% of survey respondents transferred from public transit to take the intercampus shuttle, there are opportunities for these passengers to continue to use the LA Metro system to Culver City. Once at Culver City, a limited-run shuttle service would operate to connect students and employees to Chalon.

When the Expo Line is extended, a MSMU shuttle service could operate between the Chalon campus and the Expo-Bundy station (or alternatively at the Expo-Sepulveda station). This service has the potential for some operational savings as the travel time on the proposed service would be much shorter than operating back-up services between Chalon and Doheny.

SDG has established some initial contact with Metro regarding the feasibility of using Metro's bus stop at Sunset and Saltair as a loading and unloading spot for the shuttle running between the Expo/Bundy Station and MSMU's Chalon campus. Metro's Executive Director of Service Development and Service Councils, Jon Hillmer, has stated that, "in all likelihood, this request will be approved by Metro." MSMU should remain in contact with Mr. Hillmer as it continues to assess the demand for this service as the Expo Line's opening approaches for 2016. Mr. Hillmer has referred the following two Metro staff as contacts for MSMU for future inquiries and planning:

- Scott Page, Director – Service Planning (PAGES@metro.net)
- Carol Silver- Planning Manager responsible for Metro bus service on the Westside/Central area of Los Angeles County (SilverC@metro.net)

3 Three Year TDM Action Plan

Mount Saint Mary's University (MSMU) is committed to sustainability practices that help minimize the negative impact of drive alone commuting on its campuses and surrounding communities. Among these practices, MSMU offers support for shared and non-motorized travel options for both staff and students in commuting to, from and between its two campuses: Doheny and Chalon. These travel options help to improve site access and reduce congestion, as well as support regional initiatives to improve air quality[10].

To further these efforts, MSMU commissioned the development of this Three-Year Transportation Demand Management (TDM) Action Plan which includes an evaluation of the current shuttle operations as a follow-on to a similar study commissioned in 2010. This report is a summary of the research and recommendations for the Three-Year Action Plan.

The plan includes the following sections:

1. Practice Overview;
2. TDM Implementation Strategies;
3. Marketing/Branding; and
4. Evaluation.

Mission Statement for MSMU's Three-Year TDM Program

In discussion with MSMU and key stakeholders, the University has adopted the following mission statement for this TDM program:

1. *To implement a Transportation Demand Management (TDM) program designed to encourage shared and non-motorized forms of travel while discouraging the use of single occupant vehicles to, from and between the campuses.*
2. *And to establish a sustainable, balanced and innovative transportation solution that includes commuter shuttles, car/vanpools, transit incentives along with a motivational tool for hosting challenges and maintenance incentives and badges.*

[10] *MSMU has been fully compliant with the South Coast Air Quality Management District (SCAQMD) Rule 2202 since the introduction of the mandate to increase average vehicle ridership for all staff. The DeVinny Group has served, under contract, as an advisor to MSMU regarding compliance with the rule.*

Program Goals

- **Goal #1** - Develop and implement a sustainable TDM program with measurable results for parking demand, transit usage and reductions in global warming pollutants. Ensure that the Mount is demonstrating an effort to address the traffic and parking concerns of neighbors particularly at the Chalon campus.
- **Goal #2** - Increase student, staff and faculty awareness of commute options through focused education and outreach efforts.
- **Goal #3** - Provide effective, affordable transportation options to the campuses including the operations and maintenance of a University-operated shuttle service.
- **Goal #4** - Incentivize participation through awards, badges and participation milestones. Track participation in the program.

Key Findings from Existing Conditions Report

In reviewing the existing conditions through a review of current programs, a shuttle survey, stakeholder interviews and a SWOC analysis, several key themes emerged which are outlined here. Full details can be found in the Existing Conditions Report which was issued on September 23rd, 2014.

Annual Survey and Trip Reduction Plan

Many large employers use a consistent, annual commuter survey to monitor employees' current commute modes, track changes over time and develop an annual plan. In Southern California, this is often done in compliance with the SCAQMD Rule 2202. MSMU is a Rule 2202-regulated site, but since the University purchases credits to offset the air pollutants generated by their employees' commute, MSMU is not required to conduct an annual commute survey, or submit an annual trip reduction plan. However, it should be noted that MSMU continues to offer transportation services in addition to air quality credits.

The University currently does not collect information about employee or student commute modes, other than tracking the number of carpool parking permits sold, transit pass reimbursements submitted and tracking ridership on the University-run shuttles. Anecdotally, there are additional carpoolers and transit users who do not participate in the program.

Print Resources

Many of the students and staff access information about transportation options online, but printed resources could help raise awareness about commute alternatives. For example, there are currently no commuter info displays outside of the Commuter Services office.

Improved Transit Subsidy

MSMU increased the transit subsidy for employees from $35 per month to $50 per month, beginning in the Fall Semester of 2014. The University is also hoping to switch from a paper, reimbursement-based system to a Tap Card system, which will be easier for both administrators and users.

However, MSMU currently doesn't incorporate a pre-tax option into their transit pass subsidy, which would be an opportunity for additional savings for both employees and the University.

Interest to Switch to Online Ride Matching System

MSMU currently uses a paper application and map-based system for carpool matching, but has expressed an interest in online programs, such as the one offered by Zimride (A program of Enterprise Rideshare). The current system is labor intensive and difficult to track, with much of the burden placed on Parking and Human Resources staff to track and verify the program participants. Anecdotally, it is also common for students to misuse the system, particularly at the Chalon campus, by picking up a second passenger just before heading into the parking lot.

Successful Shuttle Program

The shuttle services MSMU currently run are very successful and well-utilized, particularly during the peak hours. In many cases 'overflow' shuttles have to be sent because the regular routed shuttles fill up during peak hours.

MSMU has investigated additional opportunities for stops, but ran into issues finding appropriate areas to pull to the side of the road and allow passengers to safely board. Contacts at Metro have now been established to further pursue this option, and are listed on page 41, under Recommendation L3.

A priority for increased shuttle service is the future Expo/Bundy Station for the expanding Expo Line. The station will be located at the intersection of Bundy Drive and Exposition Boulevard, just south of Olympic Boulevard and east of the City of Santa Monica boundary. Upon completion of its Phase 2 construction, the Expo Line will provide light rail service from Downtown Los Angeles to Downtown Santa Monica. The line is expected to open to the public in early 2016.

Due to the demand and capacity of MSMU existing shuttles, the new shuttle serving the Expo/Bundy Station would require new shuttle vehicles to be added to the fleet.

The Shuttle Study which was undertaken as part of this commission looks at recommendations for efficiencies to the shuttle program as well as opportunities for increased services to serve a wider catchment area.

Bike Parking and Programs

MSMU does not currently run any bike commuting incentive or education programs. It is understood that there are not many staff or students who choose to bike to the campuses, most likely for the following reasons:

- Live too far away to bike;
- Concern about lack of safe bike route to campus (particularly for Chalon); and
- Concern about lack of secure bike parking (particularly for Doheny).

4 Practice Review

Overview

The following practice review gathers relevant transportation demand management (TDM) program information from three Los Angeles, CA area universities to act as a comparison to current Mount Saint Mary's University (MSMU) TDM program. Although it is difficult to select campuses that have exactly the same characteristics as the Chalon and Doheny campuses, Steer Davies Gleave selected the following schools:

- University of California, Los Angeles (UCLA);
- University of Southern California (USC); and
- California State University, Northridge (CSUN).

UCLA and USC are located in similar locations as the Chalon and Doheny Campuses, respectively. UCLA is located in the Westwood/Brentwood area of Los Angeles and USC is located just south of the Doheny Campus in the Downtown Los Angeles area. Although these two campuses are located in geographically similar places as the two MSMU campuses, they are large universities with many students, employees and resources. To include a comparison to a university similar in size, SDG also included CSUN.

UCLA

Situated just east of the highly congested I-405, UCLA offers employees and students many benefits and incentives for not driving alone. While the transportation department offers a shuttle service, it is more internally focused with a lesser goal of transporting people outside of the campus. Table 4.1 describes the TDM programs currently offered at UCLA.

Table 4.1: UCLA TDM Programs

TDM Program Type	Description	Participation (when available)	Cost (when available)
Annual trip reduction plan or reduction goals	The 2008 Climate Action Plan outlines a 50% reduction of SOVs by 2014[11]		
Site-specific resources (online and paper)	Maps Commute Options Resources Online Websites		

[11] http://www.transportation.ucla.edu/portal/pdf/sotc/UCLA_SOTC_2013.pdf.

TDM Program Type	Description	Participation (when available)	Cost (when available)
Promotion Day/Week	Rideshare Week gets the UCLA community to participate in not driving alone in exchange for the chance to win prizes[12]		
On-site transit pass sales	For some transit agencies		
Transit/vanpool subsidies	50% discount for employees and students & no parking cost for vanpools[13]	160 UCLA vans	
Member of Transportation Management Association or Other TDM Resource Group	Members of the Best Workplaces for Commuters group, which have certain requirements[14]		
On-site rideshare matching contact	Utilize Zimride to provide an online matching service	A total of 17 million miles have been posted	
Preferential Parking for van/carpool	No		
Bike parking	Bike parking is provided around campus (over 3,000 bicycle parking spaces and three DIY bike repair stations)[15]		
Bike incentives	For employees only $50 of value every year		
Walk Incentives	For employees only $50 of value every year		
Shuttle System	The BruinBus provides service within the campus and also to student housing and just south of campus to Wilshire, a major transit corridor[16] They provide real-time information[17]		
Ongoing incentive program	Bruin Commuter Club provides: discounted parking when needed, GRH, Metro benefits, bike benefits and walk benefits (last three for employees only)		
Guaranteed Ride Home Program	Included for vanpoolers and Bruin Commuter Club members		
Partner with local agencies to increase transit service/bike infrastructure	UCLA partners with local bike shops to offer discounts to those who bike to campus[18]		
Employees pay for parking	Cost to park for SOVs and HOVs but discounted parking offered to carpoolers		$666 / school year $324 carpool / school year[19]

[12] http://beagreencommuter.com/rideshare-week-is-almost-here-join-the-fun-now-until-oct-22/.
[13] https://main.transportation.ucla.edu/getting-to-ucla/public-transit.
[14] http://www.bestworkplaces.org/join/standard-of-excellence/.
[15] https://main.transportation.ucla.edu/getting-to-ucla/commute-options.
[16] http://www.transportation.ucla.edu/portal/pdf/fleet/shuttleroutemap.pdf.
[17] https://main.transportation.ucla.edu/getting-around-campus/bruinbus.
[18] Email correspondence with Charles Carter at UCLA.
[19] https://main.transportation.ucla.edu/campus-parking/students/ucla-parking-rates-and-fees/#Student.

TDM Program Type	Description	Participation (when available)	Cost (when available)
Car share available on site (e.g., Zipcar)	Yes, there are a number of cars available from $7.50-$9.50 per hour		N/A
On-site bike share	UCLA Bike Shop provides bikes for staff to use to get around the campus[18]		
Evaluation	Week-long cordon traffic study with pneumatic tubs to count how many vehicles enter into the campus every day UCLA Transportation creates a state of the Commute report that include the AQMD survey and a student survey[18]		

USC

Located just south of the MSMU Doheny Campus near Downtown Los Angeles, among other supporting programs, USC operates an extensive shuttle service to employees and students. This shuttle service provides key links to transit service and other key locations. Table 4.2 describes the current TDM programs at USC.

Table 4.2: USC TDM Programs

TDM Program Type	Description	Participation (when available)	Cost (when available)
Annual trip reduction plan or reduction goals			
Site-specific resources (online and paper)	Direct links to available transit agencies Real time shuttle information Online resources		
Promotion Day/Week	The campus participates in Bike to Work Day[20]		
On-site transit pass sales	For Metro passes		
Transit/vanpool subsidies	Employees receive a $30 subsidy toward the purchase of any pass every month New employees are also eligible for a free round-trip ticket on Metrolink and free one week pass on Metro Students are eligible to receive $4 off any transit pass[21]	6 vans	
Member of Transportation Management Association or Other TDM Resource Group	No		
On-site rideshare matching contact	Utilize Zimride to provide an online matching service[22]	8.5 million miles posted	

[20] http://employees.usc.edu/bike-to-work-day-tomorrow/.
[21] http://transnet.usc.edu/index.php/public-transit-passes/.
[22] http://zimride.usc.edu/.

TDM Program Type	Description	Participation (when available)	Cost (when available)
Preferential Parking for van/carpool	Yes[23]		
Bike parking	There is limited bike parking on the campus		
Bike incentives	Can shower for free on campus with a Shower Pass (no cost)[24]		
Walk Incentives	Can shower for free on campus with a Shower Pass (no cost)		
Shuttle System	USC operates extensive inter-campus and intra-campus shuttle service (even to the MSMU Doheny campus)[25] Union Station Shuttles run from 7AM-8:30PM[25]		
Ongoing incentive program	Those who do not have a parking permit are eligible for a monthly $30 commuter check, which can be used for transit passes or bike equipment[26] Campus Cruiser provides late night rides around campus to get places—this might provide a ride from a building to a bus stop for someone that does not feel comfortable walking[27]		
Guaranteed Ride Home Program	For vanpoolers[28]		
Partner with local agencies to increase transit service/bike infrastructure	No		
Employees pay for parking	A variety of parking permits make it possible for people to tailor their trips to campus		$603-$891 per school year[29] $459-$585 for carpoolers[30]
Car share available on site (e.g., Zipcar)	Yes, there are a number of cars available from $7.50-$9.50 per hour		
On-site bike share	No		
Evaluation	The University does conduct a survey to determine how employees and students travel to campus[31]		

[23] http://transportation.usc.edu/pdf/park_it.pdf.
[24] http://transnet.usc.edu/index.php/shower-pass-program/.
[25] http://transnet.usc.edu/index.php/bus-map-schedules/.
[26] http://bikeusc.tumblr.com/benefits.
[27] http://transnet.usc.edu/index.php/campus-cruiser-program/.
[28] http://transnet.usc.edu/index.php/vanpool/.
[29] http://transnet.usc.edu/index.php/parking-rates/.
[30] http://transnet.usc.edu/index.php/carpool/.
[31] http://dailytrojan.com/2010/11/16/usc-receives-b-minus-in-sustainability/.

CSUN

Although located north of the MSMU Chalon Campus in the San Fernando Valley, this campus provides a slightly different university experience for its employees and staff. CSUN provides a collection of TDM programs, as detailed in Table 4.3.

Table 4.3: CSUN TDM Programs

TDM Program Type	Description	Participation (when available)	Cost (when available)
Annual trip reduction plan or reduction goals	CSUN Sustainability Plan has goal to reduce vehicle miles traveled by 10% and increase non-SOV modes from 26% to 40% by 2023[32]		
Site-specific resources (online and paper)	Map Online resources		
Promotion Day/Week	No		
On-site transit pass sales	Yes, for Metro and Antelope Valley Transit Authority[33]		
Transit/vanpool subsidies	60% monthly discount on transit passes—not to exceed $100 per month for employees[34] There is a $20 monthly subsidy for students[35]		
Member of Transportation Management Association or Other TDM Resource Group	No		
On-site rideshare matching contact	Yes		
Preferential Parking for van/carpool	Yes for employees[34]		
Bike parking	Protected bike parking (Matador Bicycle Compounds) and offering of "Rainy Day" permits to employees[34] Total capacity for over 1,000 bikes on campus[36]		
Bike incentives	"Rainy Day" permits		
Walk Incentives	No		
Shuttle System	Housing shuttle & shuttle to Northridge Metrolink Station. The service runs in the morning from 7-9AM and then between 2:50-5:30PM[37]		
Ongoing incentive program	No		
Guaranteed Ride Home Program	For employees[34]		

[32] http://www.csun.edu/senate/reports/sustainabilityplan050913.pdf.
[33] http://www.csun.edu/as/ticket-office.
[34] http://www.csun.edu/parking/rideshare-program-employees.
[35] http://www.csun.edu/as/student-transit-subsidy.
[36] http://www.csun.edu/sustainability/wp-content/uploads/2012/09/bike_report_final.pdf.
[37] http://www.csun.edu/parking/csun-shuttle-services.

TDM Program Type	Description	Participation (when available)	Cost (when available)
Partner with local agencies to increase transit service/bike infrastructure	No		
Employees pay for parking	Yes		
Car share available on site (e.g., Zipcar)	Yes, there are three of cars available from $7.50-$9.50 per hour		
On-site bike share	No		
Evaluation	CSUN conducted a bicycle report[38] and a administered a study about commuting to campus to employees and students[39]		

Summary

UCLA, USC and CSUN have different programs and different degrees of each TDM program, but there are some similarities among the campuses:

Carshare Availability

All four campuses have access to Zipcar or Hertz carshare vehicles, which are available on an hourly or daily rental. Although UCLA and USC have more vehicles than MSMU or CSUN, the number of vehicles seems proportional to each campus population.

Free Shuttle Service

All campuses provide some sort of free shuttle service to employees and/or students. Some of the shuttle routes provide important connections to local and regional transit services.

Carpool Matching

While this comes in different forms, all campuses provide some kind of ride matching. MSMU is the only university that does this through a paper source, while UCLA & USC use Zimride and CSUN uses an internal online platform.

Transit Subsidy for Employees but Less for Students

All campuses provide some transit subsidy for at least employees. UCLA and CSUN offer a substantial transit subsidy for their students, while USC provides a small subsidy program for students and MSMU provides no subsidy for students.

Lack of Robust Walking & Biking Benefits

While all campuses have shuttle service and some kind of transit subsidy for at least employees, there are very few incentives or benefits for those who walk or bike to the campuses. UCLA and CSUN offer more convenient options for those who bike for transportation:

- UCLA offers yearly vouchers valued at $50 for bicyclists and walkers and provides bikes for employees to get around campus; and

[38] http://www.csun.edu/sustainability/wp-content/uploads/2012/09/bike_report_final.pdf.
[39] http://www.csun.edu/sustainability/wp-content/uploads/2012/09/CommutingReport_JPGS_2010_finalReduced.pdf.

- CSUN provides secure and protected bike parking in addition to "Rainy Day" passes that allow bicyclists to park for free on campus a few times a year.

Evaluation

UCLA, USC and CSUN all used some kind of reporting mechanism to track their progress and how transportation behaviors changed or remained the same on their campuses.

Table 4.4 displays the comparison details visually.

Table 4.4: Summary of TDM Programs Offered at Other LA Universities

TDM Program Type	MSMU	UCLA	USC	CSUN
Annual trip reduction plan or reduction goals		✓	✓	
Site-specific resources (online and paper)	✓	✓	✓	✓
Promotion Day/Week		✓	✓	
On-site transit pass sales	✓	✓	✓	
Transit/vanpool subsidies	✓	✓	✓	✓
Member of Transportation Management Association or Other TDM Resource Group				
On-site rideshare matching contact	✓	✓	✓	✓
Preferential Parking for van/carpool	✓	✓	✓	✓
Bike parking	✓	✓	✓	✓
Bike incentives		✓	✓	✓
Walk Incentives		✓	✓	
Shuttle System	✓	✓	✓	✓
Ongoing incentive program	✓	✓		
Guaranteed Ride Home Program		✓	✓	✓
Partner with local agencies to increase transit service/bike infrastructure		✓		
Employees pay for parking	✓	✓	✓	✓
Car share available on site (e.g., Zipcar)	✓	✓	✓	✓
On-site bike share		✓		
Evaluation		✓	✓	✓

✓ = Some Level of Activity ✓ = Developed Programming

5 Transportation Demand Management (TDM) Implementation

As part of the process to give recommendations on TDM programs at the two MSMU campuses, Steer Davies Gleave modelled possible scenarios to determine the effect of a variety of potential changes at Mount Saint Mary's University (MSMU). The modelling helps form the basis of recommendations for TDM programming at MSMU. The recommendations are broken into different phases to plan for successful outcomes.

Modelling TDM Scenarios

Modeling helps set reasonable expectations as a result from specific TDM strategies. However, modeling relies on generalized assumptions and some items cannot be modeled due to the nature of the proposed program. SDG uses the model outputs as a tool when making recommendations to MSMU.

To examine the affects different programs may have on how people travel to the two campuses, SDG utilized the TRIMMS Model. The National Center for Transit Research at the Center for Urban Transportation Research at the University of South Florida developed the TRIMMS Model to estimate how people travel to a particular site or region given specific parameters.

Model Results

To estimate the most accurate changes in transportation behavior for both the Chalon and Doheny Campuses, SDG modeled scenarios for both employees and students on both campuses. The four tables can be found in Appendix A.

1. Chalon Employees (Table A-1)
2. Chalon Students (Table A-2)
3. Doheny Employees (Table A-3)
4. Doheny Students (Table A-4)

> Often, the most cost-effective way to solve a problem related to transportation is to manage demand. Transportation demand management (TDM) focuses on helping people change their travel behavior—to meet their travel needs by using different modes, traveling at different times, making fewer trips or shorter trips, or taking different routes.
>
> *CUTR University of Southern Florida*

For each of the four campus situations, SDG modeled four different scenarios:

1. **Business as Usual**: The scenario assumes that MSMU does not make any changes to the current programs or benefits to employees or students. This is important for determining the change in behavior that MSMU can expect.
2. **Parking**: This scenario increases the yearly parking permit for those who drive alone from $375 to $425 both employees and students (bringing the total daily cost to $1.77 and $2.66, respectively, based on a 160-day school year) and makes the already discounted carpool parking free. Subsidies offered to employees and students would not change (employees would remain at $50 per month for transit subsidies and students would not receive any subsidy). In addition to providing a disincentive to driving alone, the paid parking strategy would yield approximately $14,000 per year in additional parking revenue.
3. **Increased Subsidies**: This scenario increases both employee and student subsidies to $75 per month for transit and $100 per month for vanpoolers. Parking costs for those who drive alone would remain the same but parking for carpoolers would decrease from a 50 percent discount to free.
4. **Parking, Subsidies & Soft Measures:** This scenario combines the increased parking for single drivers from a yearly permit of $375 to $425 for a 160-day school year, as described in Scenario 2 as well as the increased subsidies as described in Scenario 3 and other "soft measures", including one quarter-time marketing intern at each campus, guaranteed ride home, and an online carpool matching service.

The four scenarios help inform where the greatest potential for behavior change could be at MSMU based on existing conditions. Since TDM programs complement each other and often produce greater results when paired together instead of acting on their own, both the Chalon and Doheny campuses have higher estimated single-occupant vehicle (SOV) reductions with the combination of parameters.

Potential for Behavior Change

For all campus populations, the greatest behavior change comes from a parking cost increase for those who drive alone to campus. Given that paid parking is highly controversial and emotional for most campuses, the proposed parking charge increase in Scenario 2 was kept to about $0.31 a day (for an increase from $375 to $425 for a 160-day school year). While the 160-day school year was used in the modelling for all populations (both students and employees), using a longer work year (240 work days), yields very similar results.

The modeling work suggests that the greatest potential lies in a combination between greater subsidies to encourage transit and vanpool use while providing more "soft measures" to provide the necessary support for people to try and regularly utilize these modes.

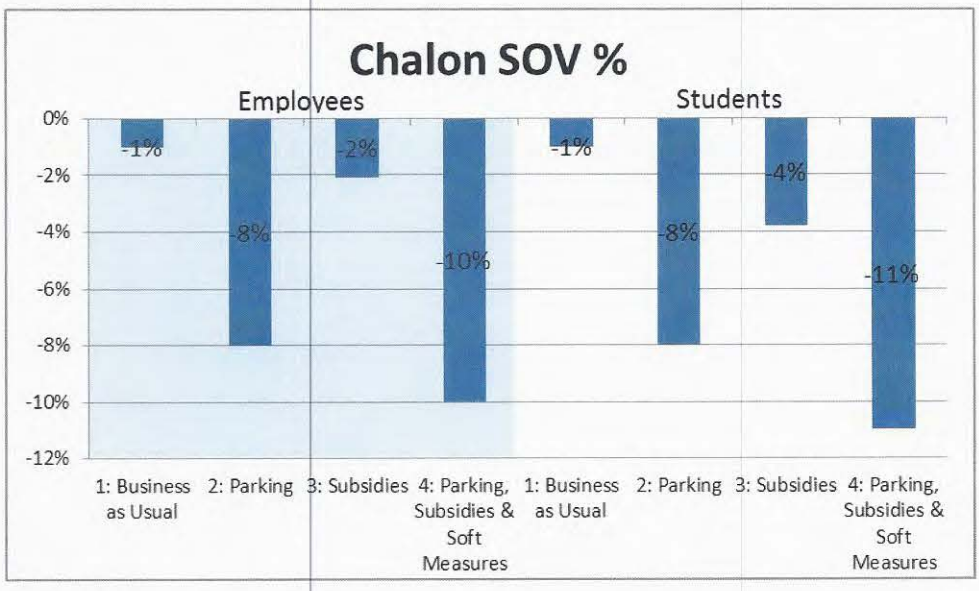
However, given the controversy around raising parking charges, the MSMU TDM Plan focuses on implementing positive measures and messages to students and staff to encourage greater use of alternative means of travel to the campuses (Scenario 4) and potential impacts on the adjacent neighborhoods. This carrot-and-stick approach helps keep staff and students on-site and increases potential for behavior change.

The modeling work suggests that the greatest potential lies in a combination between greater subsidies to encourage transit and vanpool use while providing more "soft measures" to provide the necessary support for people to try and regularly utilize these modes.

Chalon Campus

For the employees, the greatest behavior change results from an increase in SOV parking charges and for the students, the greatest behavior change results from a combined measure of increased subsidies and other soft measures. This may likely be the most effect on the students' behavior given the start of any subsidies. Figure 5.1 shows the modeling results. (See the Fehr & Peers parking study conducted spring and fall of 2015 for more information.)

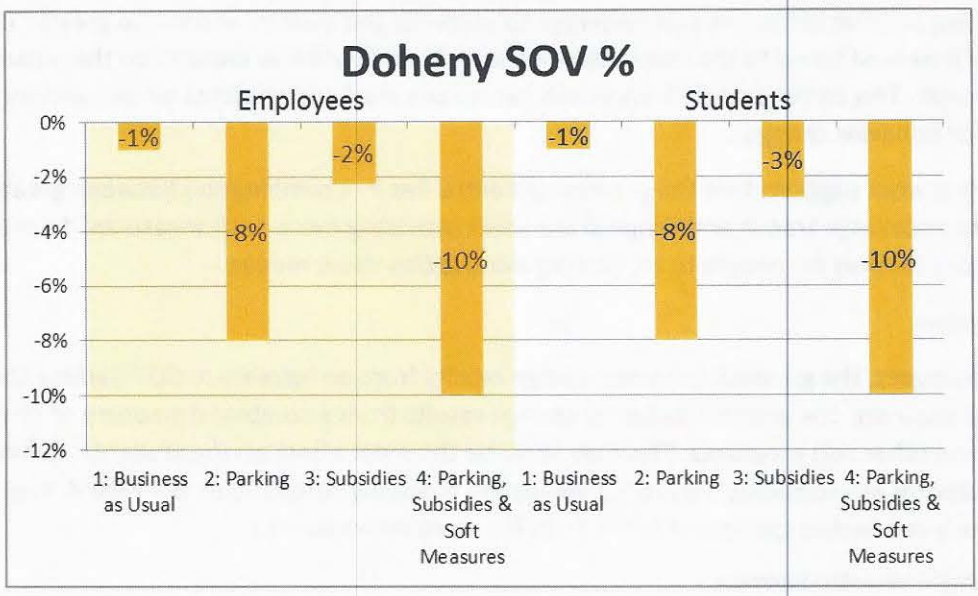
Figure 5.1: Chalon Modeling Summary



Doheny Campus

At the Doheny campus, both employee and student behavior change is the greatest with an increase in paid parking costs. However, like at the Chalon campus, the combined effect of subsidies and soft measures seems to result in a greater reduction for students than for employees. Figure 5.2 shows the modeling results.

Figure 5.2: Doheny Modeling Summary



TDM Overview

With the review of existing TDM programs, shuttle study and modeling, the following recommendations are suggested for TDM programs for MSMU. Proposed programs will be put forth in one of four phases, which align with MSMU's fiscal year:

- **Early Action** (Spring 2015): Further develop current programs through both online and paper resources as well as marketing interns at both campuses and gather baseline information.
- **Phase 1** (Fall 2015 – Spring 2016): Start roll out of new programs including an online carpool matching service, pre-tax option, create gamification platform and begin offering transit subsidies to students.
- **Phase 2** (Fall 2016 – Spring 2017): Further development of marketing and information avenues as well as free parking for carpoolers, increased transit subsidies and new vanpool subsidy.
- **Phase 3** (Fall 2017 – Spring 2018): More collaboration with potential partners and increase the parking charge for those driving alone.

Table 5.1 highlights the different types of programs proposed over the course of the next three years.

Table 5.1: Proposed TDM Programs for Employees and Students

	TDM Program Type	Chalon Employees	Chalon Students	Doheny Employees	Doheny Students
Enabling Elements	Annual trip reduction plan	**Phase 1-3 (more detail in** Evaluation**)**			
	Communication & Marketing Strategies	Already doing, more in **Early Action & Phase 1-3 (more detail in** Marketing and Communications**)**			
	Semester Campaigns	**Phase 2**			
	On-site rideshare matching	Already doing, **Phase 1** will provide online matching service			
	Online resources	Already doing, more in **Early Action**			
	Night Chaperone Program	**Phase 3**			
Incentives	On-site transit pass sales	Already doing, more in **Early Action**			
	Automatic Subsidy & Pre-Tax Program	**Phase 1**			
	Gamification Platform	**Phase 2**			
	Transit subsidies	Already doing, increase in Phase 3			
	Mini Competitions	**Phase 2**			
	Carpool/vanpool subsidies	Already doing, more in **Phase 1 & 3**		Already doing, more in **Phase 1 & 3**	

	TDM Program Type	Chalon Employees	Chalon Students	Doheny Employees	Doheny Students
Travel Alternatives and Infrastructure	Bike Parking	**Phase 3**		Already doing, increase in **Phase 3**	**Phase 1,** increase in **Phase 3**
	Guaranteed Ride Home Program	**Phase 2**			
	Partner with other agencies	**Phase 2**			
	Encourage San Fernando Valley Park & Rides	**Phase 1**			
	Shuttle Improvements	**Phase 1-3** (more detail in Shuttle Report)			
	Paid Parking	Already doing, more in **Phase 3**			
	Carshare	Already provide			
	Reassess SCAQMD Rule 2202 compliance method	**Phase 3**			

Early action (Spring 2015)

Enabling Elements

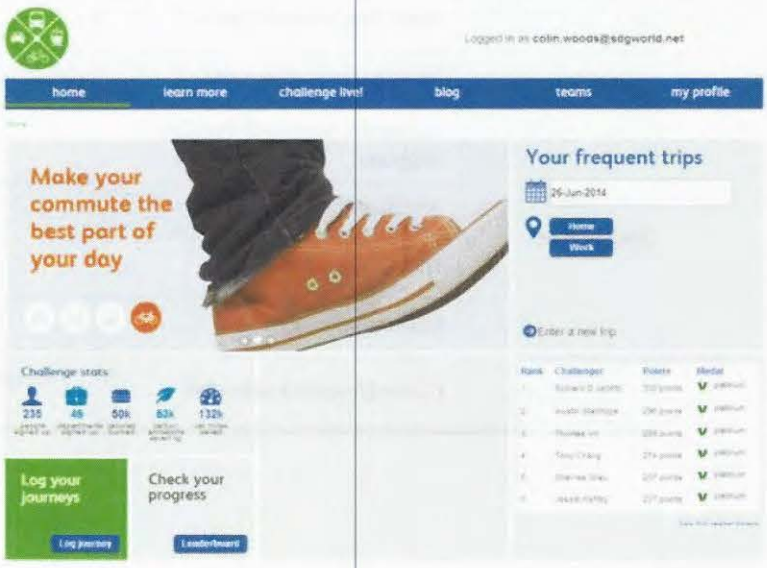
Gamification

A gamification system allows employees and students to track their alternative mode trips to be eligible for prizes to be redeemed with points accrued for not driving alone. This is a popular way to encourage competition and a platform to track as well as communicate about transportation issues with which employees and students struggle.

Gamification has been successful at universities nationally in engaging staff and student in using alternative forms of travel. They can earn points that are used toward prizes and provide "badges" for achieving a certain threshold of participation. For example, a cyclist could receive a gold level icon for cycling to school 50 times in one year.

Students and staff can access the gamification tool from their social media account. Meaning, that a profile can be populated by entering the gamification tool through Facebook or other similar social media.

Typically, the site maintains current information as well as a leader board that allows people to see each other's' progress



toward a goal. The system can also show a range of benefits from pounds of pollutants reduced to how many calories a person is losing as a result of walking or cycling. In some instances, participants will try more than one alterative and report their experience to others. The site becomes more motivational the more people share. Below is an example of a real comment by a commuter using a gamification tool in the San Francisco area.



Thank you for the challenge! Feb 28 2014 8:33 0

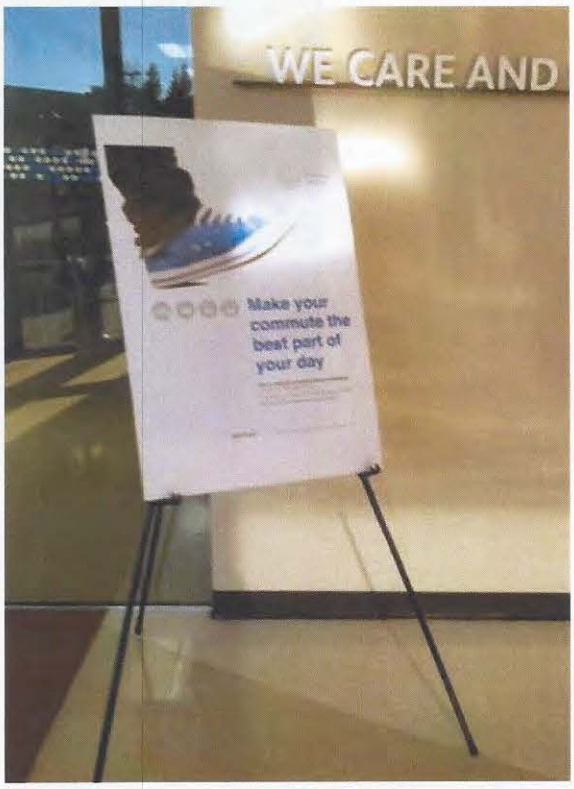
posted by Beth_Wellington@intuit.com

Today is the last day of the #commutechallenge and I donned my poncho and enjoyed the rain as I walked to the San Francisco office. I celebrated with a candy bar since I burned 1830 calories since the start. -) I also avoided ~1900 miles being added to my car odometer and reduced my carbon emissions by 775kg. I loved watching the stats along the way! It looks like I'll finish in the top ten (but that could change since people have until March 14 to enter their data.) Regardless of my ranking, the challenge made me take pause and think about my commute, the stretch along the bay that I enjoy so much, the comraderie on the RidePal bus and the benefit to both my personal health and the health of the planet. Thank you!

Comments Add comment

Incentives

As well as continuing to provide a $50 transit subsidy to staff, as part of the gamification launch MSMU can introduce prizes and incentives for staff and students who participate in the challenge. There may be opportunities to have sponsorships from local businesses to provide some of the prizes, but it is equally important that prizes are well thought out and attractive to the participants, to act as effective incentives for change.

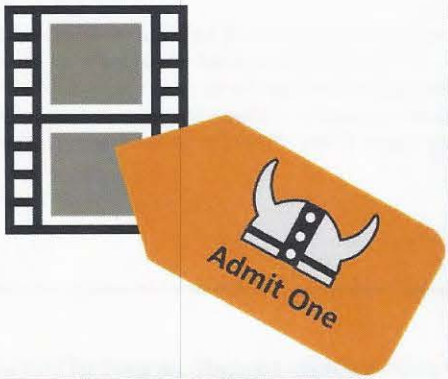


The key element in offering incentives is to get people to try an alternative for the first time. Often referred to as "Try Incentives," it can be a one-time offering. For example, staff and students could receive a $5 Starbuck's Gift Certificate if they carpool for the first time.

After a person tries the new travel option, the objective is to maintain their participation. This is where gamification is particular effective. Often referred to as "maintenance incentives," points and other accruals challenge people to continue and much like an airline frequent traveler program, people are rewarded for coming back.

Usually, seasonal promotional campaigns can keep up the enthusiasm for using travel alternatives. For example, cyclists could be rewarded 3x the points for riding during Earth Week.

Cinema Ticket









Travel Alternatives and Infrastructure

Shuttle Improvements

Provide an Alternative Access for the Inter-Campus Shuttle at the Chalon Campus: The access to the inter-shuttle stop at Chalon campus operates on very steep and winding roadway—which may lead to increased operational difficulties. It is recommended that the inter-campus shuttle use an alternative access way to another bus stop location (as described in Recommendation S3). For example, it may be possible to consolidate the services to the Stop-Trans stop (provided that improvements are made to allow for a bus loop).

Figure 5.3: Inter-Campus Shuttle



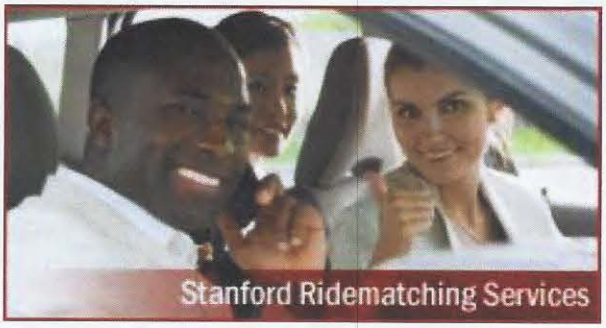
Phase 1 (Fall 2015 – Spring 2016)

Enabling Elements

Online Ride Matching System

MSMU currently uses a paper application and map-based system for carpool matching, but has expressed an interest in online programs, such as the one offered by Zimride. Considering that both UCLA and USC also use Zimride, there might be a potential to collaborate and share accounts. This would benefit both MSMU campuses as well as the other institutions since it makes the number of possible carpoolers much larger. The current system is labor intensive and difficult to track, with much of the burden placed on parking and human resources staff to track and verify the program participants. Anecdotally, it is also common for students to misuse the system, particularly at the Chalon campus, by picking up a second passenger just before heading into the parking lot.

Since many employees and students utilize the shuttles to access both Campuses, this online ride matching system can also help to identify rides for people who drive or get dropped off at the shuttle pick-up location.





Incentives

Automatic Subsidy & Pre-Tax Program

MSMU could invest the upfront time to develop a pre-tax transit pass program. Both the automatic subsidy and pre-tax portions will require up-front time working with the MSMU's payroll department, but can then be largely automated through the Tap Card system (for transit), and as soon as it is offered, through the vanpool provider (for vanpool) ultimately saving administrative time.

In addition to creating an automatic subsidy program to the payroll program, MSMU can also participate in the Pre-Tax commuter benefits. The federal government allows up to $130 per month pre-tax to be used toward transit or vanpooling and $20 per month for bicycling[40]. Alternatively, MSMU could consider using a third party payroll administrator, such as Wage Works, to implement the subsidy pre-tax. Both employees and MSMU would save from the pre-tax option under IRC 132 (f). MSMU could save up to $350 per year per employee due to lower payroll taxes and employees could save up to $1,825 per year from not having the amount taxed[41].

EXCLUSION FROM WAGES

You can generally exclude the value of transportation benefits that you provide to an employee during 2015 from the employee's wages up to the following limits.

- $130 per month for combined commuter highway vehicle transportation and transit passes.
- $250 per month for qualified parking.
- For a calendar year, $20 multiplied by the number of qualified bicycle commuting months during that year for qualified bicycle commuting reimbursement of expenses incurred during the year. Qualified bicycle commuting month.

IRS 2015 P. 15B

Encourage Existing Transit Subsidies for Staff & Begin Offering to Students

More people could utilize the $50 monthly voucher, especially at the Doheny campus, since it is located so close to Union Station and many regional connections. The marketing intern can develop a strategy for getting the word out to more employees and students.

MSMU expressed interest in exploring a 'Universal Pass' for its students and employees, a pass system available in many other regions (also called Eco Pass) that offers a deep discount on annual passes, as long as the institution purchases one for every employee or student. Unfortunately, Metro does not currently offer this type of pass option, although several local colleges (including Rio Hondo College and Pasadena City College) replicate the model by purchasing passes from Metro for all students, and covering the cost through a student fee.

MSMU also asked about the feasibility of incorporating a Tap chip into their existing student IDs, to eliminate the need for students to carry both cards, and offer easy fare loading. While no local colleges or universities currently combine these cards, it is worth exploring if MSMU ever decides

[40] http://www.nctr.usf.edu/programs/clearinghouse/commutebenefits/.
[41] http://www.transitchek.com/how-it-works.aspx.

to change their current ID card system. The smart chip technology used in Tap cards is Cubic Transportation Systems, a public military defense equipment contractor based in San Diego.

Travel Alternatives and Infrastructure

Shuttle Improvements

Provide Greater Resources During the Peak Periods: Given the past trend in enrolment at MSMU, it is expected that ridership levels will continue to increase. As discussed in the shuttle boarding assessment, a significant peak in ridership on the inter-campus shuttle between 6:00 am and 7:00 am. Passenger surveys identified virtually no practical solution to entice riders to take services before or after the identified peak hour periods—especially as class start times are likely to be the primary driver for the ridership peak.

Coordinate Shuttles According to Start and Dismissal Times: As indicated by the passenger survey respondents in the Shuttle Study report, there are some inconsistencies between dismissal times and shuttle schedules, especially in the evening from Chalon to Doheny. Our recommendation would be to have shuttles leaving Chalon campus 15 minutes after the dismissal time, which would give them time to catch the shuttle and not wait for a long time for the next shuttle to arrive.

Encourage San Fernando Valley Park & Rides

While many park & ride sites provide parking spaces for their transit users (Metrolink and Metro), there are some that are provided for carpool and vanpool ride sharing. Even before MSMU considers providing a shuttle to the San Fernando Valley, staff can promote park n rides where employees and students can meet up to share a ride to campus. Below are some park n ride locations available for carpools and vanpools:

- Santa Clarita
    - Newhall-East Lot (20100 W San Fernando Rd), 32 spaces
    - Sand Canyon (20600 Sand Canyon Rd), 47 spaces
    - Newhall-West Lot (20516 W San Fernando Rd), 50 spaces
    - Oak Creek (23610 San Fernando Rd), 130 spaces
- Sylmar/Pacoima
    - Paxton (12501 Foothill Blvd, Los Angeles), 114 spaces
- Granada Hills
    - Chatsworth (15550 Chatsworth Street, Los Angeles), 117 spaces
    - Lutheran Church (15950 Chatsworth St, Los Angeles), 115 spaces
- Porter Ranch
    - Porter Ranch (SR 118 and Porter Ranch Dr, Los Angeles), 177 spaces
- Encino
    - Encino Park & Ride (5100 Hayvenhurst Ave, Los Angeles), 120 spaces

- North Hollywood
    - Rte 170/Oxnard (12000 Oxnard St), 112 spaces[42]

In addition to the high concentration of employees and students living in the San Fernando Valley, many Chalon students and employees live in the West LA and Culver City area. Increased service for these individuals is addressed in Phase 3, with the Expo Line – Chalon Shuttle.

Density maps of student and employee home locations are available in Appendix B, in the following order:

1. Doheny Employee/Student Combined (Figure B-1)
2. Chalon Employee/Student Combined (Figure B-2)
3. Doheny Employee (Figure B-3)
4. Doheny Student (Figure B-4)
5. Chalon Employee (Figure B-5)
6. Chalon Student (Figure B-6)

Phase 2 (Fall 2016 – Spring 2017)

Enabling Elements

Review Programs Using Employee & Student Travel Survey Data

MSMU can review the results from the gamification platform and regular survey of how people travel to campus to refine the programs and benefits offered to employees and students. This will make the work of program administrators more efficient.

Guaranteed Ride Home

Although this service is provided to a limited population on campus currently (vanpoolers through METRO), expanding this service to all employees and students who do not drive alone to campus provides an extra security that if something comes up during the day and they need to be there, they can get a taxi ride for free. It addresses the "what-if" question of emergencies if you do not have access to your personal vehicle.

Incentives

Mini Competitions

The gamification platform allows program administrators to provide incentives for certain behavior with relatively low administrative costs. The gamification website is also relatively flexible to create semester-long competitions between different years of students, departments and classes. It is best to offer an incentive program where everyone can participate, no matter how they get to campus. For example, tracking trips and mileage will include everyone, no matter whether they ride the shuttle or bike to campus. In addition to this baseline competition, the mini competitions can provide an extra challenge for those with a competitive spirit. Perhaps one

[42] http://www.go511.com/carpool_and_vanpool/park_and_ride/lots.aspx.

semester the competition could be to include active transportation for some or all of the commute.

Provide Free Parking for Carpoolers

Free parking for carpoolers will act as a subsidy and incentive for people to not drive alone to campus. Since the carpool permits are very popular currently, there many need to be a stricter enforcement strategy to ensure that there are not "cheaters". This may mean that in order to receive a carpool parking permit, all possible members of the carpool must be included on the permit application and then security can double check names when they enter the facility. Another way is to conduct random enforcement calls and call people who have signed up for a carpool and ask them how they travelled to campus on that given day.

Travel Alternatives and Infrastructure

Shuttle Improvements

Complete Further Assessment on Providing Direct Services from San Fernando Valley to Chalon Campus: As discussed in the Shuttle Survey, just shy of 20% of total MSMU employees and students live in the San Fernando Valley. Passengers who rely on public transit currently experience long travel times and require about two bus transfers to get to the Chalon campus. There may be value in introducing additional shuttle services between the San Fernando Valley and the Chalon campus. Further assessments should be completed to test the feasibility of a service from Sherman Oaks to the Chalon campus. To provide even more improved connections, the service could be further extended to the Van Nuys busway stop. Identifying designated areas for park-and-ride facilities (e.g. at current church parking facilities) may help to further boost shuttle ridership or encourage van-pooling and car-pooling.

Stagger Class Start Times on the Inter-Campus Shuttle: The passenger data assessment found a significant peak in ridership on the inter-campus shuttle between 6:00 am and 7:00 am. This is likely attributed to the high number of student's classes that start at 8:00 am. To 'smooth out' the peak ridership levels, as well as to reduce the amount of auto peak travel on roadways, MSMU should explore staggering the class schedules encourage students to take services later in the day.

Partner With Other Agencies

Both Chalon and Doheny Campuses have neighboring institutions that may have benefits in partnering on various programs. For example, both UCLA and USC participate in the online matching software known as Zimride. Partnering with these campuses to have a joint account would make the potential carpool partner pool larger and perhaps provide some cost savings to both institutions. In addition, the Getty Institute is close to the Chalon Campus and might be willing to partner on some programs. Finally, the USC shuttles offer some similar services to the Doheny Campus shuttle to Union Station. Given that one USC shuttle already stops on the Doheny Campus, there may be a potential to combine services and save costs.

Phase 3 (Fall 2017 – Spring 2018)

Enabling Elements

Night Chaperone Service (Doheny Campus only)

While many people may be willing to try transit or a carpool, they may not feel safe when they go to the pick-up locations at night, specifically around the Doheny Campus. With this service, a security person could either walk or drive (in a golf cart) someone to their intended location without worrying about safety concerns.

Incentives

Increase Vanpool and Transit Subsidies

At this point, employees and students will be aware of the transit subsidies (and hopefully utilizing them well). To create even greater SOV reductions, MSMU could begin offering vanpool subsidies at $100 per month and increase the transit vouchers to $75 per month. This will come as a welcome benefit while the paid parking is increased as well.

Increase Paid Parking for SOV

Although MSMU already requires paid parking to park on campus, increasing parking costs even more will encourage more people to not drive alone. Paid parking can often illicit an emotional response and program administrators need to be careful to provide plenty of easy-to-find alternative commute options.

Travel Alternatives and Infrastructure

Reassess SCAQMD Rule 2202 compliance method

After conducting a non-compliant employee survey for two to three years and working on transportation program enhancements, MSMU should consider switching back from purchasing credits to an Employee Commute Reduction Program (ECRP) compliance option.

If drive-alone rates are dropping and staff members are receptive to the programs offered, the ECRP option would allow for more funding to be applied directly to employee commute benefits, rather than credit vendors.

Shuttle Program

Complete Further Assessment for an Expo Line-Chalon Shuttle: The passenger survey results identified that a high number of passengers would be willing to relieve pressure on the intercampus shuttle in the peak hours if they knew that a different shuttle was less crowded. Given that 19% of survey respondents transferred from public transit to take the intercampus shuttle, there are opportunities for these passengers to use the LA Metro system's Expo Line once it completes its extension from Culver City to Santa Monica. Once the Bundy/Olympic Station is open along this new stretch of the Expo Line, a limited-run shuttle service would operate to connect students and employees to Chalon.

Carshare Encouragement/Location Placement

Although the Chalon Campus provides a centrally located carshare to the campus population, the carshare vehicles closest to the Doheny Campus are just outside of a quarter mile walking radius—a reasonable distance to assume people will walk if necessary.

Secure Bike Parking

Although many employees and students do not utilize biking as a common way to travel to or around campus, it will allow those who do want to try this transportation mode a safe place to store their bicycle.

6 Marketing and Communications

While it is important to create strong TDM programs that encourage behavior change, nothing will happen unless people know about the resources. A Marketing and Communications Plan is a key part of delivering effective TDM measures.

Branding TDM Programs has become the norm at many universities throughout the United States. The branding builds on the idea that travelers perceive a one-stop-shop operation and thus, see that the program is more than just buses.

Key audiences

Although most of the measures recommended in this TDM plan focus on student and staff travel to MSMU campuses, there are a number of different audiences who need to be communicated with about any changes.

Core audiences include:

- Students at Chalon campus
- Students at Doheny campus
- Staff at Chalon campus
- Staff at Doheny campus

Additional audiences include:

- Local residents and neighboring organizations (e.g. Getty Institute, USC, UCLA but also local businesses)
- Catholic Church community and other wider university stakeholders
- Transit providers and shuttle operators
- Prospective MSMU students/staff
- MSMU alumni
- Local bike shops and other retailers who may want to provide gamification incentives

There are typically different communications channels that are suitable for engaging with different audience groups, and different messaging required for these. In this section, we will present an overview of potential channels and suggested messages per audience group, then focus on a detailed communications plan targeting the core audience groups.

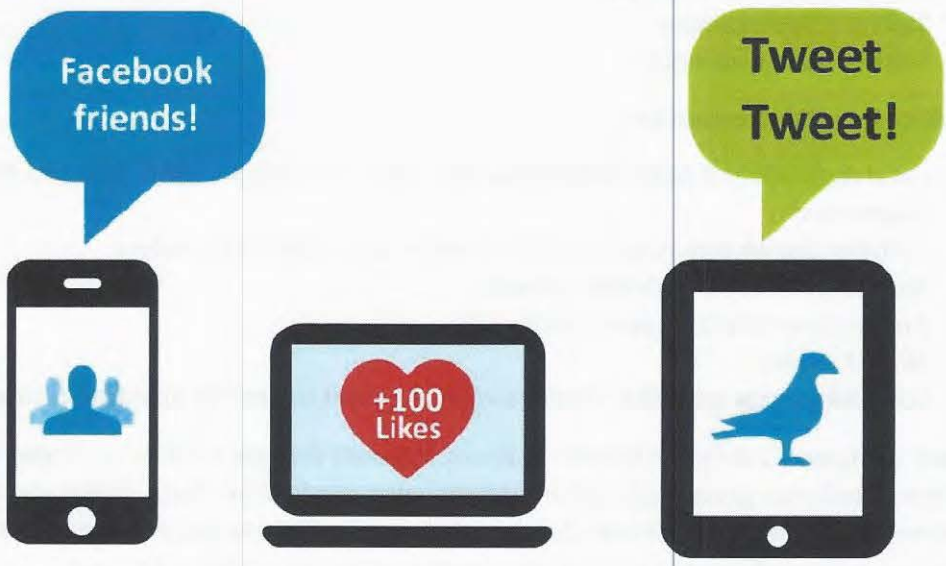
Key channels

The list below provides a number of potential channels MSMU may be able to utilize to communicate with different audience groups:

- Staff/student intranet
- Direct email campaigns for staff/students
- Social media (Twitter, Facebook, LinkedIn)
- On-campus promotional events
- Announcements/notices on board shuttle services
- Leaflets, printed information, posters and display boards on campus (e.g. outside Commuter Services office)
- Websites (e.g. MSMU website, local transit links and journey planning information)
- Gamification platform
- Zimride carpooling platform
- On-campus signage and wayfinding to facilitate walking/biking
- Individualized marketing (one-to-one engagement)
- Student newspaper and other local publications
- Notices in local student facilities such as coffee shops, bars



Some of the above channels can easily be utilized on a frequent basis, whilst others may be useful in a specific context. For example, advertising events via a well-designed leaflet or poster that's distributed in local student hang-outs such as coffee shops and bars is a great way to increase foot fall to an event, but may be a less useful channel for communicating routine information such as a shuttle timetable or links to transit.



Key messages and channels for different audience groups

Messaging is a crucial element to successful TDM programs. In most cases, it is not enough to provide good-quality alternatives to a SOV trip: people need to be enthused enough to change their entrenched habits. TDM messaging often focuses on the positive side of the alternatives, particularly when disincentivizing measures such as parking charges or decreased car access are being introduced. People can get defensive about changes that they might see as an infringement to their freedom of movement, and this could further entrench their current driving behavior.

Developing consistent messaging that can be conveyed through a variety of channels and to a number of audiences can be challenging, and will need to be adapted to the TDM measure being promoted. Table 6.1 below outlines general TDM channels and messages for each of MSMU's audience groups, and key messages and audiences are then identified further for each core marketing activity below.

Table 6.1: General TDM messages and channels for MSMU audience groups

Audience group	Key messages	Key channels
Students at Chalon campus	This is the central hub of MSMU. There are a lot of people who need to get here. Think about how you can share the ride or travel by transit.	• Student intranet • Direct email campaigns • Social media • On-campus promotional events • Announcements/notices on board shuttle services • Leaflets, printed information, posters and display boards on campus (e.g. outside Commuter Services office) • Websites (e.g. MSMU website, local transit links and journey planning information) • Gamification platform • Zimride carpooling platform • On-campus signage and wayfinding to facilitate walking/biking • Individualized marketing (one-to-one engagement) • Student newspaper and other local publications • Notices in local student facilities such as coffee shops, bars
Students at Doheny campus	You're lucky- the Doheny campus is close to Downtown and has great transit links.	• Student intranet • Direct email campaigns • Social media • On-campus promotional events • Announcements/notices on board shuttle services • Leaflets, printed information, posters and display boards on campus (e.g. outside Commuter Services office) • Websites (e.g. MSMU website, local transit links and journey planning information) • Gamification platform • Zimride carpooling platform • On-campus signage and wayfinding to facilitate walking/biking • Individualized marketing (one-to-one engagement) • Student newspaper and other local publications • Notices in local student facilities such as coffee shops, bars

Audience group	Key messages	Key channels
Staff at Chalon campus	This is the central hub of MSMU. There are a lot of people who need to get here. Think about how you can share the ride or travel by transit.	• Staff intranet • Direct email campaigns • Social media • On-campus promotional events • Announcements/notices on board shuttle services • Leaflets, printed information, posters and display boards on campus (e.g. outside Commuter Services office) • Websites (e.g. MSMU website, local transit links and journey planning information) • Gamification platform • Zimride carpooling platform • On-campus signage and wayfinding to facilitate walking/biking • Individualized marketing (one-to-one engagement)
Staff at Doheny campus	You're lucky- the Doheny campus is close to Downtown and has great transit links.	• Staff intranet • Direct email campaigns • Social media • On-campus promotional events • Announcements/notices on board shuttle services • Leaflets, printed information, posters and display boards on campus (e.g. outside Commuter Services office) • Websites (e.g. MSMU website, local transit links and journey planning information) • Gamification platform • Zimride carpooling platform • On-campus signage and wayfinding to facilitate walking/biking • Individualized marketing (one-to-one engagement)
Local residents and neighboring organizations (e.g. Getty Institute, USC, UCLA but also local businesses)	We're committed to decreasing our footprint on the environment and in our neighborhoods. We want to work together to create a better locality.	• Letters/leaflets • Social media • Neighborhood forums • Local media/publications • Community drop-in sessions
Catholic Church community and other wider University stakeholders	We want to make the University the best place to be for Catholic students. Let's pool our resources to give them a comprehensive experience.	• Board meetings • Catholic church publications • Local community forums
Transit providers and shuttle operators	Our students are core customers for you. Help us show them the benefits of using your services.	• Letters/leaflets • Social media • Direct email/telephone calls • MSMU website

Audience group	Key messages	Key channels
Prospective MSMU students/staff	MSMU's campuses are well connected so you don't need to drive all the time. We have consulted staff and students on what options they need and have a suite of alternative options available, which can lead to time and cost savings for you so you can get the most out of your time with us.	• MSMU website section on travel choices • Promotional events at student open days • Brochures, leaflets and other marketing materials • Direct letter/email when places confirmed • Social media
MSMU alumni	We want to make the campuses a better place so more and more students can have as great a University experience as you did.	• Direct email/letter • Social media • Alumni publications
Local bike shops and other retailers who may want to provide gamification incentives	Our University population is primed for change; get involved to be the first ones to help them!	• Direct email/letter • Local business forums • Leaflets/posters advertising opportunities • MSMU website • Gamification platform

Early Action (Spring 2015)

Promote 'The Mount in Motion' campaign name

Often TDM programs, especially at universities, have a brand identify to tie all of the transportation offerings together. We recommend MSMU adopt 'The Mount in Motion' as its TDM campaign name. Although branding exercises can be costly, some simple signage and consistency across all transportation offers can be an effective way to build awareness.

Promote $50 Transit Subsidy to Employees

Use the recommendations outlined in the technical memorandum to convince new staff to sign up for the increased transit subsidy in the fall. These include:

- In a brainstorming meeting with Mount Saint Mary's staff, a common theme emerged that emphasized the money-saving benefits of using transit compared to driving alone. Campaign materials may include a clear, graphic chart of these cost comparisons, to get commuters thinking about their potential savings.
- Information could include the cost of driving for a few sample commute distances using AAA's '**Your Driving Costs'** Publication (e.g., 10, 20 or 30 miles), factored in with the cost of a campus parking pass ($375 annually) compared to the cost of a transit pass with subsidy.

- The message should be consistent and recognizable throughout the communications media (electronic, print and events), to develop a familiarity of the benefit among all employees, no matter how they prefer to receive their information.

Student Intern for Marketing/Promotions

Even though MSMU provides a transit subsidy for employees and shuttle service, the campus population may not know about it. A student intern can do marketing and promotions of the benefits offered to campus employees and students in an effective way. This intern can do a variety of activities to increase knowledge of transportation programs, including:

- Outreach
  - Student groups;
  - Resident halls; and
  - Community buildings.
- Create messaging for each semester
- Collecting and analyzing data

Resource Displays

Web-based information should remain the focus of information sharing, but engaging displays in other common areas will draw attention to those web-based resources.

Phase 1 (Fall 2015 – Spring 2016)

Transportation Information at Student & New Employee Orientations

When people are choosing their classes, it may be a good opportunity to introduce a discussion about how they are going to commute. This could be through a simple leaflet included in their class selection pack, a map of area transit connections or through a promotional stand during the registration period.

TDM staff can also engage with prospective students when they visit the campus and frame the programs as a benefit other schools may not provide. It may help these students rethink their transportation options and be more willing to try the shuttles and carpooling instead of driving alone. These students may also see the shuttle service and carpooling options as socializing opportunities to make friends and meet other new students.

Including information on alternative commute options is good practice for the new employee orientation process. The marketing intern could put together a short handout or leaflet outlining the benefits available to staff and signposting them to where they can go for support. Ideally, an HR or new staff induction representative would also have a face-to-face conversation with each new staff member to talk through commute options and encourage alternatives to commuting by car.

Phase 2 (Fall 2016 – Spring 2017)

Begin Semester Campaigns

As a way to keep information and the programs fresh, program administrators can change the theme for each semester. The themes or campaigns can address something related to commuting to the MSMU campuses. These can be relatively simple—some examples include:

- Financial savings from not driving alone;
- How you can spend your time on your commute when you don't have to drive;
- Meeting people through carpools; and
- Health benefits of active commuting.

Develop Social Media Campaign and Centralized Schedule Resource

This action would build upon the social media MSMU already has, including the Facebook Shuttle page. It may also provide a centralized location to find information about times for not only shuttles but also transit service from Metro, Metrolink and the DASH.

Phase 3 (Fall 2017 – Spring 2018)

Focus on External Partnerships

At this point, MSMU staff will have had lots of experience promoting and marketing different TDM programs to their employees and students. At this point, they can expand their partnerships with external neighbors to make the behavior change even greater.

7 Evaluation

There are two components of monitoring the effectiveness of the transportation demand management (TDM) Program at the Mount Saint Mary's University (MSMU) campuses, including: traffic counts and employee surveys. These two evaluation metrics should be included in the Annual TDM Program Report.

Annual TDM Program Report

To ensure that the MSMU Campuses are making progress towards a reduction in single-occupant (SOV) travel, the TDM Program management should report annually on the effectiveness of the TDM program in reducing vehicle trips. In Phase 1, MSMU should set a reduction goal for each campus. The vehicle trip counts are a component of this report that accurately answer if the site is meeting the reduction targets. The employee survey results should complement these traffic observations with information and employee perceptions about what components of the TDM program are most effective.

If after the first three years the results of annual traffic counts and employee surveys show the campus is meeting the trip reduction targets, biannual monitoring of these elements should begin. If any of the counts and surveys show the campus is not meeting the trip reduction goal, MSMU should review the strategies in place and develop modifications, adopt additional strategies and/or conduct additional traffic counts.

Annual Traffic Counts

Annual traffic counts could be conducted at the four secure access points for employees and visitors. They should be conducted at the peak hour, either AM or PM. Vehicle counts are typically conducted during a typical weekday (mid-week and without a holiday), preferably collecting vehicle count data at 15-minute intervals and supplementing that data with manual peak hour turning counts at select locations.

Traffic counts are a very accurate snapshot of the real impact of a TDM program and provision of alternative modes and services. However, they do not provide insight on the overall effectiveness of a TDM program, such as employee perceptions and/or appreciation of transportation benefits, ridership on shuttle services, or number of people biking, using the telework program, or traveling during off-periods. For these and other reasons, an annual employee survey is also recommended to evaluate the TDM Program.

Annual Employee/Student Survey

Although not required by the AQMD, MSMU should begin tracking its employees' commute patterns on a regular basis in Phase 1. Since it is not necessary to comply with the rigid SCAQMD survey requirements, MSMU may craft the survey to collect exactly the information that is most relevant to their program-planning. With this freedom, the University could include questions to better understand qualitative data, such as:

- Barriers perceived by current drive alone commuters;
- The types of programs or incentives that would entice a drive-alone commuter to reconsider their commute choices;
- An opportunity to identify the modes that interest employees most; and
- Why current transit users, van/carpoolers and active commuters have chosen to use those modes, and how to keep them.

An annual employee and student survey will assist program managers in understanding which of the recommended strategies are really working for the campus. However, just as importantly the survey will shed some light onto which strategies are *not* working and what should be changed. Traffic counts can only provide a snapshot of the vehicle trip reduction effect; surveys provide a much fuller perspective on the basis of that vehicle trip reduction.

Survey questions generally focus on the following topics:

- Transportation mode typically used to get to work (drive alone, bus/shuttle, carpool, etc.);
- Utilization of shuttle system;
- Park & Ride location if use for shuttle or carpool/vanpool;
- Arrival and departure time of employees (to assess use of flexible work hours);
- Frequency of teleworking;
- Home location and interest of employees to expand carpooling and vanpooling; and
- Bicycling and walking.

8 Budget (draft)

3-year TDM Program Budget

This section contains TDM program budget estimates for the recommended strategies from Section 3. The annual costs to implement the full recommended 3-year TDM program are detail in Table 8.1 below.

We have assumed that 1 full-time equivalent member of staff on each campus would be available to manage these TDM programs and deliver elements of them where the cost estimate has said 'included in staff time'. These are estimates but may not reflect wider requirements for MSMU.

It is also assumed that in some cases, external expertise may be required to begin with (such as setting up the gamification platform, and developing the annual monitoring survey), but that in future years MSMU would be able to deliver these elements themselves: this is reflected again in what has been noted 'included in staff time' in the table.

Table 8.1: TDM Program Cost Estimates

	Cost estimate per item
Early Action (Spring 2015)	
TDM programs	
Transportation-specific informational events	Included in Staff Time
Online resources	Included in Staff Time
On-site transit pass sales	Included in Staff Time
Shuttle	
Provide Alternative Access for Inter-Campus Shuttle at Chalon Campus	Included in Staff Time
Marketing & Communications	
Develop Mount in Motion signage	$10,000
Promote $50 Subsidy to Employees	Included in Staff Time
Student Intern for Marketing/Promotions	$3,240 per semester ($18/hour for 12 hours/week)
Resource Displays	$500 for printing costs
Evaluation	n/a
Sub-total for Early Action phase	**$13,740**

	Cost estimate per item
Phase 1 (Fall 2015 – Spring 2016)	
TDM Programs	
Information at Employee and Student Orientations	Included in Staff Time
Online Rideshare Matching	$5,000
Automatic Subsidy & Pre-Tax Program	No cost for eliminating cost for carpoolers
Transit subsidies	$44,000 for semester 2 only ($88,000 per year)
Carpool/vanpool subsidies	Included in Staff Time
Gamification Platform + annual prizes	$18,000 ($13,000 + $5,000)
Shuttle	
Provide Greater Resources During Peak Periods	Unknown
Coordinate Shuttles According to Start and Dismissal Times	Included in Staff Time
Marketing & Communications	
Transportation Information at Student & New Employee Orientations	Included in Staff Time
Evaluation	
Student Intern for Marketing/Promotions	$3,240 per semester ($18/hour for 12 hours/week)
Resource Displays	$500 for printing costs
Set Reduction Target objectives	$2,000
Develop Commuter Survey	$1,500
Sub-total for Phase 1	**$74,240 + Shuttle costs**
Phase 2 (Fall 2016 – Spring 2017)	
TDM Programs	
Semester Campaigns	Included in Staff Time
Mini Competitions (Gamification prizes)	$5,000 for prizes
Guaranteed Ride Home Program	$5,000[43]
Partner with Other Agencies	Included in Staff Time
Transit subsidies	$88,000 per year
Carpool/vanpool subsidies	Included in Staff Time
Shuttle	
Complete Further Assessment on Direct Services from San Fernando Valley to Chalon Campus	Included in Staff Time
Stagger Class Start Times to match the Inter-Campus Shuttle	Included in Staff Time
Marketing & Communications	

[43] http://www.vtpi.org/tdm/tdm18.htm.

	Cost estimate per item
Student Intern for Marketing/Promotions	$3,240 per semester ($18/hour for 12 hours/week)
Resource Displays	$500 for printing costs
Begin Semester Campaigns	Included in Staff Time
Develop Social Media Campaign and Centralized Schedule Resource	Included in Staff Time
Evaluation	
Conduct First Annual TDM Report	$5,000
Utilize baseline information to set reduction targets	Included in Staff Time
Conduct Traffic Counts	$5,000
Administer Survey	Included in Staff Time
Sub-total for Phase 2	$111,740

Phase 3 (Fall 2017 – Spring 2018)	
TDM Programs	
Identify Park n Ride Opportunity in San Fernando Valley	Included in Staff Time
Night Chaperone Program (Doheny)	$50,000 ($50/hour for twenty hours a week for security guard *50 weeks)
Transit subsidies	$150,000 per year
Carpool/vanpool subsidies	$180,000 per year
Bike Parking	$5,000[44]
Paid Parking Increase	**+$14,000** in increased revenue per year
Carshare	Included in Staff Time
Reassess SCAQMD Rule 2202 compliance method	Included in Staff Time
Shuttle	
Complete Further Assessment for an Expo Line-Chalon Shuttle	Included in Staff Time
Marketing & Communications	
Focus on External Partnerships	Included in Staff Time
Student Intern for Marketing/Promotions	$3,240 per semester ($18/hour for 12 hours/week)
Resource Displays	$500 for printing costs
Evaluation	
Annual TDM Report Conduct Traffic Counts Administer Survey Review targets	Included in Staff Time
Sub-total for Phase 3	**$228,740**
Grand total for 3-year TDM Program	**$428,460 + Shuttle and staff costs**

[44] Roughly $300 / inverted U-rack including labor.

steer davies gleave

Appendices

Appendix A | Modeling Results

Table A-1: Chalon Employees Modeling

Scenario	Parameters						Estimated Changes		
	Daily SOV Parking $	Daily HOV Parking $	Daily Vanpool Parking $	Soft Details	Promotion	Subsidies	SOV %	VMT	Round Trips
1: Business as Usual	$1.50	$0.75	$0.00	Carshare	10 hours / week	$50/ month transit	-1%	-39	-7
2: Parking	$1.77	$0.00	$0.00	Carshare	10 hours / week	$50/ month transit	-8%	-120	-28
3: Increased Subsidies	$1.50	$0.00	$0.00	Carshare	10 hours / week	$75/ month transit & $100/ month vanpool	-2%	-61	-11
4: Parking, Subsidies & Soft Measures	$1.77	$0.00	$0.00	Carshare, GRH, matching	15 hours / week	$75/ month transit & $100/ month vanpool	-10%	-143	-26

Table A-2: Chalon Students Modeling

Scenario	Parameters						Estimated Changes		
	SOV Parking $	HOV Parking $	Vanpool Parking $	Soft Details	Promotion	Subsidies	SOV %	VMT	Round Trips
1: Business as Usual	$1.56	$0.78	$0.00	Carshare	10 hours / week	$50/ month transit	-1%	-267	-48
2: Parking	$2.66	$0.00	$0.00	Carshare	10 hours / week	$50/ month transit	-8%	-1,203	-218
3: Increased Subsidies	$1.56	$0.00	$0.00	Carshare	10 hours / week	$75/ month transit & $100/ month vanpool	-4%	-460	-83
4: Parking, Subsidies & Soft Measures	$2.66	$0.00	$0.00	Carshare, GRH, matching	15 hours / week	$75/ month transit & $100/ month vanpool	-11%	-1,256	-228

Table A-3: Doheny Employees Modeling

Scenario	Parameters						Estimated Changes		
	Daily SOV Parking $	Daily HOV Parking $	Daily Vanpool Parking $	Soft Details	Promotion	Subsidies	SOV %	VMT	Round Trips
1: Business as Usual	$1.50	$0.75	$0.00	Carshare	10 hours / week	$50/ month transit	-1%	-53	-10
2: Parking	$2.00	$0.00	$0.00	Carshare	10 hours / week	$50/ month transit	-8%	-206	-37
3: Increased Subsidies	$1.50	$0.00	$0.00	Carshare	10 hours / week	$75/ month transit & $100/ month vanpool	-2%	-89	-16
4: Parking, Subsidies & Soft Measures	$1.77	$0.00	$0.00	Carshare , GRH, matching	15 hours / week	$75/ month transit & $100/ month vanpool	-10%	-244	-44

Table A-4: Doheny Students Modeling

Scenario	Parameters						Estimated Changes		
	SOV Parking $	HOV Parking $	Vanpool Parking $	Soft Details	Promotion	Subsidies	SOV %	VMT	Round Trips
1: Business as Usual	$1.56	$0.78	$0.00	Carshare	10 hours / week	$50/ month transit	-1%	-79	-14
2: Parking	$2.06	$0.00	$0.00	Carshare	10 hours / week	$50/ month transit	-8%	-294	-53
3: Increased Subsidies	$1.56	$0.00	$0.00	Carshare	10 hours / week	$75/ month transit & $100/ month vanpool	-3%	-155	-28
4: Parking, Subsidies & Soft Measures	$2.66	$0.00	$0.00	Carshare , GRH, matching	15 hours / week	$75/ month transit & $100/ month vanpool	-10%	-298	-71

Appendix B | Employee & Student Home Density Maps

Figure B-1: Doheny Employee/Student Combined

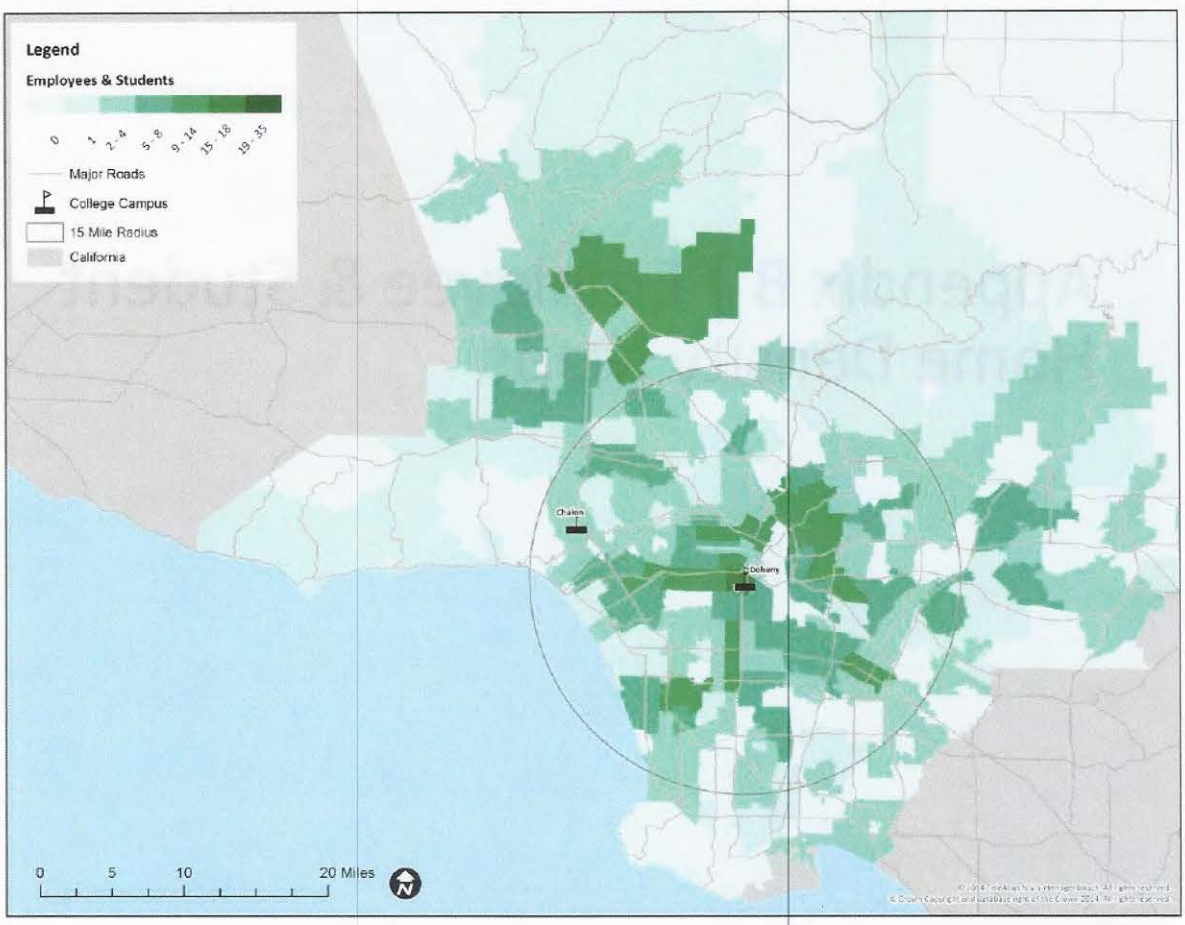


Figure B-2: Chalon Employee/Student Combined

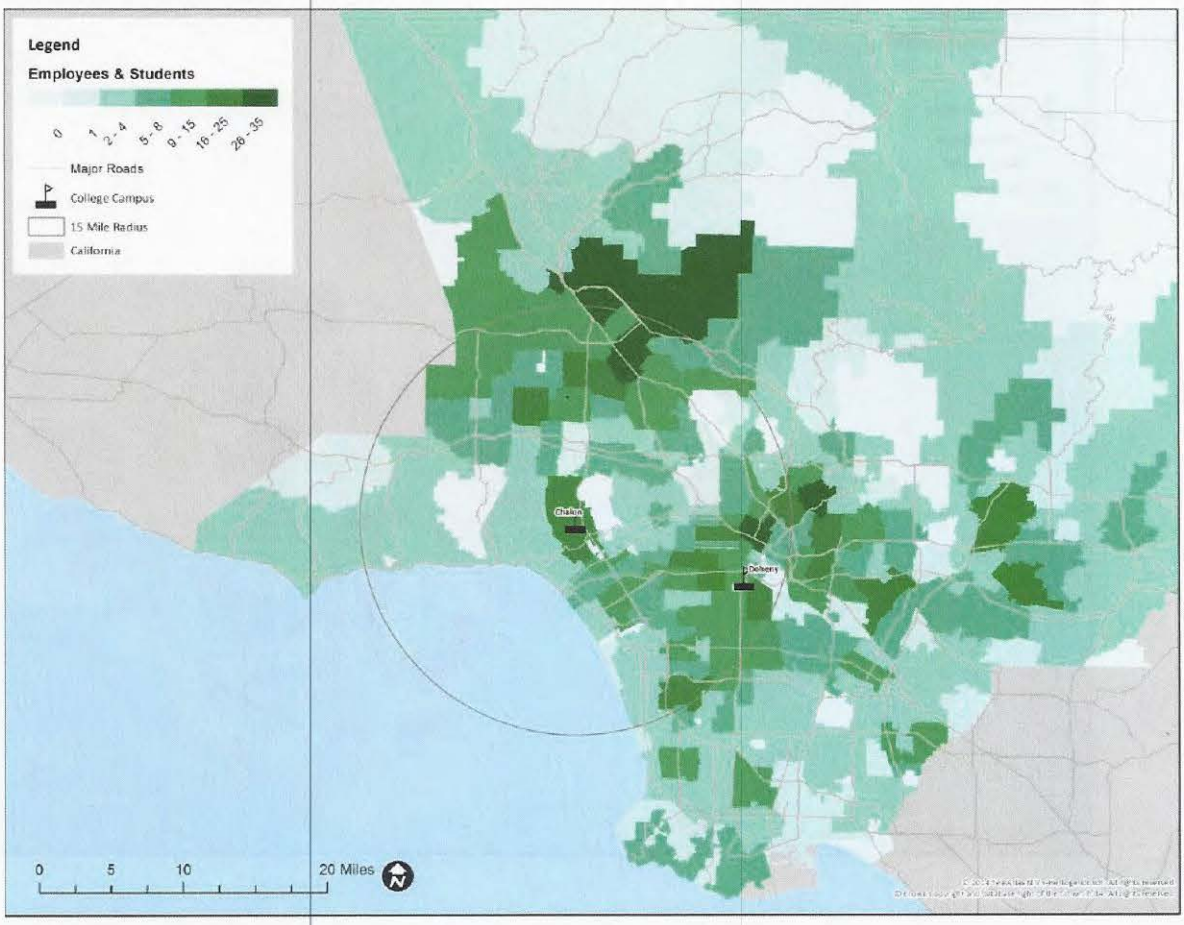


Figure B-3: Doheny Employees

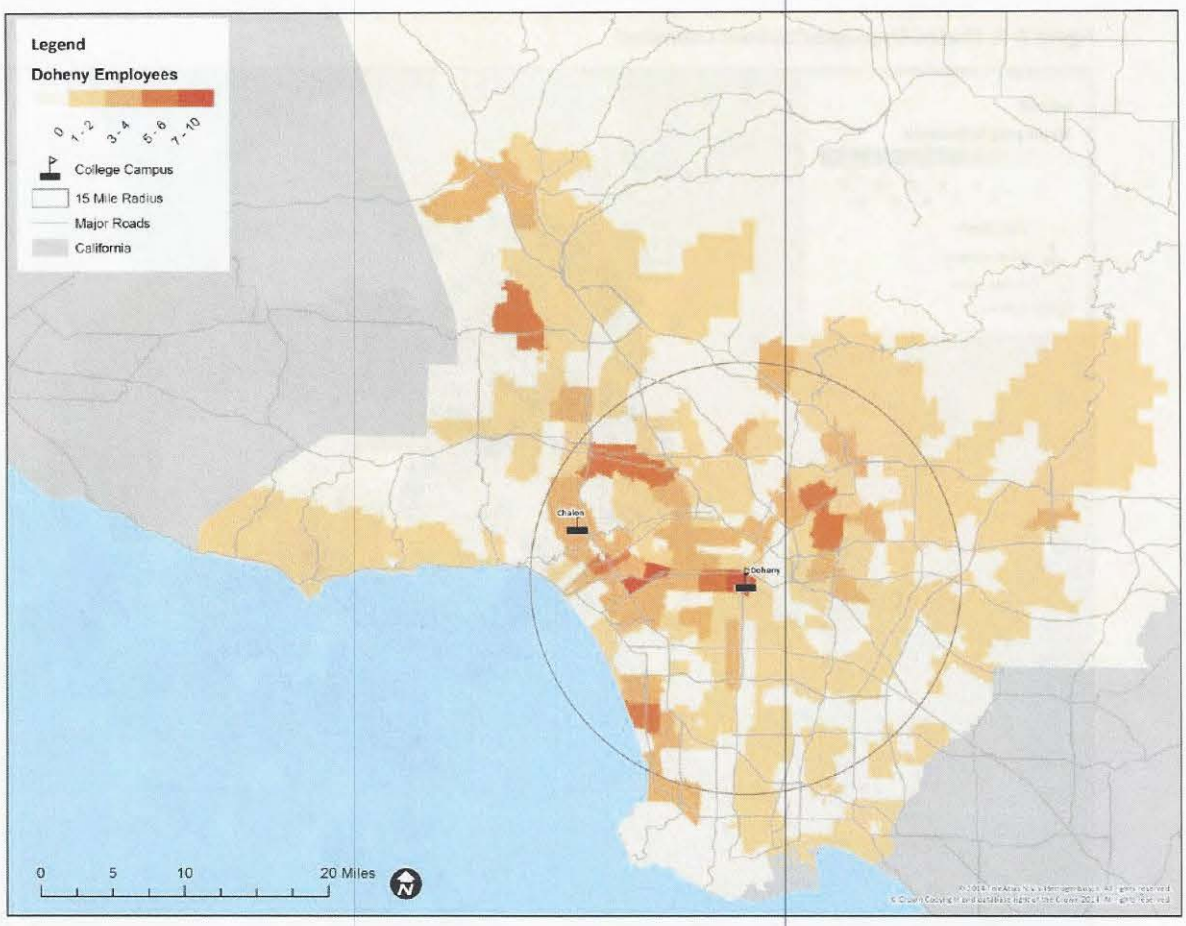


Figure B-4: Doheny Students

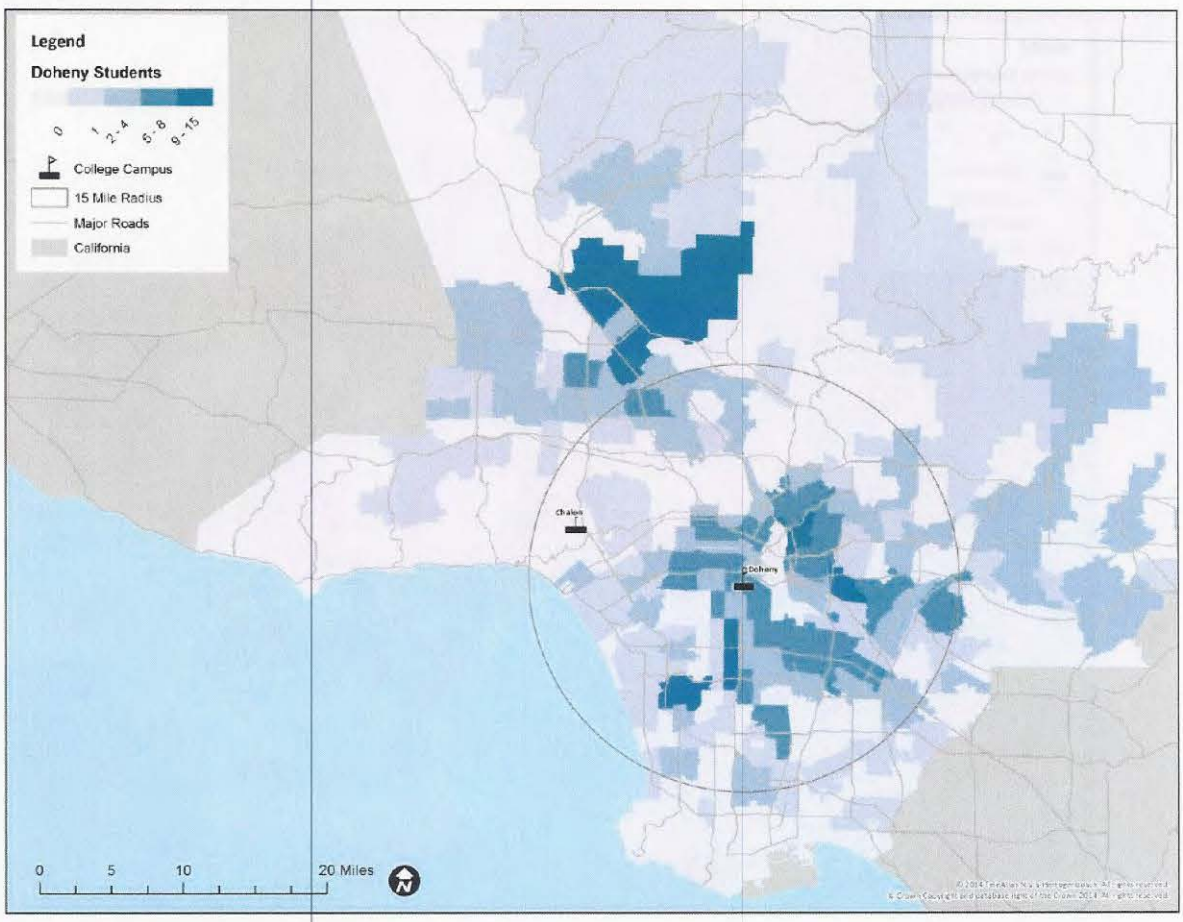


Figure B-5: Chalon Employees

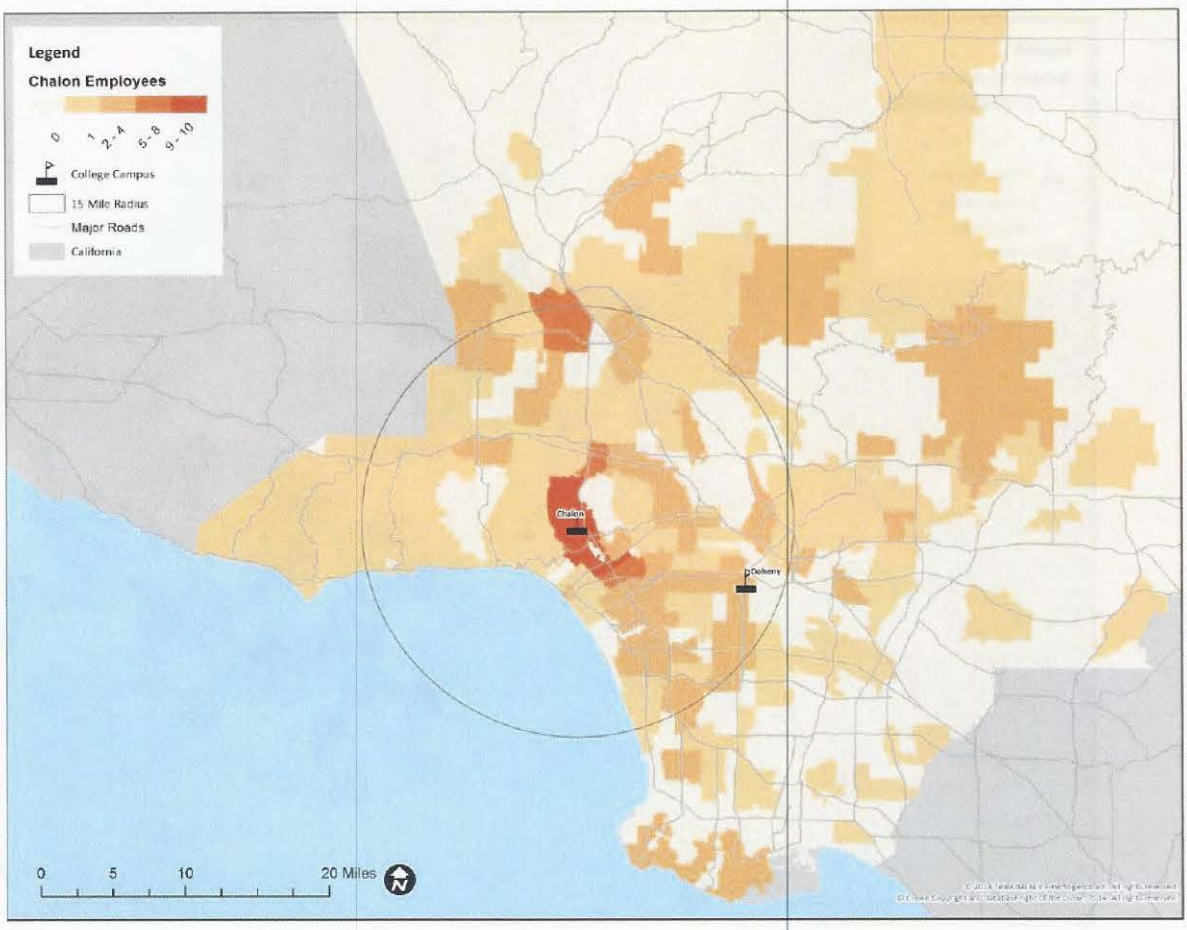
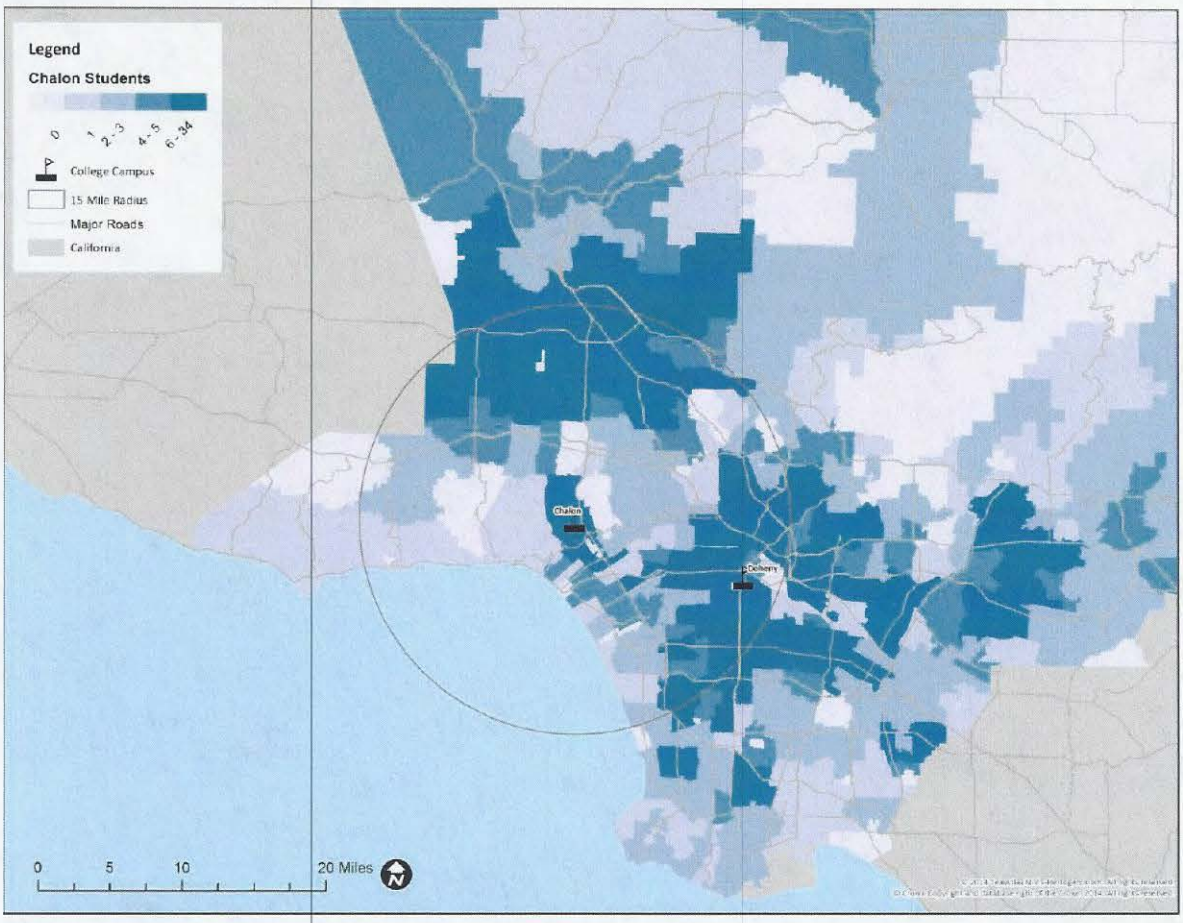


Figure B-6: Chalon Students



CHATTEN-1

Kathleen King <kathleen.king@lacity.org>

Comments on the Mount St. Mary's University Chalon Campus Wellness Pavilion Project; April 2014; ENV-2016-2319-EIR; SCH #2016081015

2 messages

Cynthia Kellman <cpk@cbcearthlaw.com> Wed, Jun 13, 2018 at 3:38 PM
To: King Kathleen <kathleen.king@lacity.org>
Cc: Doug Carstens <dpc@cbcearthlaw.com>

1

Dear Ms. King,

Attached please find a comment letter from Douglas Carstens regarding the above-captioned subject.

I am sending you a paper copy via FedEx overnight.

Please feel free to contact me with any questions or concerns.

Cynthia Kellman

CHATTEN-BROWN & CARSTENS

2200 Pacific Coast Highway, Ste. 318

Hermosa Beach, CA 90254

Tel: 310-798-2400 x6

Fax: 310-798-2402

Email: cpk@cbcearthlaw.com

Website: www.cbcearthlaw.com

Letter to K. King re Comment on MSM .pdf

2366K

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:48 PM
To: Cynthia Kellman <cpk@cbcearthlaw.com>
Cc: Doug Carstens <dpc@cbcearthlaw.com>

Ms. Kellman,

The comment letter regarding the MSMU Wellness Pavilion Draft EIR, submitted by Chatten-Brown & Carstens on behalf of the Bundy Canyon Association has been received. The comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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DPC@CBCEARTHLAW.COM

June 13, 2018

By email and mail

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
Email: *kathleen.king@lacity.org*

Re: Comments on the Mount St. Mary's University Chalon Campus Wellness Pavilion Project; April 2014; ENV-2016-2319-EIR; SCH #2016081015

Dear Ms. King:

2

On behalf of the Bundy Canyon Association, representing 545 homes in the contiguous Bundy Canyon area from Bowling Green to Barrington Avenue, north of Sunset, we object to the approval of the Mount St. Mary's University (MSMU or University) proposed expansion project at the Chalon Campus (Project). The Bundy Canyon Association is an Alliance for the protection and safety of Bundy Canyon Residents. The Bundy Canyon Association includes the most impacted residents of the Project.

Our community is deeply concerned about the Project and the effects it will have on our neighborhood in general, and more specifically, on traffic, fire safety, air quality, parking, noise, lighting, wildlife, safety, and aesthetics of the Bundy Canyon neighborhood. The proposed 38,000 square foot MSMU expansion would compromise BCA members' safety in terms of increasing the risk of accidents involving faculty, staff, students that live on Campus, and commuter students. Expansion of the Campus would also aggravate the existing fire risk in this Very High Fire Hazard Severity Zone. We oppose this Project in its entirety.

3

The Project would be one of the largest in the area in years. The Project entails demolition of the existing fitness center, facilities management building, tennis courts and pool on a 3.8-acre portion of the 45-acre MSMU site and the construction of a Wellness Pavilion and swimming pool. The proposed "Wellness Pavilion" would replace existing 1,110 square foot facilities with a two-story, approximately 38,000

square foot multiuse building with outdoor pool area and new parking deck. The Wellness Pavilion would house a recreation and practice gym, multi-purpose rooms, exercise rooms, physical therapy lab, dance and cycling studios, offices and support space (i.e. lockers, showers, restrooms, equipment storage, and mechanical spaces). A total of 279 parking spaces would be provided rather than the existing 226. 3 (cont'd)

While MSMU may be 3/10 of a mile off the I-405 freeway there is no direct access to that freeway. The only ingress and egress to 12001 Chalon Road is off of Sunset Boulevard and Bundy Drive to Norman Place onto Chalon Road through two miles of narrow, winding residential streets, many with no sidewalks and parking on both sides. 4

I. The DEIR Fails to Adequately Analyze and Mitigate the Adverse Environmental Impacts of the Project as Required by CEQA. 5

The DEIR is inadequate because it fails to fully analyze the Project's environmental impacts, propose sufficient mitigation for those impacts, or analyze alternatives that would avoid those impacts. The requirement for an EIR under CEQA serves the dual purpose of enabling a reviewing agency to make an informed decision and making the decisionmakers' reasoning accessible to the public, thereby protecting informed self-government. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 670.) Preparation of an EIR for the Project may facilitate better decision-making and properly involve the public only if the EIR provides a meaningful analysis of impacts, alternatives, and mitigation measures. The DEIR should be an environmental full-disclosure document. As the California Supreme Court has said:

> CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process.

(*Concerned Citizens of Costa Mesa v. 32nd District Agricultural Association* (1986) 42 Cal.3d 929, 936.)

6

A. A Thorough Analysis of Impacts Is Required.

CEQA Guidelines section 15126. 2 subdivision (b) requires an EIR to describe a Project's potentially significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, the EIR must describe their implications and the reasons why the project is being proposed, notwithstanding its impacts. CEQA also provides that an EIR must not merely *identify* the impacts; it must describe their severity. As stated in *Santiago County Water Dist. v. County of Orange*, (1981) 118 Cal. App. 3d 818, 831:

> What is needed is information about how adverse the adverse impact will be. An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. (Guidelines, Section 15150.)

(*Id.* at 831.) This DEIR fails to meet that mandate.

7

B. The DEIR Must Consider and Adopt Reasonable Mitigation Measures to Avoid Significant Impacts.

CEQA requires every EIR to contain a complete discussion of potential mitigation measures available to avoid or reduce adverse environmental effects (Pub. Resources Code section 21000(b)(3); Guidelines Section 15126(c)) because one of the basic purposes of an EIR is to indicate the manner in which significant effects can be mitigated or avoided. (Pub. Resources Code section 21002.1(a).) Mitigation measures must be concrete and enforceable through a mitigation monitoring plan. (Pub. Resources Code Section 21081.6(b); *Lincoln Place Tenants Ass'n v. City of Los Angeles* (2007) 155 Cal. App. 4th 425, 445.) Before it may approve a project that will have significant impacts on the environment, a public agency must determine that all proposed mitigation measures and/or project alternatives capable of substantially reducing environmental impacts have either been incorporated into the project or that the proposed mitigation measures or alternatives are infeasible. (Pub. Resources Code section 21081(a); *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30.) To be considered infeasible, it must be demonstrated that an alternative or mitigation measure is more than just more costly. "What is required is evidence that the additional costs or lost profitability are sufficiently

7 (cont'd)

severe as to render it impractical to proceed with the project." (*Citizens of Goleta Valley, supra*, 197 Cal.App.3d 1167, 1181.)

As discussed below, the Project fails to mitigate its extensive adverse impacts on aesthetics, biological resources, land use, noise, traffic, air quality and the safety of the hillside neighborhood during fires, seismic activity, storms and other emergency situations.

8

C. The DEIR's Analysis of Numerous Impacts and Mitigation Measures is Deficient.

We request that each of these comments receive a reasoned, good faith response, as required by CEQA, so that important issues will not be "swept under the rug." (*People v. County of Kern* (1974) 39 Cal.App.3d 830, 841.) Without detracting from the need for the City to fully respond to those comments, we wish to emphasize certain particular points set forth below.

The Project's sensitive location is critical to the analysis of its environmental impacts. The significance of a Project's impacts varies with its setting. (CEQA Guidelines section 15125(c).)

9

II. The Draft EIR's Analysis Must be Improved to be Legally Adequate.

A. Fire safety and emergency access must be ensured.

Potential public safety impacts must be disclosed, analyzed, and mitigated. (*City of Maywood v. LAUSD* (2012) 208 Cal.App.4th 362, 391-396.) Professional analysis of the draft EIR's fire safety section by The McMullen Company indicates that there are "several significant impacts which are not accurately reported and thus cannot effectively be mitigated." (Enclosure 1, McMullen Report, p. 2.) The McMullen Company determined that the following measures were necessary:

1. Accurate traffic studies with all anticipated vehicles that could be expected to evacuate and emergency vehicles entering the area;
2. Secondary/additional access constructed for emergency apparatus/vehicles;
3. Fuel modification/brush clearance conducted annually to meet State/LAFD requirements;
4. Implementation of effective and complete measures for a mandatory

evacuation. 9 (cont'd)

Higher enrollment means more traffic and danger to the community. Cars evacuating from the MSMU Campus can trap residents in their own driveways and create gridlock on the narrow windy roadways of Norman Place, Saltair, Benmore, Barrington, and Bundy Drive.

The McMullen Company Report contains extensive, detailed comments. We ask that you respond in a similar level of detail to each of these comments as required by CEQA. 10

The McMullen Report observes "The traffic studies included in the Draft EIR.... Do not include all persons that must exit in a mandatory evacuation from the University." (Report, p. 3.) The Report states "The existing roadways are too narrow for effective evacuation and ingress of emergency apparatus/vehicles with the permitted parking." (Report, pp. 3-4.) "Some roadways are as narrow as 19 feet; they are below the minimum California Fire Code requirement."

Referring to Table IV.J.1-1, the Report states "The number of personnel and apparatus at Station 19 does not appear accurate.... The distance to the closest fire station is 2.6 miles; this distance FAR EXCEEDS the national standards, especially when the travel route is uphill through narrow streets and into the VHFHSZ." (Report, p. 5.) 11

Whereas the DEIR states the Project site is accessible by fire emergency vehicles from the Mount Saint Mary's fire road (DEIR, p. IV.J.1-19), the McMullen Report states "This dirt road is not suitable for any emergency fire apparatus response, nor evacuation by University persons. It is too dangerous to use for vehicular traffic." (Report, p. 5.) 12

The McMullen Report further states, contrary to the EIR's assurance emergency vehicles would have priority access in emergencies (DEIR, p. IV.J.1-24), "Sirens and red lights do nothing to move stalled traffic when there is congestion... The number of 'haul trips' during demolition and the number of deliver trips for materials including slow moving concrete trucks traveling up hill will significantly impact traffic and emergency response during those phases of construction." Large trucks cannot simply pull to the right for emergency responding apparatus/vehicles when there is no place on the roadway to pull over." (Report, p. 5.) "Twenty-two months of construction will greatly impact emergency apparatus/vehicle response times." (Report, p. 6.) 13

14

The McMullen Report points out a letter of April 4 from the Los Angeles Fire Department that stated "Based on these criteria (response distance from existing fire stations), fire protection would be considered inadequate." The Draft EIR has not appropriately addressed the excessive distance, nor the lengthy travel times.

15

How would emergency vehicles enter Bundy Canyon when the roads are filled with construction vehicles, regular parking by homeowners, and delivery vehicles?

How can emergency vehicles operate on streets with widths that in many places are smaller than the minimum code requirements?

16

The DEIR may not ignore or downplay the fire and life-threatening dangers that the Project will cause to all of Bundy Canyon and indeed to the students, faculty and staff of the University.

Brentwood north of Sunset Boulevard is an area of severe fire danger, as fires in the past have shown. Residents must share the same narrow evacuation routes of Bundy Drive, Norman Place, Saltair, and Chalon Road as all persons located at MSMU.

As explained in the May 29, 2018 letter submitted by Sunset Coalition and Brentwood Residents Coalition to Councilmember Bonin and Planning Director Bertoni, the Chalon Campus suffered significant damage in the Bel Air Fire on November 6, 1961. One-fifth of the Campus and part of the Carondelet Center were destroyed. The Bel Air Fire was not the first or last time the Chalon Campus faced fire danger. On Friday afternoon, September 14, 2012, fire erupted in the Sepulveda Pass near the Getty Center burning for two days and destroying 70 acres, the largest fire in the area since the Bel Air fire. The Getty Center and the University voluntarily evacuated using Chalon Road because of the location and direction of the fire.

The September 2012 evacuation clearly illustrates the risk to all area residents. Chalon Road connects the Getty Center with Mount St. Mary's University at the top of Norman Place. Hundreds of vehicles exiting from both campuses poured onto the narrow and winding hillside streets of Chalon Road, Norman Place and Bundy Drive and prevented the residents from evacuating their homes.

On December 6, 2017, the Skirball Fire struck—the most damaging fire in the area since the 1961 Bel Air Fire. The blaze began as a brush fire near the I-405 and Skirball Center Drive. Evacuation orders covered a 3.2 mile range and many neighboring

16 (cont'd)

residents evacuated, while others were on mandatory evacuation watch for three days. Mount St. Mary's transported its students to its Doheny Campus.

Following the Skirball fire, experts opined that the state has seen its most destructive year of wildfires in its history. The majority of California's 10 largest wildfires have occurred in the last decade. California Governor Jerry Brown described the ongoing blazes as *"the new normal."*

The dire combination of high fire danger and substandard hillside streets leading to and from the Chalon Campus, create a dangerous situation not only for the University's constituents, but also for many neighboring families along the evacuation route. With the history of fires in this Very High Fire Hazard Severity Zone, the increased risk due to climate change, and the substandard hillside streets that must be used in any evacuation, the proposed Project with more students, more events, large buses and shuttles, and more traffic is a recipe for disaster. The Project should be denied outright.

17

B. Enrollment Must Be Defined and Enforceably Capped and Sufficient Parking Provided.

As was explained in the letter of Sunset Coalition and Brentwood Residents Coalition dated May 29, 2018 and separately submitted to the City, the EIR's project description is misleading because the enrollment number of 2,244 is an intensification of use that is illegal without disclosure and necessary permitting. The current 1984 CUP, under which MSMU continues operating, states that the parking structure of 244-268 spaces is to allot ¼ students per space. Therefore the 1984 CUP mandated a certain amount of parking; it did not permit enrollment increases.

The Mount Saint Mary's facility was originally approved in 1928. Minutes for Petition 3066 include a statement from "the sisters" that they would have between 100 and 200 students, with a maximum cap of 500. A January 1984 staff report for City Plan Case No. 4072 CU to allow a new residence hall indicated that the college had maintained a constant enrollment of 700 to 750 (Page 2) and there were no plans to increase the number of students (Page 1). It is not clear how or if the increase above 500 students was granted. Later the same year, in July 1984, the Planning Commission approved construction of a parking garage at what was then Mount Saint Mary's College under Case No. 4072 CU. Under conditions of approval adopted for Case No. 4072 CU at that time, at least ¼ parking space was to be provided for each student (Condition 3),

and on-site parking was capped at 268 spaces, effectively capping enrollment at 1,072 students. However, the initial study stated that 561 parking spaces are provided on Campus. (p. A-6.) Documents available for review via the City's on-line Zoning Information and Map Access System and from Piper Tech show no major changes in permitted activity levels since 1984. 17 (cont'd)

Los Angeles Municipal Code section 12.24 states that a use that is deemed approved on a lot "may be continued on the lot." (LAMC s. 12.24.L.) However, only the use that exists may be deemed approved. The 1928 CUP called for a small college with a maximum of 500 students. This is the deemed approved use of the lot. How can MSM justify usage of the lot for any larger enrollment?

MSMU has a history of building first and seeking permits after the fact. This has occurred with the addition of the Campus's existing swimming pool and one of the buildings on the property. MSMU has made modifications without proper permits or permissions from the City. The Carondelet Center is part of the MSMU property footprint. Is there any plan for future expansion to include this Center? 18

Furthermore, approval of a CUP requires that a Project not be a detriment to the area in which it is located. (LAMC section 12.24.E.2 [requiring "that the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety."]) With the significant impacts the proposed Project would cause, how can this finding be made?

Describe clearly all current parking including the number of parking spaces available in the parking structure and around the Campus.

Who utilizes all the current parking spaces?

C. Construction Impacts Must Be Reduced.

While MSMU anticipates demolishing the current facility and parking lot, where does the EIR discuss the removal and digging out the dirt for the new pool? The demolition and construction phases may generate numerous airborne contaminants that the draft EIR must address. 19

The cumulative and long-term impacts of the proposed Project and related projects

19 (cont'd)

that currently have approvals or applications pending with the City or that will be approved for construction at the same time as MSMU's, including the Archer School for Girls, Brentwood School East and West Campus expansion projects, Caruso Palisades Project, and any others that will impact Sunset Boulevard or the Bundy Canyon streets used for ingress and egress to the MSMU's Chalon Campus.

20

The construction workers are to be shuttled using a maximum of 6 inbound and 6 outbound trips. Is this an hourly rate or a daily rate?

How does the University intend to use a substandard roadway for construction related traffic when The Getty and the neighbors are opposed to such a plan?

Wouldn't construction for the Project that is 6 days a week starting at 7:00 a.m. adversely affect the surrounding quiet residential area?

What is the proposed concrete pouring time frame that will require additional hours to the proposed start and finish time of 7.00 am to 3.00 pm 6 days per week?

How many weeks will be concrete pouring trucks be in operation?

D. Traffic Impacts from Expansion Must Be Reduced.

21

As was explained in the letter of Sunset Coalition and Brentwood Residents Coalition dated May 29, 2018 and submitted to the City separately, over the years, there have been numerous complaints about the traffic and public safety impacts created by MSMU. There has been a huge increase of student body, MSMU transport vehicles, constant and ongoing traffic on the narrow and winding roadways, and MSMU has done little to address these problems. That is why the increase of enrollment from the 1984 CUP is such a concern to the community.

MSMU buses are large trucks with a diesel truck cab. These trucks have a hard time staying in the lines on the roadway and navigating curves so they are creating slower traffic in the neighborhood. The buses roar loudly, creating noise issues on all streets in Bundy Canyon.

The existing shuttle program is not working. At times, shuttles travel empty as was observed in June 2018. Shuttles are adding to traffic and pollution.

22

The DEIR mentions a Bicycle-Enhanced Network (BEN). (DEIR, p. IV.K-3.)
How is this even applicable, when streets are so steep?
How is this applicable when streets are so narrow, there is no space for Tier 2/3 bicycle lanes?
Tier 2 bicycle lanes are "most likely to be built by 2035", so how does this help in mitigating transportation at this current 2018 time?
How could the BEN network help with MSM transportation issues?

23

Regarding Construction Impacts discussed in the EIR (EIR, p. IV.K-25), the plan would be for MSM to operate at 100% capacity during the school year along with 100% construction at the same time. How will this extreme traffic from both campus and construction not be a major impact and issue for neighbors?

Also, would the school year stated in the DEIR be year-round? The DEIR does not mention this as a factor. Please explain how this would impinge neighbors year-round.

24

School Year Event Day traffic is discussed. (EIR, p. IV-26.)
Is there more than one event planned at the same time being proposed?
In the future, will there be more than one event proposed at the same time?
"It was assumed that attendees would carpool to the events with an average vehicle occupancy rate of two guests per car." What is the basis for this assumption?
Have past events included attendees who have carpooled?
What kind of vehicle numbers have been counted at prior MSM outside events?
How many people carpooled?
What will MSM do to make sure attendees to outside events carpool?
How will carpooling be regulated by MSM?

25

Regarding the Summer Analysis discussed in the DEIR. (EIR, p. IV.K-27.)
How old will the campers be?
Why is there a need for "camper daycare"?
Is this a summer camp for minors?
Is this a summer camp for MSM students?
How will these camps be evacuated during an emergency?

26

Regarding Parking during Construction (DEIR, p. IV.K-47):
How would it be possible that Construction worker parking would be provided on-site or within the Campus as MSM plans to be 100% operational year-round?

26 (cont'd)

How would this be possible during construction as 226 spaces are to be removed for the construction of a parking deck?
How would this be safe for an evacuation?
How would this impact Sunset traffic?
How many "temporary shuttles" would it take to get workers to and from campus each day? Each week? Each month?
"Once the proposed Wellness Pavilion parking deck is completed, construction workers would park in the parking structure."
If this should be the case, then where would faculty, staff, students, miscellaneous MSM vehicles and support vehicles park?
Would this be the case during MSM educational calendar year?

27

Regarding the Haul Truck discussion of the EIR (DEIR, p. IV.K-41):
Cut and Fill of Soils within the Project Site are required. How deep would these be?
How secure is grading of soil to the hillside?
How can Haul trucks go up Norman when it is narrow and steep, in some places less than 20 feet across?
Will heavy trucks cause sinkholes, which happened in 2017, caused from MSMU busses?
What if an evacuation was to take place when 40 haul truckloads are happening per day?
What kind of evacuation measures would take place?
If the plan is for MSM to run at 100% capacity with students, faculty, staff, deliveries, and construction workers parking on-site, then how can haul trucks park on-site on "a dedicated staging area [that] would be located on the Project Site" (to ensure haul trucks would not park off-site)?
What about the 100 construction employees parking on-site as noted in (iii) Construction Employees section on page IV.K-47?

28

Regarding Parking during Construction (DEIR, p. IV.K-47), how many shuttle trips per day, per week, per month to get off-site construction workers to and from the designated offsite parking location to MSM campus?

29

Regarding School Parking Locations (DEIR, p. IV.K-48), the DEIR states that because "onsite parking capacity is insufficient to meet the school's parking demand, MSMU would arrange for valet parking for some or all of the employees, students and guests on Campus."
Does this create more vehicles than would legally allowed by fire officials to be up on campus?

30

What kind of dangerous conditions does this mean for the college students, staff, and others visiting campus? For the neighbors?
What happens during an emergency when there are a limited number of valets and all vehicles must get out of campus?
How long does it take (how many seconds) for valets to get vehicles out?
How many minutes during an emergency can valets get cars to students, faculty, guests, staff, and other visitors?

31

What about all the other vehicles, construction equipment, haul trucks utilizing the small and narrow canyon streets during an emergency?
How long would it take them to get out?
How will this affect neighbors' evacuation?
What is the evacuation protocol during a fire? Earthquake? Construction accident?
What are the protocols for students? For Staff? For visitors? For additional support vehicles? For construction workers?
How will evacuation protocols be passed on to Students? Staff? Visitors? Construction workers? And all others utilizing the campus during construction?
Why is satellite parking not anticipated?
If there are no measures to mitigate these issues, why would this proposed Wellness Pavilion be able to be built on the Chalon MSMU campus, when lives could and would be compromised in an emergency?

32

Regarding valet parking, can the University describe in detail the use of valet parking for events with more than 50 attendees?
Where would the valet be parking all the extra vehicles?
How many events per year would have over 50 attendees who would be offered valet parking?
How does the proposed valet parking for over 50 attendees fall in with the proposed 400 trips?
What is the emergency exit plan for valet parked events? Especially with tandem parking or off-site parking, does the emergency exit plan consider the two miles of narrow windy streets before reaching a major highway?

33

Regarding Temporary Loss of On-Street Parking (DEIR, p. IV.K-59), the DEIR states "The Project may require the temporary removal of on-street parking at or next to the Bundy Drive & Chalon Road and Norman Place & Chalon Road intersections to accommodate truck turns during construction."
How can this be proposed, when many neighbors on these streets utilize street parking for their own vehicles?

33 (cont'd)

Where would MSMU suggest neighbors park their own vehicles if not on their own streets in front of their own homes?
How many neighbors would be affected?
How would MSMU mitigate neighbors being able to park in front of their own homes?
Why should neighbors be put out because of MSMU's un-mitigatable construction project?
Would there be compensation for neighbors affected by MSMU utilizing their streets for this purpose?
Since "the exact quantity is not known at this time", then when will it be known?
How can the City approve such a suggestion, when these homeowners pay property taxes and MSMU does not?

34

Regarding Operation Impacts- Project Trip Generation (DEIR, p. IV.K-59), how would MSMU limit the total number of outside guests, if guests determine to bring other guests along with them?
If "the new summer camp" proposed for the Project is expected to generate estimated vehicle trips, why is this allowed to be "estimated"?
How does this affect the MSM CUP if it is only possible to "estimate" these vehicle trips?

35

The DEIR states (DEIR, p. IV.K-78) "During operation, the Project would result in significant impacts at three study area intersections during the school year and two study area intersections during summer under Existing (2016) Plus Project conditions. Under Future (2020) Plus Project conditions, the Project would result in significant impacts at four study area intersections during the school year and at three study area intersections during the summer. The Project would result in significant impacts at three neighborhood street segments during the school year and six neighborhood street segments using the summer under Existing (2016) Plus Project and Future (2020) Plus Project conditions. No feasible mitigation measures are available to mitigate impacts to a less than significant level. Thus, the Project would result in significant and unavoidable traffic impacts during operational activities along neighborhood street segments and intersections."
If this statement above is true, then how can this project be built?
Why is this project not being proposed for MSMU's Doheny Campus?
How will this project affect the Sunset and Barrington choke point, if there are no sufficient mitigating factors?
How will MSMU notify travelers of this non-mitigatable issue to Sunset Boulevard travelers?

On page IV.K-83 the DEIR states that "During the summer, MSMU does not operate shuttle service. It is assumed that all campers, staff and instructors would arrive at the Campus by automobile. Because of the distance of transit from the Project Site and anticipated ridership, the Project would not adversely impact transit services". However, on previous pages of the DEIR, public transportation is used as a mitigation measure. Please explain and define when public transportation is used and when it is not? 36

If MSMU chooses to use shuttles, how many per day, per week, and per month during the summer would be for the new campers?

Regarding Bicycle Facilities, the DEIR states (DEIR, p. IV.K-84) "The Campus is located in a hillside area that is not easily accessed by bicycle." Was bicycle usage a planned MSMU mitigation measure for traffic?

A. Noise from Construction and Operational Activities Must Be Minimized. 37

Noise from construction activities and construction vehicles in the neighborhood must be addressed. Nuisance noise from people parking in the neighborhood must also be addressed, especially noise in the early morning or late evening hours.
The EIR must consider increased propagation of noise from the outdoor pool area echoing into the neighborhood.

The Project would generate onsite and off-site construction noise. (DEIR, p. V 16.) Noise from concrete trucks would remain significant and unavoidable along Chalon Road.

Every feasible mitigation measure to reduce these impacts must be adopted.

How does the University justify the significant and unavoidable noise that the concrete trucks will cause the residential homeowners regardless of the routing of the trucks?

B. Land Use Impacts Must Be Accurately Disclosed. 38

The subject property is located in the RE-40-1-H Zoning District. In accordance with Los Angeles Municipal Code Section 12.21.1:

No building or structure shall be erected or enlarged which exceeds the total floor

38 (cont'd)

> area, the number of stories or the height limits hereinafter specified for the district in which the building or structure is located. …
> … In the RA, RE, RS, and R1 Zones in Height District No. 1, located in a Hillside Area, as defined in Section 12.03 of this Code, no Building or Structure shall exceed the height limits established in Paragraph (d) of Subdivision 10 of Subsection C. of Section 12.21 of this Code.

In accordance with Section 12.21.C.10(d):

> No portion of a Building or Structure shall be erected or enlarged which exceeds the envelope height limits as outlined in Table 12.21 C.10-4

In accordance with Table 12.21.C.10-4, maximum allowable height would be 30 or 36 feet, depending on roof slope. While elevations of the proposed structures are provided, roof slope is not defined. The EIR must identify roof slope and the normally required height limitation. The proposed structure would be 42 feet in height. Additional height may not be approved in connection with a Plan Approval for a deemed-approved conditional use.

39

As noted the Los Angeles Superior Court in *Donald Kottler and Marlene Kottler v. City of Los Angeles; Central Area Planning Commission of the City of Los Angeles*, in addressing the inappropriate granting of a zoning "adjustment":

> The "adjustment" provided for in LAMC section 12.28 is "a permit to build a structure or engage in an activity that would not otherwise be allowed under the zoning ordinance ... ". *Neighbors in Support of Appropriate Land Use v. County of Tuolumne* (2007) 157 Cal. App.4th 997, 1007; see also *Hamilton v. Board of Supervisors of Santa Barbara County* (1969) 269 Cal.App.2d 64, 66. In other words, it is a variance. Under the plain terms of the City's own charter any such variance could only be made after the ZA made five findings relating to the need for a special exception to the zoning requirements. See Los Angeles City Charter § 562(c); Petitioners RJN, Ex. 1, p. 5. Accordingly, Respondents erred when they approved a variance without making the required findings under City Charter section 562(c).
>
> … Condition use permits, on the other hand, relate to the permitted use of a property, not the size or design features of the buildings on that property. See *Essick v. City of Los Angeles* (1950) 34 Cal.2d 614, 623 ("[A] conditional use is a separate and distinct concept from a variance and ... is granted for a public or

39 (cont'd)

> quasi-public purpose within the terms of the ... ordinance itself rather than to obviate the 'practical difficulties, unnecessary hardships or results inconsistent with the general purposes of the zoning regulations' as applied to individual property owners, which must be shown before a variance may be granted .... ").

Thus, a variance would be required for the additional height. In accordance with Los Angeles City Charter Section 562(c), a variance could only be granted if all of the following findings could be made:

> (1) that the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations;
> (2) that there are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity;
> (3) that the variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question;
> (4) that the granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located; and
> (5) that the granting of the variance will not adversely affect any element of the General Plan.

These required findings for a variance cannot be made.

40

C. Aesthetics Impacts Must Be Accurately Described and Mitigated.

CEQA establishes that any substantial, negative aesthetic effect of a project is a significant environmental impact for CEQA purposes. *(Quail Botanical Gardens Foundation, Inc. v. City of Encinitas (1994) 29 Cal.App.4th 1597, 1604.)* Thus, any substantial, negative effect of a project on a view could constitute a significant environmental impact under CEQA and require the incorporation of all feasible mitigation. (*Ibid.*) The EIR must examine the scale of the proposed structures in the context of existing on and off campus structures in the area. Light and glare from expanses of glass and additional lighting must be addressed.

40 (cont'd)

The DEIR states that the Project would cause visual effects resulting from haul trucks passing along Chalon Road, Norman Place and Bundy Drive. (DEIR, p. V 6.) Therefore, mitigation measures for these impacts must be provided. Because the Wellness Centre is to be taller than the existing facilities more lighting would be added. Such lighting can adversely affect aesthetics of the area and interfere with wildlife.

D. The Range of Alternatives Must Be Expanded and Realistically Assessed. 41

1. CEQA Requires Analysis of a Reasonable Range of Alternatives.

CEQA requires a lead agency to analyze alternatives to a project that will avoid or substantially lessen a project's significant environmental impacts, both on-site and off-site. Discussion of project alternatives and mitigation measures has been described by the California Supreme Court as the core of an EIR. (*Citizens for Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) An EIR is required to consider those alternatives that will "attain most of the basic objectives" while avoiding or substantially reducing the environmental impacts of the project. (Guidelines, § 15126.6(a).) Alternatives are not required to meet all project objectives, and in reality it "is virtually a given that the alternatives to a project will not attain all of the project's objectives." *(Watsonville Pilots Ass'n v. City of Watsonville* (2010) 183 Cal.App.4th 1059, 1087.) However, "the willingness or unwillingness of a project proponent to accept an otherwise feasible alternative is not a relevant consideration." (*Save Round Valley, supra*, 157 Cal.App.4th at 1460, fn. 10, citing *Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 602.) Reasonable alternatives should only be eliminated from consideration in the EIR if the alternative would not meet most of the basic project objectives, is infeasible, or would not reduce significant environmental impacts. (Guidelines § 15126.6(c); *Save Round Valley, supra.*, 157 Cal. App. 4th at 1457.) Here, the DEIR improperly rejects alternatives to the Project that would limit enrollment and events.

As stated in the CEQA guidelines:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

41 (cont'd)

(CEQA Guidelines, Section 15126.6 (b), emphasis added.)

In fact, "One of [an EIR's] major functions...is to ensure that all reasonable alternatives to proposed projects are thoroughly assessed by responsible officials." (*Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 197, emphasis added.) The EIR must "produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*San Bernardino Valley Audubon Society, Inc, v. County of San Bernardino* (1984) 155 Cal.App.3d 738, 750-751.)

42

1. Operations Must Be Limited.

Rather than approving the expansion Project, stricter limits on the hours and types of operations conducted on campus must be imposed.

Commercial activities must be prohibited. MSMU states that use of the new Project facility, will be used "*primarily*" by student body, staff and faculty but if MSMU can rent, lease, invite any other entity private or public to participate in the use of these facilities in the future, this could enormously increase traffic into and out of Bundy Canyon. MSMU Chalon campus has weddings and it is also used as a filming location. The community would like a prohibition on filming and outside uses for anything other than educational purposes on Campus. MSMU must agree to prohibit filming and other outside uses on their Campus. Condition 3 of the approval of plans in 1952 stated the approval "shall only apply to a school use involving educational subjects which are in conformance with the State Educational Code, religious services, or religious activities."

43

Where do the students currently go to practice and play their sports program?

How does the proposed external Summer Sport Camp enhance the University and its mission statement?

What demographics will the Summer Sports Camp attract?

Doesn't the Summer Sports Camp constitute commercialization as a commercial rather than educational activity?

Why does a Health and Wellness Speaker Series require a new 38,000 square foot Wellness Centre?

2. Facility Users Must Be Limited. 44

MSMU operates at another location known as the Doheny campus. The EIR must address increased visits to the Chalon Campus Wellness facility by students enrolled in programs at Doheny, focusing on traffic and parking.

The EIR must address any re-alignment of activities between the Doheny and Chalon campuses or student bodies as a result of the proposed Project. Will any programs now being conducted at the Doheny campus be relocated to the Chalon campus?

A university should be located near freeway access to reduce vehicle miles traveled by its students and staff. However, the Chalon campus is far from freeway access. Would it reduce vehicle miles traveled to expand activities at the Doheny campus, which has much closer freeway access, rather than expanding at the Chalon campus?

It is not clear if any of the Wellness facilities will be used for training of students in physical therapy or other health care fields or whether this would involve treatment of off-campus individuals. This must be addressed along with associated impacts on traffic and related factors. Use of the proposed athletic facilities must be limited to students and faculty. Outside use of the proposed athletic facilities must not be permitted. Conditions of approval must be clear and enforceable.

The University currently has a policy allowing registered neighbors to use the facilities. However, if the Project is implemented it would seem that there would be very little time available to accommodate neighbors as the University would be in use every day and night throughout the year. How would this policy be affected?

Even Alternative 4 allows for Summer Camp Operation albeit at a reduced level. Thus, again neighbor access would be limited.

3. Events Must Be Limited. 45

The EIR must address both campus events and external events, listing the type,

45 (cont'd)

number, and anticipated attendance at events. Attendance must be capped at no more than the attendance numbers used in the EIR analyses. All events must be required to end fifteen minutes before the latest regularly scheduled shuttle leaves the Campus and no event must be permitted to begin prior to the arrival of the first shuttle of the day. Start and end times for events must be offset from peak traffic hours.

Alternate locations should include location of the Wellness Pavilion at the Doheny site or nearby environs. Provision of a park and ride outside the neighborhood in an area with easy access to the freeway or metro line should be considered.

46

4. Additional Questions Regarding Alternatives.

If a No Project Alternative is superior in every way, how does the University justify the Project or any of the stated alternatives?

Why has the University not considered acquiring and building its own roadway which would not entail the use of Bundy Canyon, which is ill equipped to facilitate the Project?

Would the University not enhance the safety of all the students, faculty and support staff if they were to provide a private ingress and egress to all of the above?

47

a. Alternative 1-- No Project/No Build Alternative.

The DEIR states "…No additional parking would be added that could help relieve off-site parking issues." Would this then be an excuse for more students based on more parking?

The DEIR states "No practice facilities would be provided for MSMU's volleyball and basketball club sports teams, which would continue to be shuttled to and from the off-site practice facilities as under existing conditions."

Where is the current facility?

Would there be games and practice at the new facility once completed?

What additional traffic impacts would this cause?

48

b. Alternative 2--Reduce Intensity—50% Floor Area Reduction.

The DEIR states Alternative 2's reduced floor area would not change attendance capacity at the proposed Wellness Pavilion's "potentially changed" and "new" events during the school year or alter summer camp activities.

What are the new events?
How many new events?

If there is no practice currently at Chalon campus, how could attendance capacity not be changed or altered to add this increase of usage?

49

c. Alternative 3--Alternative Construction Route.

The DEIR states "Alternative 3 would require construction employees and all construction-related traffic to access the Project Site via Getty Center Drive".

It is our understanding that the Getty is not in favor of this road being publicly available. Would this not be a cut through from Sepulveda/the Valley into the Westside and vice versa for normal non-MSM or neighborhood traffic to avoid the Sunset-Barrington intersection, also known as the "worst choke point in LA"?

The DEIR states "The Objective of Alternative 3 is to reduce the Project's significant construction traffic and noise impacts." This would not only impact 9 houses backing the Getty Fire Road but would it not then open up issues on the road and significant impacts of noise and potential issues such as fire?

Also, the road proposed by MSM is a fire road that is only 18 feet in width. Has this road been measured from the 9 homeowner's properties to the hillside/easement?

Alternative 3 describes an Alternate Construction Route. (EIR, p. V 47.) Alternative 3 would require construction employees and all construction related traffic to access the Project Site via Getty Centre Drive.

Eight residences of Brentridge Drive, Brentridge Lane and Bel Terrace adjoining the private segment of Chalon Road would be newly impacted during the concrete pour phase. How long is the concrete pour phase?

49 (cont'd)

All properties under Alternative 3 that back up to the private segment of Chalon Road, or are along Chalon Road between the Campus driveway and Norman Place would experience ground-borne vibration from construction trucks.

The DEIR states Alternative 3 would reduce construction traffic impacts on Bundy Drive and Norman Place by re-routing all construction traffic to Getty Center Drive and the private portion of Chalon Road (aka Gettty Fire Road) but that it would not reduce the project's significant and unavoidable construction traffic impact at Chalon Road east of Bundy Drive. (EIR, p. S-13.)

How can a project of this magnitude be approved if there is such an impact to streets, neighbors, wildlife, and Bundy Canyon all together? What about dust, diesel particulate matter, and odors from this Project's significant and unavoidable impacts for construction alone, not to mention once the Project is completed and running at full capacity?

The DEIR states Alternative 3 would eliminate the Project's less than significant construction truck noise, structural damage vibration, and human annoyance vibration impacts at dozens of residences on Bundy Drive and the majority of Norman Place, but that concrete truck noise under Alternative 3 would continue to significantly and unavoidably impact residences along Chalon Road during concrete pours.

Since MSM intends to be running at 100% capacity, wouldn't there be additional congestion at the top of Norman and Chalon as students, MSM Trucks, Delivery Vehicles, MSM Staff, Lyft/Ubers, be clogged as trucks coming through fire road would be backed up as well? What about fire safety and emergency evacuation for residences along Chalon Road? What about noxious fumes from diesel engines of trucks?

50

d. Alternative 4- Reduced Event Alternative.

The DEIR states Alternative 4 would reduce the size of certain new Wellness/Sports events, new Health and Wellness Speaker Series events, and summer camps and would include new club sporting events during the school year and during the summer.

The DEIR states new morning events would be limited to 220 outside attendees arriving in the morning PEAK hour.
How is this mitigating and reducing traffic impacts?

50 (cont'd)

How many events are being proposed?
How often would events take place per day, per month, per year?

51

The DEIR states new afternoon events would be limited to 74 outside attendees departing in the afternoon peak hour. What does MSM consider to be peak hour? (Since traffic backups begin at 2:00 pm on Barrington and Sunset). How would attendees get in? How often? How many events would occur per day, per month, and per year? How would MSM prevent attendees from exiting during the peak hour?

52

The DEIR states new Evening events would be limited to 25 outside attendees arriving in the 6:00-7:00 PM hour. Does MSM not believe this is peak hour for traffic? What time would these attendees depart? How many events per day, per month, per year?

53

The DEIR states new recreational club sport contests occurring on weekdays after 8:00pm and anytime on weekends with a maximum of 30 outside guests per contest. What time would these events end in the evening? Bundy Canyon Association and other groups met with MSM on several occasions and were promised no games, only practices. Why did this change? How can they guarantee just 30 guests per event? How many events over all per day, per week, per month?

54

The DEIR states for all new events across a single day during the school year, the total number of outside attendees would be limited to 310. How did MSM come up with these numbers overall? What new events are being planned for? What is the basis for the number of 310? How do they assure the number is set? How many events per day, month, year?

In order to mitigate the traffic problems caused by the new Wellness Centre and its planned other sports events, Health and Wellness Speaker Series and Summer Camps MSMU would limit the total number of outside guests. The reduction on outside guests from 400 to 310 hardly seems like a large reduction on a daily basis.

55

If the potential Wellness Pavilion is to replace outdated fitness room, why must it be commercialized to add extra non-curricular events, meetings and otherwise to this so-called Wellness Pavilion for their own students to have a better place to work out other than an outdated gym?

56

The DEIR states for summer camps, the total number of daily vehicle trips would be limited to 236. What is the basis for the 236 number? What would be the number of

56 (cont'd)

campers? Per day, per month, per year? From when to when is the summer camp season? How many camps per day, per month, per year? Would there be college age, underage or adult campers? Does this include both week and weekend camping events? How many events would go on simultaneously? What are the camping hours? Are there curfews? What about fire prevention? What about emergency evacuation?

57

The DEIR states new other Wellness/Sports Events and NEW Health & Wellness Speaker Series events would not be held during the summer months when school is not in session. Is this a permanent condition? Meaning, could MSM change its policy and provide events such as this during the summer and concurring with camping events? When would they be held? How many events per day, per month, per year? How many daily vehicle trips would there be?

58

Alternative 4 suggests that it would reduce the Project's significant and unavoidable operational traffic impact on Bundy Canyon. Thus, the University is admitting that the Project will have a deleterious effect on Bundy Canyon. Therefore, how can the Project be justified?

How can the University justify disrupting Bundy Canyon on weeknights after 8:00 p.m. and any time during the day on weekends?

59

e. Environmentally Superior Alternative.

Of the alternatives analyzed in this Draft EIR, the No Project/No Build Alternative would be considered the environmentally superior alternative because it would avoid the project's significant and unavoidable construction noise, ground-borne human annoyance construction vibration impacts, construction and operational traffic impacts, as well as the project's less than significant impacts in other issue areas.

Why can't MSM continue with their current external sporting option and existing gym, which no students are seen using?

Why can't MSM seek out another facility with limited environmental impacts, versus the damaging impacts to humans, animals and safety of the area?

Why can't MSM build this at their downtown Doheny Campus, where there is an existing sporting facility, gym and otherwise?

60

The EIR states Alternative 2 would meet the purpose of the project to provide

60 (cont'd)

students with facilities and wellness programming, including group fitness facilities that would address specific health challenges and goals of MSMU"s diverse student body. However, because of the reduction in floor area, Alternative 2 would potentially not meet the Project objective to accommodate club sports (basketball and volleyball) to the same extent as the Project.

Is this not attainable at the MSM downtown campus at Doheny?

Are there not already existing programming for health and fitness at the downtown MSM Doheny Campus?

Why would MSM add a facility, only to have to bus MSM Doheny Campus students to Chalon Campus? What is the cost to do this?

How many vehicle trips per day, per month, per year?

How many Basketball games per day, per month, per year?

How many Volleyball games?—per day, per month, per year?

61

None of the Alternatives would reduce or eliminate all of the Project's significant and unavoidable construction and operation impacts. Therefore, the determination of Environmentally Superior Alternative between the three Alternatives would be a value judgement based on which significant and unavoidable environmental impacts (construction or operation) would be more important to address.

62

f. A Statement of Overriding Considerations May Not be Adopted for the Project as Proposed.

A statement of overriding considerations would be necessary to approve the Project but environmentally superior alternatives that do not have impacts are feasible. Therefore, a statement of overriding considerations would not be supportable.

CEQA's substantive mandate prohibits approval of a project with significant impacts unless all feasible mitigation measures and alternatives have been adopted: "A statement of overriding considerations is required, and offers a proper basis for approving a project despite the existence of unmitigated environmental effects, *only when* the measures necessary to mitigate or avoid those effects have properly been found to be infeasible." (*Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 603, emphasis added, citing *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal.4th 341, 368 and *County of San Diego v. Grossmont–Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 108, fn. 18.) The "policy of the state" reflected in CEQA is that projects with significant environmental impacts *may not* be approved "if there are feasible alternatives or feasible mitigation measures available

62 (cont'd)

which would substantially lessen the significant environmental effects . . ." (Pub. Resources Code § 21002.) More specifically, CEQA states:

> Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless . . .
>
> (a). . . (3) Specific economic, legal, social, technological, or other considerations . . . make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(Pub. Resources Code § 21081.) Thus, a court has summarized:

> CEQA contains *substantive* provisions with which agencies must comply. The most important ... is the provision requiring agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.

(*Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41, italics added.)

The Project may not be approved on the basis of a statement of overriding considerations. The Project must be rejected.

CONCLUSION.

63

Even after mitigation, the Project will result in significant and unmitigated negative impacts on Brentwood and the residents who live in the area. We respectfully request that the City reject this project in its entirety and heed the concerns in the letters submitted by the neighborhood residents in response to this DEIR. Only the no project alternative would avoid unacceptable significant impacts that are created by the Project.

64

Thank you for consideration of these comments. Although the City should deny the Project outright, any continued consideration of it must be on the basis of a legally adequate environmental impact report that is meaningful to the decision-makers and the public, and that will afford the protection for our environment envisioned by CEQA.

Sincerely,

Douglas P. Carstens

Enclosures:

1. The McMullen Company, Inc. Letter of June 12, 2018

ENCLOSURE 1

The McMullen Company, Inc.

June 12, 2018

Mr. Douglas Carstens
Chatten-Brown & Carstens LLP

Re: Draft EIR CASE NO. ENV-2016-2319-EIR (SCH NO.2016081015)
Mount Saint Mary's University Chalon Campus Wellness Pavilion Project
Bundy Canyon Area Fire and Life Safety

Letter to:
Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

We are filing the following comments to the Draft EIR CASE NO. ENV-2016-2319-EIR (SCH NO.2016081015) (here after referred as Draft EIR) in opposition to the proposed development/building Mount Saint Mary's University Chalon Campus Wellness Pavilion Project (University Pavilion Project) until at such time the fire and life safety concerns for the residents, students, and faculty can be adequately addressed and mitigated, and the Draft EIR revised. 65

Based on the below analysis, The McMullen Company believes that there exists several significant impacts which are not accurately reported and thus cannot effectively be mitigated. The analysis presented here in clearly indicates that the listed criteria below are exceeded. 66

- State CEQA Guidelines Appendix G:
  In accordance with the State CEQA Guidelines Appendix G (Appendix G), a project would have a significant impact related to fire protection services if it would: a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for 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 fire protection.

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- State CEQA Guidelines Appendix G
  In accordance with the State CEQA Guidelines Appendix G (Appendix G), a project would have a significant impact related to transportation and traffic if it would: e) Result in inadequate emergency access. 67

- 2006 L.A. Thresholds Guide:
  The L.A. CEQA Thresholds Guide (Thresholds Guide) identifies the following factors to evaluate fire protection impacts: A project would normally have a significant impact on fire protection if it requires the addition of a new fire station, or the expansion, consolidation or relocation of an existing facility to maintain service. 68

The McMullen Company reviewed the following documents and materials in order to conduct our analysis. 69

- Executive Summary
- Chapter II Project Description
- IV.J.1. Fire Protection
- IV.K. Transportation and Traffic
- Current Roadway Conditions and Widths
- Current Roadway Access and Circulation
- Historical Wildland Fire Conditions and Fire Responses
- IV.M.1. Water Supply
- Appendix H Public Service Correspondence
- Appendix A Notice of Preparation (NOP), Initial Study, Scoping Meeting Materials, and NOP Comments
- Appendix I Transportation and Traffic

Based on our experience and expertise in the fire and life safety arena, there are several items that contribute to proper fire and life safety for all persons who are faced with wildland fires. The McMullen Company has determined that many critically necessary fire and life safety measures have not been addressed, mitigated, or included in the proposed new construction of the University Pavilion Project. The needed measures include the following. 70

1. Accurate traffic studies with all anticipated vehicles included that could be expected to evacuate and emergency apparatus/vehicles entering the area.
2. Secondary/additional access constructed for emergency apparatus/vehicles.
3. Fuel Modification/brush clearance conducted annually to meet State/LAFD requirements.
4. Implementation of effective and complete measures for a mandatory evacuation.

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The traffic studies included in the Draft EIR and conducted in the years 2015-17 account for routine vehicle numbers during regular periods of activity. They do not include all persons that must exit in a mandatory evacuation from the University, all residents in the area, all the various service and delivery vehicles, and emergency apparatus/vehicles that responding into the area. Such traffic study seldom, if ever, occurs because of the feasibility of conducting such a study. What must be done is a count of ALL the vehicles in the area, both post construction and during construction to determine worse case scenarios, and add in "maximum special event attendance" at the University, construction, service and delivery vehicles in the "Bundy Canyon area", as well as the ingress of all the anticipated emergency apparatus/vehicles. Using this TOTAL count could give a more realistic indication of the effectiveness of a mandatory evacuation. Until such a study is completed, there will be persons left behind in a massive fire. Additionally, the Los Angeles Fire (LAFD) and Police (LAPD) Departments' response to the December 2017 wildland fire should be evaluated to determine the number of responding LAFD and LAPD apparatus/vehicles to the Bundy Canyon area necessary; this number should be added into the traffic study. 71

Secondary/additional access must be more effectively evaluated in the EIR and provided for emergency apparatus/vehicles. The "Transportation and Traffic Study Area" (Bundy Canyon area) is lacking adequate roadways and access; each new development/occupied building contributes to the problem of evacuation and emergency apparatus access because of a contributed amount of congestion. The un-improved roadway from the Getty could provide for emergency fire apparatus access if the roadway was improved to carry the weight of fire apparatus on an all-weather surface minimum 20 feet wide with gated access electrically controlled by the type of traffic signal pre-emption utilized by the LAFD. The existing roadways are too narrow for effective evacuation and ingress of emergency apparatus/vehicles with the permitted parking (the minimum street width should be 36 feet to allow parking on two sides, 28 feet with parking on one side only). Some roadways are as narrow as 19 feet; they are below the minimum California Fire Code requirement. On-site roadways need to meet the same width requirements; the Draft EIR does NOT specify whether the University roadways will or will not permit parking. 72

Fuel Modification (brush clearance) is paramount. California chaparral is approximately 80-95% dead, year round. Only a small amount of vegetation is green; the remainder is ready to burn. Fuel modification a minimum 100 feet is required by the CA Public Resources Code. 200 feet is required when there are steeper slopes surrounding any building. The brush must be cut down to minimal height and thinned out without getting down to bare soil which can prompt mud flows during heavy rains. The removed material must be transported off the site and disposed of. The cut material MUST NOT remain on site. There has not been enough work done to remove hazardous brush from the canyons surrounding the University. The Draft EIR does NOT specify the details of fuel modification that the University achieves nor the effectiveness of the current annual work to remove flammable chaparral (the Draft EIR simply states the LAFD requirements). IV.J.1-32 clearly indicates brush clearance standards, but there is NO INDICATION that the University currently achieves these standards. 73

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74

The California fire service has adopted the safety measures of Ready, Set, Go. ALL persons facing wildland fire risks in the Very High Fire Hazard Severity Zones (VHFHSZ) MUST prepare and adopt these measures in order to survive wildland fires. Failure to do so, can and often does result in injuries and even death when they are over-run by fast moving fires. The difficulty is getting ALL persons to prepare and practice for the inevitable. READY involves persons having their important belongings (medicines, medical records, property records, irreplaceable belongings, pets and pet items) ready to leave at a moment's notice. SET requires people to be aware of their surroundings and "subscribing" to various notifications that provide "real time" evacuation notices. GO is the most difficult to achieve; getting all persons to leave when notified...immediately; even with mandatory evacuation notices it is never even near 100% effective. All this said, any physical barriers to getting persons evacuated at the same time emergency responders are trying to enter into the fire area to move people and fight fire greatly increases the chances people will become trapped and will be injured or killed. "Red Flag Alert" days should require NO PARKING on all streets less than 36 feet wide in order to provide necessary emergency evacuation and emergency apparatus/vehicles response. Additionally, construction vehicles exceeding 10,000 pounds GVWR should be prohibited on Red Flag Alert days in order to improve emergency evacuation and emergency apparatus/vehicles response. Signs should be posted at the entrance to each street leading north from Sunset Blvd. that serves this area setting forth the Red Flag Alert day's restrictions and penalties (white sign with red characters).

75

Itemized comments to the Draft EIR include the following.

TABLE IV.J.1-1: The Response Times are listed as "average"; average is no longer accurate, the national standard is referred to as "90th percentile/percent". Response Times for the included stations should be revised to use the national standard. The national standard for career fire departments published by the National Fire Protection Association, referred to as NFPA 1710 (sections 3.3.53 and 4.1.2) sets forth Response Time standards; the City of Los Angeles does not have their own published standards. Even the antiquated use of "average" response time exceeds these national standards by several minutes. When the correct 90th percentile data is published, the station response times will fall even farther away from the national time standard. Every additional development/building will contribute to worsening these response times, unless adequate mitigation measures are included.

76

TABLE IV.J.1-1: The number of personnel and apparatus at Station 19 does not appear accurate (i.e. Station 19, the number of personnel on duty for a BLS Engine and an ALS Ambulance is generally not 18). The distance to the closest fire station is 2.6 miles; this distance FAR EXCEEDS the national standards, especially when the travel route is uphill through narrow streets and into the VHFHSZ.

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77

IV.J.1-19: The Draft EIR states, "The Project Site is also accessible by fire emergency vehicles from the Mt. Saint Mary's fire road. The fire road runs between the Campus and the Mountain Gate subdivision to the north of the crest of the Santa Monica Mountains and terminates at the north end of the Campus." This dirt fire road is not suitable for any emergency fire apparatus response, nor evacuation by University persons. It is too dangerous to use for vehicular traffic.

78

IV.J.1-24: The Draft EIR states, "The increase in construction traffic along neighborhood streets could potentially result in a conflict between emergency vehicles and haul trucks. In any event, emergency services have the first right to the use of the roadway during high priority calls, may use sirens to clear a path of travel, drive in the lanes of opposing traffic, bypass signals and stopped traffic, and implement other emergency measures in the use of the roadway." Sirens and red lights do nothing to move stalled traffic when there is congestion. The narrow streets in the area significantly limit the ability of emergency fire apparatus to respond quickly to the University and surrounding homes. Construction traffic only serves to increase the difficulty of emergency apparatus response. The number of "haul trips" during demolition and the number of delivery trips for materials including slow moving concrete trucks traveling up hill will significantly impact traffic and emergency response during those phases of construction. Large trucks cannot simply pull to the right for emergency responding apparatus/vehicles when there is no place on the roadway to pull over.

79

IV.J.1-28: The Draft EIR states, "Because the Project exceeds these distance standards, it would be required to install an automatic fire sprinkler system. The installation of an automatic fire sprinkler system would ensure that fire and emergency medical service impacts associated with the response distance between the Project Site and Fire Station Nos. 19 and 37 would be consistent with the Code requirement." A fire sprinkler system will NOT have ANY mitigation action on the majority of responses, Emergency Medical Services responses (rescues and medical emergencies such as illnesses and accidents).

80

IV.J.1-29: The Draft EIR states, "In the event of large-scale emergencies, secondary access for fire emergency vehicles is available via Getty Center Drive/Chalon Road." The access mentioned is extremely sub-standard and the surface, width, and possibly grade/angles of approach and departure exceed State and LAFD code requirements. It is not safe nor practical to use this access until it is improved.

81

IV.J.1-34: The Draft EIR states, "Further, a city-wide traffic pre-emption system allows the normal operation of traffic lights to be preempted by an emergency vehicle"; it does not clearly indicate that all intersections in the area are fully-equipped from all travel directions. Traffic signal preemption equipment is should be expanded to each intersection that any of the fire stations listed in the Fire Protection section, and other intersections with a travel direction from other nearby fire stations, where there does not already exist such equipment.

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TABLE IV.K-9: "Existing + Construction" traffic will greatly impact emergency response for each location with an estimated LOS of greater than "A" (EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used). When vehicles wait longer than one red light the delay and back up significantly increases emergency apparatus/vehicle response time. The Draft EIR includes "average" response times (which is an antiquated measure) and those times already exceed the national standard. Twenty-two months of construction will greatly impact emergency apparatus/vehicle response times. 82

TABLE IV.K-11, TABLE IV.K-12, TABLE IV.K-13, and TABLE IV.K-14: These tables show three repetitive locations with significant traffic impacts during construction, during both school year and summer time. The Draft EIR includes "average" response times (which is an antiquated measure) and those times already exceed the national standard. Twenty-two months of construction will greatly impact emergency apparatus/vehicle response times. 83

TABLE IV.K-18 and TABLE IV.K-19: These tables show three-six locations with significant traffic impacts during construction, during both school year and summer time. The Draft EIR includes "average" response times (which is an antiquated measure) and those times already exceed the national standard. Twenty-two months of construction will greatly impact emergency apparatus/vehicle response times. 84

IV.K-83: The Draft EIR states, "Threshold e) Would the project result in inadequate emergency access? As discussed in Chapter VI (subsection Impacts Found not to be Significant) of this Draft. EIR and in the Initial Study (Appendix A of this Draft EIR), construction and/or operation of the Project would not result in inadequate emergency access. The Project would have a less than significant impact with respect to Threshold e. As described therein, secondary emergency access would be available to the Project Site during large scale fire emergencies. In addition, emergency services have the first right to the use of the roadway during high priority calls, and may use sirens to clear a path of travel, drive in the lanes of opposing traffic, bypass signals and stopped traffic, and implement other emergency measures in the use of the roadway. With LAFD's high priority use of the roadway during emergencies, Project traffic is not anticipated to significantly impair the LAFD or LAPD from responding to emergencies in the area. No further analysis is required." As presented above, this section of the analysis contained in the Draft EIR is not accurate. The access mentioned is extremely sub-standard and the surface, width, and possibly grade/angles of approach and departure exceed State and LAFD code requirements. It is not safe nor practical to use this access until it is improved. Sirens and red lights do nothing to move stalled traffic when there is congestion. The narrow streets in the area significantly limit the ability of emergency fire apparatus to respond quickly to the University and surrounding homes. Construction traffic only serves to increase the difficulty of emergency apparatus response. 85

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Appendix H Public Service Correspondence, Letter of April 4 from the LAFD: The LAFD indicated, "Based on these criteria (response distance from existing fire stations), fire protection would be considered inadequate." The Draft EIR has not appropriately addressed the excessive distance, nor the lengthy travel times. 86

Appendix H Public Service Correspondence, Letter of April 4 from the LAFD: The LAFD indicated, "The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following: 1. Increased staffing for existing facilities. (I.E., Paramedic Rescue Ambulance and EMT Rescue Ambulance resources.) 2. Additional fire protection facilities. 3. Relocation of present fire protection facilities. There is NO INDICATION that this project has committed to its share of funding and based on the size of the project and its remote location in the VHFHSZ. The finished operation, increased occupancy numbers and increased events will increase the number of responses, forever. 87

Appendix I Transportation and Traffic, Letter of April 4 from the DOT to Planning Department: The letter indicates that the DOT identified "several mitigation measures for the traffic impacts, but that all WERE NOT FEASIBLE." 88

Peter M. Bryan

Peter M. Bryan, Associate
The McMullen Company

The McMullen Company, Inc.

Peter M Bryan

Summary of Qualifications

- 40 years in Public Safety with 28 years of Public Administration in Fire Chief and Chief Officer positions
- Developed four comprehensive fire and emergency services strategic plans and responsible for adoption by the governing City Council
- Interim Fire Chief for agencies in 2010; 2011-12; and 2014
- Expert testimony in legal cases involving employment law and fire protection safety
- Extensive experience in developing and implementing strategic planning process in multiple agencies, resulting in the improvement of services to the public and adoption of plan elements
- Developed and implemented two Paramedic programs and improved services in two other agencies
- Extensive experience in developing and implementing fees and other revenues, and cost containment practices in four agencies
- Developed and implemented new and updated employee policies/rules and regulations for four agencies
- Experienced fire chief in career and paid-call/combination departments serving populations from 8,000 to 180,000
- Trainer and facilitator for leadership and management programs; presenter at League of CA Cities; IAFC FRI; NFPA; CA Fire Chiefs Conference, Prevention Officers, Administrative Fire Services Section, and Training Officers; CA State Firefighters Association
- Emergency Response and Preparedness Planning including LHMP, EOP, and EOC Operating Manuals; EOC Operations and Planning Section Chief qualified. Disaster management and claims reimbursement for major wildland fires, significant floods and windstorms, and earthquakes for communities up to 50 square miles and 180,000 population
- Workers compensation case management including litigation, claims reduction programs, and wellness improvement programs for agencies with up to 124 employees
- Coordinated fire service agency transition for city service to county/state provided service
- Extensive direct interaction with state and local government, Councils, Boards and Agencies with leadership roles
- Diverse experience teaching including University undergraduate, pubic sector, professional development in continuing education; California State University Los Angeles, Cogswell Polytechnical College, and Community Colleges

Leadership, Management and Supervision

- Selected to lead city and special district fire service agencies 1996 to 2014 with up to 125 personnel
- Developed and implemented mentoring and succession planning programs
- Excellent skills in personnel administration and supervision
- Excels in time management, program delegation, and project multi-tasking
- Excellent written and oral communications skills and experience

Fiscal Budgeting and Program Administration

- Excellent experience and displayed skills in budgeting and fiscal expenditure controls
- Lead staff in the development of fiscal analysis program development and administration of new fiscal controls
- Administration and supervision of budgets with total value up to $ 75 million
- Ability to administer formal/informal request for proposals, specifications, bidding and execution of contracts
- Experienced in fire facilities construction and contract administration

Work Experience

2001, 2014-18 California State University Los Angeles, California

Adjunct Faculty – Part Time

- Develop undergraduate fire administration and technology program courses and provide instruction
- Fire Protection Laws
- Fire Defense Planning
- Emergency Management & Terrorism

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- Fire Prevention and Building Codes: Interpretation and Enforcement

2012-17 Mt. San Antonio College Walnut, California

Adjunct Faculty – Part Time

- Develop and write undergraduate fire administration and technology program, provide instruction

2014 City of Hemet Fire Department Hemet, California

Interim *Fire Chief*

- Supervising and administering a fire department serving a population of approximately 85,00 with 51 total personnel
- Implemented new Paramedic program
- Analyzing feasibility of a contract for fire services as determined by the City Council; develop transition plan if directed
- Annual development and approval of the budget including operations, payroll, and accounts payable
- Manage a semi-annual weed abatement program, including notices, AP, AR elements

2011-12 City of Norco Fire Department Norco, California

Interim *Fire Chief*

- Supervising and administering a fire department serving a population of approximately 35,000 including service to a U.S. Navy facility and state corrections prison
- Managed and coordinated the transition to a county/state fire services contract
- Maintained the high quality ALS EMS, fire service and rescue services to the public through completion of the transition

2010 Wheatland Fire Authority Wheatland, California

Interim *Fire Chief*

- Supervising and administering a paid-call/combination fire department serving approximately 8,000 residents, 90 square miles, and a recreation and concerts population that can exceed 25,000
- Annual development and approval of the budget including operations, payroll, and accounts payable
- Development of strategic and staffing plan to meet the increasing service demands and LAFCo/County Planning development regulations

2001-09 City of Rancho Cucamonga Fire District Rancho Cucamonga, California

Fire Chief

- Directed department operations and functions serving 180,000 population with 116 full-time and 8 part-time personnel
- Annual development and approval of $ 25 million budget including operations and personnel and $ 50 million capital projects
- Lead staff in the development of strategic and staffing plan to meet the service demands through more effective and cost efficient utilization of resources including staffing
- Lead the development of the comprehensive performance evaluation system
- Supervised the team and attorney consultants to develop and adopt the comprehensive employee rules and regulations including FBOR provisions
- Implemented Fire Inspection Bureau programs and staffing by the use of new recurring revenues
- Developed and implemented wellness improvement and injuries/workers compensation reduction programs
- Developed and implemented state-of-the-art automated Emergency Operations Center, EOC Operations Manual, and EOP

Battalion Chief

- Responsible for personnel development program in leadership and technical skills

1999 -01 City of Monrovia Fire Department Monrovia, California

Fire Chief

- Directed department operations and functions serving 45,000 population with 60 full-time personnel
- Annual development and approval of $ 15 million budget including operations and personnel
- Lead staff in the development of strategic and staffing plan to meet the service demands through more effective and cost efficient utilization of resources including staffing
- Developed and implemented new recurring revenue program based on development impacts

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1996-99 City of Norco Fire Department Norco, California

Fire Chief

- Directed department operations and functions serving 35,000 population with 35 full-time personnel
- Annual development and approval of $ 10 million budget including operations and personnel
- Lead staff in the development of strategic and staffing plan to meet the service demands through more effective and cost efficient utilization of resources including staffing
- Developed and implemented new recurring revenue program based on development impacts
- Developed and implemented new Paramedic program

1973-96 Cities of Victorville, Ontario, Upland Fire Departments California

Fire Division and Battalion Chief, Captain, Fire Investigator, Inspector, Engineer, Firefighter

1984-04 Bryan and Associates Consulting Rancho Cucamonga/Monrovia, California

Principal and CEO

- Principal and owner of Bryan and Associates a fire and life safety consulting firm; Expertise in code consulting; new development; development of wildland urban interface/intermix fire protection plans; station, apparatus, and personnel implementation schedules. Significant projects include a 10,000 acre strategic and development plan, 2,500 home fire protection plan, missile defense contractor, jail, regional shopping mall, regional airport terminal, and convention center.

Education

Pacific Western University Los Angeles, California
Master of Science Fire Protection Administration – May 1986

California State University Los Angeles, California
Bachelors of Science Fire Protection Administration and Technology – September 1984

California State Fire Marshal Training and Education System Sacramento, California
Fire Chief Certification – July 2001
Chief Officer Certification – May 1990

California State Education System
Lifetime/Full-time Community College Teaching Credential - 1984

Publications and Instructor/Expert/Presenter Experience

- **Author:** Fire Engineering
  Fire Service Ethics Meets News Media Coverage - 2016
  Are Your Critical Decision-Making Skills Evolving? – Aug 2015
  Family Member Medical Crisis…How Would You Respond? – Dec 2013
  Reducing Unwanted Alarm System Initiated Incident Responses – Jan 2013
  Firefighter Wellness and Fitness: Is It About Time for a Mandatory Program – Jan 2013
  Fire Service Leadership and Management: Revenue Change Based Negotiations for Fire Departments – Dec 2012
  Effective Simple Performance Evaluations for Fire Service Personnel – Nov 2012
  Transition, Merger, Consolidation: Managing Fire Service Changes – Sep 2012
  You Really CAN Reduce Fixed Public Safety Costs – Aug 2012
  Implementing Policies and Rules Can Help Rebuild Public Trust in Government – May 2012
  Self-Supporting Inspection Bureau – Jan 2012
  How to Improve Your Workers Compensation Program – Aug 2011
  Automating Emergency Operations Center – May 2011
  A Model for Reducing Injuries and Their Costs – Feb 2010
  Evaluating Fire Service Delivery – Apr 2008

- **Faculty/Instructor/Presenter Experience:**
  League of CA Cities 2013 and 2015 Leading Change in the New Reality
  California State University Los Angeles Part-Time Faculty, 2001, 2014-15
  IAFC FRI 2013 Performance Evaluations, Leading Change in the New Reality; 2012 Wellness and Workers Compensation – Reducing Injuries
  NFPA 2013 Reducing Unwanted Alarm System Responses

CSFA 2013 Wellness is Everyone's Responsibility
CA Fire Chiefs 2012 Managing the Difficult Times
Cogswell Polytechnical 2010-2011 Analytical Approaches and Disaster/Defense Planning Courses
CA Fire Chiefs AFSS Division 2011 Conflict Resolution and Labor Relations
CA Fire Chiefs FPO Division 2011 and 2010 Bureau Administration
Southern CA Finance Officers 2008 Personal Development

- **Expert Testimony and Deposition Experience:**
  Employment Laws Personnel Court Testimony 2017
  Fire Department Operations 2017
  Liebert Cassidy Whitmore Expert Witness in Employment Practices 2013

Leadership, Professional Affiliations, and Community Involvement

- **Governor's Appointment:** California 911 Advisory Board – 2005-2013
- **Professional Member:** Society of Fire Protection Engineers
- **Committee Member:** International Association of Fire Chiefs
- **Board Member:** California Fire Chiefs Association – 1996-2010
- **Elected President:** San Bernardino County Fire Chiefs Association
- **Elected President:** San Bernardino County Fire and Arson Investigators Association
- **Elected/Distinguished President:** Kiwanis Club of Upland Foothill – 1991
- **School Site Council Chair and Member:** Los Osos, Etiwanda, and Alta Loma High Schools – 1995-2011

Summary of Relationships with Governmental Agencies

- **Cities of Chino, Montclair, Ontario, Rancho Cucamonga, and Upland**: 2004-2009
  Board of Director for West End Communication Authority (in conjunction with each City Manager)
- **City of Hemet**: 2014
  Interim Fire Chief; implement Paramedic program; manage weed abatement semi-annual program; manage transition of fire services process
- **City of Hesperia and Rancho Las Flores Development**: 1991-1994
  Developed Fire Protection Plan
- **City of Monrovia**: 1999-2001
  Fire Chief (includes working with proposed Miller Development); Department of Health Services; Monrovia Kiwanis Club; Mutual Aid Agreements
- **City of Norco**: 1996-1999 and 2011-12
  Fire Chief and Interim Fire Chief (includes working with Hidden Valley Development); Managed transition to County Fire; AMR agreements; Mutual Aid Agreements
- **City of Ontario**: 1978-1979, 1995-2004, and 2004-2009
  Consultant; Fire Inspector/Investigator (New construction and development consultant and project manager with City Manager for radio system upgrade)
- **City of Rancho Cucamonga and Rancho Cucamonga Fire District**: 1988-1994 and 2001-2009
  Fire Chief; develop and approval of five-year strategic plan; Consultant; AMR agreement
- **City of Upland**: 1979-1996
  Fire Marshal and Battalion/Division Chief
  Upland Foothill Kiwanis President
- **City of Victorville :** 1973-1978
- **County of San Bernardino and Lytle Creek Development**: 1996-1998
  Developed Fire Protection Plan
- **State of California 9-1-1 Advisory Board Member and Long Range Planning Committee Chair 2005-2013**
- **Wheatland Fire Authority:** 2010
  Interim Fire Chief

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Email: tmc@themcmullencompany.com • www.themcmullencompany.com

CHATTEN-2

Kathleen King <kathleen.king@lacity.org>

Comments on the Mount St. Mary's University Chalon Campus Wellness Pavilion Project; April 2014; EVN-2016-2319-EIR; SCH#2016081015

1 message

Cynthia Kellman <cpk@cbcearthlaw.com> Tue, Jun 12, 2018 at 4:13 PM
To: King Kathleen <kathleen.king@lacity.org>
Cc: Doug Carstens <dpc@cbcearthlaw.com>

1

Dear Ms. King,

Below please find a Dropbox link to a letter from Douglas Carstens regarding the above-captioned subject.

https://www.dropbox.com/sh/i2op068xgq7ax75/AAC345BRpG8jwmh9eEmVjARKa?dl=0

I am mailing you a paper copy as well.

Please feel free to contact me with any questions or concerns.

Cynthia Kellman

CHATTEN-BROWN & CARSTENS

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DPC@CBCEARTHLAW.COM

June 12, 2018

By email and mail

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
Email: *kathleen.king@lacity.org*

Re: Comments on the Mount St. Mary's University Chalon Campus Wellness Pavilion Project; April 2014; ENV-2016-2319-EIR; SCH #2016081015

Dear Ms. King:

2

On behalf of the Sunset Coalition[1] and the Brentwood Residents Coalition[2], we object to the approval of the Mount St. Mary's University (MSMU or University) proposed expansion project at the Chalon Campus (Project). Both groups strongly oppose the Project and the effects it will have on traffic, fire safety, parking, public safety, aesthetics, air quality, noise, and other issues.

Through extensive research done by the Sunset Coalition and Brentwood Residents Coalition, it was discovered that the University has been violating its permits

[1] Sunset Coalition is an unincorporated organization founded by concerned residents and organizations and represents the thousands of individual residents from Pacific Palisades to Brentwood impacted by the unprecedented number of large development projects that threaten to impact traffic, safety, and the environment in the Sunset Corridor between the 405 freeway and the Pacific Ocean. The organization includes Residential Neighbors of Archer, Brentwood Residents Coalition, Brentwood Hills Homeowners Association, Upper Mandeville Canyon Association, Bel Air Skycrest Property Owners' Association and Bundy Canyon Association.

[2] The Brentwood Residents Coalition is a grass roots, non-profit advocacy group whose purposes are to preserve and enhance the environment and quality of life in Brentwood, to protect the integrity of residential neighborhoods, to assist with planning, to uphold zoning and municipal codes, to encourage traffic safety, and to educate the public on issues that affect quality of life and the environment.

2

for decades by increasing enrollment and commercializing the Campus with no requests for expansion or the proper CEQA review that would accompany such requests. This intensification of use has added hundreds of car trips to the local substandard hillside streets, created traffic hazards and parking shortages, and increased fire risk. On May 29, 2018, these organizations submitted a detailed letter to Councilmember Bonin and Planning Director Bertoni to request that revocation proceedings be immediately commenced to revoke, partially revoke, or further condition MSMU's deemed approved CUP (see attached). The letter set out the extensive factual and legal basis for this revocation request.

Given the University's past history and continuing violations, the revocation request must be processed without delay even though portions of that revocation request are relevant to the Project that the Draft EIR analyzes. While the revocation request is being considered no further allowances or expansions can be permitted. Therefore, the Project should be denied entirely outright.

However, if the Project is further considered, we ask that you address the points raised in the Revocation letter, including but not limited to the following:

1. The enrollment assumed in the project description is inaccurate and must be reassessed based upon documented past approvals limiting enrollment to 750 (Revocation Letter, pp. 11-24);
2. Events that commercialize the campus and that are not consistent with the educational mission of the University must be prohibited, including but not limited to non-student events such as camps, weddings, filming, leasing/renting the facility (Revocation Letter, pp. 24-29);
3. Mitigation measures for traffic and parking impacts have been tried but have not worked because they are not enforceable or effective (Revocation Letter, pp. 35-45);
4. It would not be possible to use certain roadways for construction and fire route access because they are private and are substandard (Revocation Letter, Enclosure 1, p. 3);
5. MSMU first year students are not allowed to have cars on campus so rental car services and Transportation Network Companies such as Uber and Lyft will generate trips to and from campus that have not been accounted for in the traffic analysis.

2 (cont.)

6. Valet service as proposed not only does not work as it has been tried in the past but also adds traffic by requiring valet employees to be added to other staff traffic trips.

3

Furthermore, we are herewith submitting a traffic analysis prepared by Allyn D. Rifkin of the Rifkin Transportation Planning Group, RTPG. Among other points, this detailed traffic analysis identifies significant underestimations and inaccuracies in the Draft EIR's traffic analysis including the following:

1. Trip generation numbers are unsubstantiated and must be based on traffic surveys of other similar projects;
2. Detailed operations analysis should assess traffic impacts including spreading to off-peak traffic hours;
3. Peak hour traffic flows must be evaluated to determine if local streets are limited by roadway widths;
4. Construction impact mitigation must be detailed further and include a cumulative impact analysis;
5. Enrollment may not exceed a cap of 750 under prior approvals yet the analysis assumes a higher baseline of enrollment.

These and other significant flaws in the Draft EIR's analysis must be remedied and recirculated for further comment.

4

CONCLUSION.

Even after mitigation, the Project will result in significant and unmitigated negative impacts on Brentwood and the residents who live in the area. The City must reject this project in its entirety and instead address the concerns in the letters submitted by neighborhood residents in response to this Draft EIR. Only the no project alternative would avoid unacceptable significant impacts that are created by the Project.

Thank you for consideration of these comments.

Sincerely,

Douglas P. Carstens

Douglas P. Carstens

Enclosures:

1. Chatten-Brown & Carstens LLP Letter to Councilmember Bonin and Planning Director Bertoni dated May 29, 2018
2. The Rifkin Transportation Planning Group Letter to Sunset Coalition and Brentwood Residents Coalition dated June 12, 2018

ENCLOSURE 1

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May 29, 2018

Honorable Mike Bonin
Councilman, CD11
200 North Spring Street
Los Angeles, CA 90012-4801

Vincent Bertoni
Director of Planning
200 North Spring Street
Los Angeles, CA 90012-2601

RE: Request for Revocation – Conditional Use Authority – Case No. CPC 4072 – Mount St. Mary's University - 12001 Chalon Road, Los Angeles, CA 90049; Deemed-Approved CPC-1952-4072-CU-PA1; ENV-2016-2319-EIR

5

Dear Councilmember Bonin and Director Bertoni:

On behalf of Sunset Coalition and Brentwood Residents Coalition (BRC), we hereby request that formal revocation action be initiated in accordance with the provisions of sections 12.24.Z and 12.27.1.B of the Los Angeles Municipal Code to revoke the current conditional use authority for Mount St. Mary's University (referred to as "University," "Chalon Campus," and "MSMU").

The University has violated conditions of its Conditional Use Permit (CUP) and it has been operated in a way that adversely affects the public health, peace, or safety of persons residing or working on the premises or in the surrounding area, adversely impacts nearby uses, violates provisions of the Los Angeles Municipal Code, and violates conditions imposed by prior discretionary land use approvals.

Sunset Coalition is an unincorporated organization founded by concerned residents and organizations and represents the thousands of individual residents from Pacific Palisades to Brentwood impacted by the unprecedented number of large development projects that threaten to impact traffic, safety, and the environment in the Sunset Corridor between the 405 freeway and the Pacific Ocean. The organization includes Residential Neighbors of Archer, Brentwood Residents Coalition, Brentwood Hills Homeowners Association, Upper Mandeville Canyon Association, Bel Air Skycrest Property Owners' Association and Bundy Canyon Association.

5 (cont.)

The Brentwood Residents Coalition is a grass roots, non-profit advocacy group whose purposes are to preserve and enhance the environment and quality of life in Brentwood, to protect the integrity of residential neighborhoods, to assist with planning, to uphold zoning and municipal codes, to encourage traffic safety, and to educate the public on issues that affect quality of life and the environment.

As detailed further below, the Brentwood community first sought revocation of the University's CUP to operate a school in a residential neighborhood in 1996, through the Bundy/Norman Place Committee and the Brentwood Homeowners Association. That revocation request was based on the University's (1) renting and leasing of the Chalon Campus for outside events in violation of the Municipal Code and (2) exceeding enrollment limits imposed through a 1984 CUP for a parking structure on the University's campus.

The community presented a comprehensive list of CUP violations and followed it up with a full traffic study that provided evidence to the city of detrimental impacts from excessive campus operations. Unfortunately, Bob Rogers, the city planner who reviewed the case, failed to address the community's concerns stating he found insufficient evidence to support the initiation of a revocation action. He recommended University staff meet with affected residents to resolve long simmering traffic issues and stated that if additional evidence were submitted regarding uses not permitted by conditional use grants or evidence of excessive traffic, the city planning department would further consider initiation of revocation proceedings.

The substantial evidence provided with this letter is more than sufficient to establish the CUP violations that Mr. Rogers failed to recognize. We provide a detailed, evidence-based history spanning 90 years of problems due to University expansion, enrollment increases outside events, commercial use of the campus, and generally wholesale intensification of use. This intensification has led to traffic congestion, hazardous driving and roadway conditions, parking shortages, and the exacerbation of fire hazards that make all residents of this residential neighborhood less safe.

This evidence documents the University's longstanding pattern and practice of creating significant negative impacts on the community by its actions as well as its unreasonable failures to act. The University has promoted a multitude of different self-imposed but futile "mitigation" measures that have had little if any effect. There has been little success due to the failure to control impacts in the most effective ways, i.e., by limiting enrollment and commercial events. Because of MSMU's illegal intensification of use in violation of CUP and zone variance conditions, with continuous increases in enrollment and outside events and ongoing unmitigated traffic and safety impacts, we are requesting revocation of the University's deemed approved CUP.

I. BACKGROUND.

A. Legal Background.

Revocation of a conditional use permit is provided for in the Los Angeles Municipal Code when various conditions are met.

LAMC Section 12.24.Z provides:

> If the applicant fails to comply with the conditions of any conditional use or other similar quasi-judicial approvals granted pursuant to this section, the Director or the appropriate Area or City Planning Commission..., upon knowledge of the fact of non-compliance, may give notice to the record owner or lessee of the real property affected to appear at a time and place fixed by the Area or City Planning Commission or Director and show cause why the decision granting the approval or conditional use should not be repealed or rescinded.... [T]he Area or City Planning Commission or the Director may revoke, temporarily suspend or impose further restrictions on the conditional use or other similar quasi-judicial approval.

(LAMC Section 12.24.Z.)

LAMC Section 12.27.1.B provides:

> [T]he Director may require the modification, discontinuance or revocation of any land use or discretionary zoning approval if it is found that the land use or discretionary zoning approval as operated or maintained:
>
> 1. Jeopardizes or adversely affects the public health, peace, or safety of persons residing or working on the premises or in the surrounding area; or
> 2. Constitutes a public nuisance; or...
> 4. Adversely impacts nearby uses; or...
> 5. Violates any provision of this chapter; or any other city, state, or federal regulation, ordinance, or statute; or
> 6. Violates any condition imposed by a prior discretionary land use approval including approvals granted pursuant to ... this Code....

(LAMC Section 12.27.1.B.)

The Municipal Code refers to a "public nuisance" created by a permitted use and a use that unreasonably "adversely impacts nearby uses." Such a use is a private nuisance. A nuisance may be both a public nuisance and a private nuisance at the same time. (*Newhall Land & Farming Co. v. Superior Court* (1993) 19 Cal. App. 4th 334.) A

6 (cont.)

private nuisance is the unreasonable, unwarranted, or unlawful use by an individual of his or her own property so as to interfere with the rights of others. (*Wolford v. Thomas* (1987) 190 Cal. App. 3d 347, 358.)

A claim for private nuisance involves three elements: interference with use and enjoyment of property, invasion of a property owner's interest in the use and enjoyment of the land, and actions of "'such a nature, duration or amount as to constitute unreasonable interference with the use and enjoyment of the land.'" (*San Diego Gas & Electric Co.*, 13 Cal.4th at p. 938.) So long as the interference is substantial and unreasonable, and would be offensive or inconvenient to the normal person, virtually any disturbance of the enjoyment of private property may amount to actionable private nuisance. (*Monks v. City of Rancho Palos Verdes* (2008) 167 Cal.App.4th 263.)

A public nuisance is one that encompasses the foregoing definition of private nuisance and affects an entire community or neighborhood or a considerable number of persons, even though the extent of the annoyance or damage may be greater for some individuals than for others. (Civ. Code, § 3480; *People ex rel. Gallo v. Acuna* (1997) 14 Cal. 4th 1090, 1104.)

The University operates and maintains its campus in such a way as to create both public and private nuisances as described below.

B. The Chalon Campus of Mount St. Mary's University.

1. Existing Condition.

a. The Chalon Campus Setting.

7

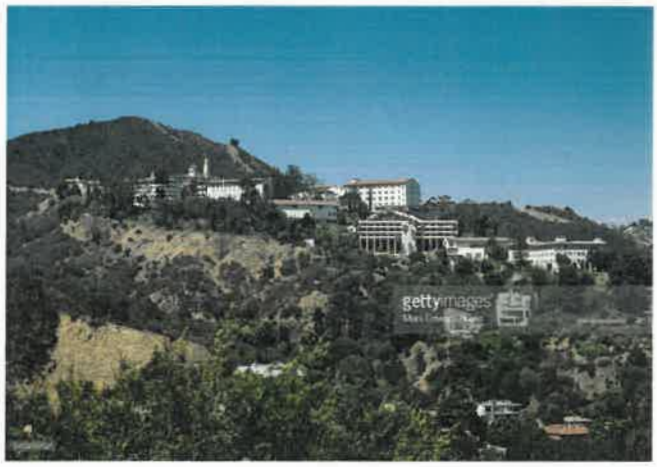
Mount St. Mary's University is located at 12001 Chalon Road in the Brentwood neighborhood within the City of Los Angeles. The 45-acre Chalon Campus is set along a ridge crest on the southern flank of the Santa Monica Mountains.

The University's entrance is accessible only from Bundy Drive and Chalon Road, approximately 2 miles north of Sunset Boulevard. Immediately south and adjacent to the Campus along Chalon Road is the Carondelet Center, a large building that serves as the provincial headquarters for the Sisters of St. Joseph of Carondelet, a separate entity from MSMU (although ingress and egress is shared with the University).

The Chalon Campus is bounded on three sides by undeveloped open space owned by the University. The Getty Center is located .5 miles southeast and owns open space which abuts the Campus. MSMU's irregularly-shaped and steeply sloping property is located at an elevation above surrounding properties on the east, south and west, all

7 (cont.)

zoned RE15-1-H, low density residential. The Campus and properties to the north are zoned RE40-1-H, low density residential.



b. Street Conditions.

The narrow, winding hillside roads leading to the Chalon Campus are designated as substandard hillside local limited streets. Allyn Rifkin, former Chief of LADOT, Bureau of Planning and Land Use Development, explains in his report that the roads accessing the Chalon Campus are designated as "local" because they are "very narrow, windy, lacking sidewalks, and with limited sight-lines." The roads (Bundy Drive, Norman Place, Chalon Road and Saltair Avenue to the north of Sunset) range between 30 to just 19 feet wide. "[T]hese *roads... 'are intended to accommodate lower volumes of vehicle traffic.'"* And the "*sections of roadway below 20-feet are substandard by any of the City applicable standards and unsafe for two-way traffic.*" (See Allyn Rifkin, P.E., report, "Traffic and Circulation Issues – Regarding the proposed Mount St. Mary's University Expansion," May 23, 2018, Enclosure 1, p. 3, emphasis added.)

7 (cont.)



Indeed, these local roads are so narrow in places that cars traveling in opposite directions have difficulty passing each other, especially where vehicles are parked on one or the other side of the street. The driver of one vehicle is frequently forced to quickly pull over to the side to allow the other vehicle to pass. This unsafe roadway condition is commonly experienced by neighboring Bundy Canyon residents.

The situation is even more challenging and dangerous when MSMU's buses, shuttles and large delivery trucks are navigating these hillside roads to or from the Campus. As Rifkin explains, large vehicles like buses necessitate wider widths than on these narrow local roads.

c. Very High Fire Hazard Severity Zone.

What makes the location of the Chalon Campus even more precarious is its hillside location within a designated Very High Fire Hazard Severity Zone (VHFHSZ). The designation is based on the area's vegetation density, slope severity and several other factors that heighten the risk and severity of fire. The designation requires responsible authorities to identify measures that will limit or halt the rate of fire spread and reduce the intensity of uncontrolled fire through vegetation management and the implementation of development standards to minimize loss of life, resources and property.

In that manner, fire-safety risk must be managed through sensitive planning focused not only on fire prevention and mitigation, but also ready access for fire fighters and safe egress for residents and visitors if evacuation is necessary. Unfortunately, the University has a long history of violating development conditions on enrollment and events intended to protect the safety of its students, faculty and staff, as well as the hundreds of neighboring resident families, during fire emergencies and at other times.

2. History of Fires near the Chalon Campus.

Brentwood north of Sunset Boulevard is an area of severe fire danger, as fires in the past have shown. Residents must share the same narrow evacuation routes of Bundy Drive, Norman Place, Saltair, and Chalon Road as all persons located at MSMU.

a. The 1961 Bel Air Fire.

On November 6, 1961, the infamous Bel Air Fire, fueled by strong Santa Ana winds, destroyed 484 homes, 21 other buildings and burned 16,090 acres in Bel Air and Brentwood. Thousands of people were forced to evacuate. The 405 freeway was newly constructed and thought to be a great manmade barrier, but embers from the massive flames jumped across it. The Los Angeles Fire Department called The Bel Air-Brentwood Fire one of the worst fires in the history of Los Angeles. (See Los Angeles Fire Department Historical Archives, http://www.lafire.com/famous_fires/1961-1106_BelAirFire/1961-1106_LAFD-Report_BelAirFire.htm, see also The Los Angeles Fire Department-produced documentary film "Design For Disaster," http://www.scpr.org/news/2011/11/07/29756/50-years-ago-today-bel-air-fire/.) In response to that tragedy, Los Angeles banned wood shingle roofs and adopted one of the most stringent brush clearance policies in the country.

The Chalon Campus suffered significant damage in the Bel Air Fire. One-fifth of the Campus and part of the Carondelet Center were destroyed. According to the Mount Archives Blog, *"At one point, the Chalon Campus was almost completely surrounded by fire."* (See "Fire on the Mountain," The Mount Archives history blog, July 5, 2011, Enclosure 2, emphasis added.) The possibility of the entire campus going up in flames was so close to reality, the local evening news (wrongly) reported that the College had burned to the ground.



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The Bel Air Fire was not the first time the Chalon Campus faced fire danger. Two or three times in the past, "*the College was in imminent danger of destruction by brush fire, going right back to the beginning in the 1930s.*" (*Id.*, emphasis added.)

b. The Many Fires Threatening Brentwood over the Past 15 Years.

Thankfully, the Bel Air Fire was the only fire that caused significant damage to the Chalon Campus. Since then, however, the University (as well as the Carondelet Center) has been impacted by a number of area fires, some of which were so threatening that full evacuations were required. That should not be a surprise because the threat of hillside brushfire has dramatically increased in recent years.

Just focusing on the past 15 years, there have been far too many warnings to ignore. On May 4, 2004, a fire broke out in the kitchen of the Carondelet Center. The residents were evacuated to neighboring Mount St. Mary's University. As reported in MSMU's magazine, "*...the road to the College had been closed because of the fire engines and possible danger.... Father George O'Brien recalled wondering if there was a brush fire–not uncommon in the surrounding hills.*" (See "Remarkable Service to Our Dear Neighbors," The Mount, Summer 2004, Enclosure 3, emphasis added.)

On July 9, 2009, a brush fire broke out above the Getty Center's parking facilities. Before it was contained, it quickly burned through 80 acres forcing the Getty Center and MSMU to evacuate: "*College was not in session but 100 staff members were being evacuated along with 200 other people attending a conference... The school used campus shuttles to take them out...*" (See "L.A. Fire Forces Evacuation of Getty Center, Mount St. Mary's College," Fox News, http://www.foxnews.com/story/2009/07/09/la-fire-forces-evacuation-getty-center-mount-st-mary-college.html, emphasis added.)

On September 4, 2010, a small fire scorched 10 acres of brush on the east side of the I-405 freeway at Getty Center Drive. The next day, the fire reignited brush along the freeway, forcing firefighters to get back on the hillside and closing one lane of the freeway over the Sepulveda Pass. A city fire dispatcher reported that firefighters had remained on site all night in case of just such a flare-up: "*We're baby sitting this whole thing. We always have flare ups.*" (See "Bel Air Brush Fire Flares Up Again Next To 405 Freeway," Beverly Hills Courier, http://bhcourier.com/bel-air-brush-fire-flares-up-again-next-to-405-freeway/, emphasis added.)

On Friday afternoon, September 14, 2012, fire erupted in the Sepulveda Pass near the Getty Center burning for two days and destroying 70 acres, the largest fire in the area since the Bel Air fire. The Getty Center and the University voluntarily evacuated using Chalon Road because of the location and direction of the fire: "*A fast-moving, rapidly*

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growing brush fire along the Sepulveda Pass was causing students and staff to evacuate Friday afternoon from Mount St. Mary's College near the Getty Center." (See "Sepulveda brush fire: Mount St. Mary's College evacuating," LA Times blog, http://latimesblogs.latimes.com/lanow/2012/09/sepulveda-brush-fire.html.)

The September 2012 evacuation clearly illustrates the risk to all area residents. Chalon Road connects the Getty Center with Mount St. Mary's University at the top of Norman Place. Hundreds of vehicles exiting from both campuses poured onto the narrow and winding hillside streets of Chalon Road, Norman Place and Bundy Drive. As Ellen King, a former Norman Place resident recalls, the resulting gridlock left local residents blocked and stuck in their driveways and unable to evacuate: "*We residents were left alone twiddling our thumbs. Once MSM was gone so were the [fire] trucks."* (See Ellen King email, April 17, 2017, Enclosure 4, emphasis added.)

That terrifying experience should be a lesson learned—and not forgotten as the University now seeks to expand its Chalon Campus. And that lesson was reinforced again on September 16, 2014, when a brush fire ignited in the1200 block of Getty Center Drive in the Sepulveda Pass, burning 80 acres and forcing the Getty Center to evacuate. More than 200 firefighters battled the flames as Getty visitors and staff were evacuated.

By 2017, it was clear we had entered a new era in fire danger—as evidenced by the many recent threats in the immediate area, in the region, and across the state. On May 28, 2017, an accidental blaze sparked by brush clearance workers in Mandeville Canyon, approximately 1.5 miles from the Chalon Campus, was declared a "major emergency." The fire charred 55 acres, forced evacuations, and took three days to attain full containment. (See "Mandeville Canyon 'major emergency' fire near Getty Center 95 percent contained," Daily News, https://www.dailynews.com/2017/05/29/mandeville-canyon-major-emergency-fire-near-getty-center-95-percent-contained/.)

Then on December 6, 2017, the Skirball Fire struck—the most damaging fire in the area since the 1961 Bel Air Fire. The blaze began as a brush fire near the I-405 and Skirball Center Drive. It burned for 10 days, scorched 422 acres, injured three fire fighters, destroyed 6 and damaged 12 structures, closed schools and cultural facilities, caused multiple evacuations and shut down the I-405 freeway and Sepulveda Boulevard. Evacuation orders covered a 3.2 mile range and many neighboring residents evacuated, while others were on mandatory evacuation watch for three days. Mount St. Mary's transported its students to its Doheny Campus.

Had the winds been blowing westward—as during the Bel Air fire and is typical during wind-driven fire events—the Skirball Fire could have easily crossed the 405 to threaten the Chalon Campus. Luckily, the winds chose another route and heroic firefighters managed to tame it before they changed course. Reasonable public safety

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decisions, however, cannot be based on the hope that favorable wind conditions will spare the area when the next brushfire erupts.



3. Realities of Living in a Very High Fire Hazard Severity Zone.

Just eight months before the Skirball Fire, a neighbor living within 500 feet of the Chalon Campus received a notice of non-renewal for fire coverage. It read, "*The property listed above poses an unacceptable risk for wildfire.*" (See Liberty Mutual Insurance letter, April 15, 2017, Enclosure 5, emphasis added.) The insurer listed the conditions justifying denial of coverage: "*close proximity to native and/or non-native flammable vegetation, wind patterns relative to fire fuel during typical wildfire season, and poor road accessibility for firefighting/emergency response equipment.*"

Following the Skirball fire, experts opined that the state has seen its most destructive year of wildfires in its history: "*Researchers warn that **2017 is a sign of what's to come**... The study concluded that property loss was most likely in neighborhoods with low to intermediate densities and in areas with a history of frequent fire*" such as Mount St. Mary's. (See "After California's most destructive fire season, a debate over where to rebuild homes," LA Times, http://www.latimes.com/local/lanow/la-me-ln-rebuilding-in-hazard-zones-20171216-story.html.)

Experts and elected officials weighed in on the realities of living in areas prone to wildfire. The majority of California's 10 largest wildfires have occurred in the last decade. California Governor Jerry Brown described the ongoing blazes as ***"the new normal."*** (See "How much did climate change affect California's wildfires? Depends on where you are." Vox, https://www.vox.com/energy-and-environment/2017/12/12/16762120/los-angeles-california-fire-climate-change.) According to Joe Edmiston, Executive Director of the Santa Monica Mountains Conservancy, "*Southern California has moved into a climate regime resulting in all-year*

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wildfire danger."

The dire combination of high fire danger and substandard hillside streets leading to and from the Chalon Campus, create a dangerous situation not only for the University's constituents, but also for many neighboring families along the evacuation route. With the history of fires in this Very High Fire Hazard Severity Zone, the increased risk due to climate change, and the substandard hillside streets that must be used in any evacuation, more students, more events, large buses and shuttles, and more traffic has been a recipe for disaster.

C. History of Chalon Campus Entitlements.

9

1. 1930-1983: Promises Made.

Mount St. Mary's University was established as a College in 1925 and became a University in 2015. At its inception, the institution was housed at St. Mary's Academy at Slauson and Crenshaw in Los Angeles. In 1928, the University purchased a property consisting of about 33 acres of land from the Los Angeles Mountain Park Company located in the Santa Monica Mountains (Brentwood), which became the site for the future Chalon Campus. The Chalon Campus opened in 1930 and in 1962, the University also opened another location, known as the Doheny Campus, located just south of downtown Los Angeles.

In the 1920's, the area surrounding the Chalon Campus was blanketed with an "A" zoning designation, which qualified as residential area and permitted only single-family homes. On October 20, 1928, Mount St. Mary's applied to the City of Los Angeles for a permit to establish a college for girls on the subject property. The "Application For Special Permit" stated that *"Property is now included within Zone A, which does not permit schools. Said change will not be materially detrimental to public welfare because of its use as an educational institution of the highest order."* (See Application For Special Permit, October 20, 1928, Enclosure 6, emphasis added.) Later that year, during a public hearing, in front of the City Planning Commission, a representative of the University stated, *"they will have between 150 and 200 students and the maximum number will be 500, about 75 of the students will be resident and 75 will be day pupils."* This statement was confirmed by one of the Commissioners *"it is the intention to have a minimum of 150 students and a maximum of 500 students."* (See Planning Commission Hearing transcript, 1928, Enclosure 7, emphasis added.)

On December 5, 1928, the City Council denied a report and recommendation from the Planning Commission, under Case No. 3066, that recommended that the property purchased by the College be classified in the "B" zone, thereby permitting the establishment of Mount St. Mary's College by right. Instead, the City Council partially

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adopted a report from the City Planning Committee, which stated that "*...in view of the special circumstances that attach to the property and in order to protect the adjoining property to the fullest extent, that the action of said Board (i.e., Board of City Planning Commissioners) in recommending that the property be placed in the "B" zone be not concurred in and that the City Attorney be instructed to prepare an ordinance under the terms of Section 4 of the Zoning Ordinance, allowing the establishment of said college on the property therein described...*" subject to the following condition – ***"That the plans for the buildings and the location of same be approved by this Council prior to the issuance of building permit."*** (See Zone Variance approval, December 5, 1928, Enclosure 8, emphasis added.)

On January 4, 1929, the City Council approved Ordinance No. 62642, granting an exception (i.e., variance) from the provisions of an earlier Ordinance, No. 42,666 that became effective on October 21, 1921. (See Ordinance No. 62642, January 4, 1929, Enclosure 9, emphasis added.) Ordinance No. 42,666 (New Series) passed by the Los Angeles City Council, provided for the creation of five zones in the City of Los Angeles ("A", "B", "C", "D" and "E"), with the subject property placed in "A" zone by the adoption of Ordinance No. 58283 which became effective on September 2, 1927. As mentioned previously, Zone "A" only permitted single family dwellings by right. This zone variance was granted ***"...but only so far as such exception is necessary to establish a college on that certain property..."*** (*Id.*, emphasis added.)

In accordance with the condition of Ordinance No. 62642, which required that the City Council must approve any plans for new buildings, on December 22, 1939, a permit for a Faculty Building was approved. (See Faculty Building approval, December 22, 1939, Enclosure 10, emphasis added.) In 1944, the University concluded the purchase of an additional 17 acres of land, adjoining the campus to the north. (See Application For Conditional Use, March 14, 1952, Enclosure 11 and Mary Germaine McNeil, "History of Mount St. Mary's College, Los Angeles, California: 1925-1975, Enclosure 12, p. 63.)

On June 1, 1946, under Ordinance 90,500 for the City of Los Angeles, the Comprehensive Zoning Plan became effective (see Los Angeles Zoning Code, 1946, Enclosure 13) and the property occupied by Mount St. Mary's College was classified under R1 One-Family Zone, subsequently changed to the RE40-1-H "low density residential" Zone in 1982. (See Zone Change Recommendation Report, May10, 1982, Enclosure 14.)

In addition, Ordinance No. 90,500 placed "Educational Institutions" under the authority of the Planning Commission as a Conditional Use. (See Los Angeles Zoning Code, 1946, Enclosure 13, p. 49.) Section 12.24 B.9 of this Ordinance states that "*Any of the ... uses existing at the time this Section (i.e. Section 12.24) became effective, shall be deemed to have been approved by the Commission and nothing in this Section shall be*

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construed to prevent the enlargement of existing buildings for such uses if all other regulations of this Article are complied with, including the conditions of any special district ordinance, exception or variance heretofore granting authorizing said use." (*Id.*, emphasis added.)

Additionally, under the newly adopted Zoning Code, Section 12.24.A.1, conditional uses for Educational Institutions required a mandatory public hearing: *"Uses for which at least one public hearing shall be held include: airports or aircraft landing fields; cemeteries; educational institutions; and golf courses (except driving tees or ranges, miniature courses and similar uses operated for commercial purposes)."* (*Id.*, emphasis added.)

In 1949, MSM built a swimming pool, bathhouse and tennis courts on the 17-acre lot. It was not until 1952, however, that the University applied for a conditional use for those structures and uses already existing. In its application, the University wrote, "*Inadvertently Parcel A was used for swimming pool, bathhouse, and tennis courts, as we did not realize at the time that it was not included in the original application for zoning. This was brought to our attention recently when a building permit was being taken out for a proposed building.*" (See Application For Conditional Use, March 14, 1952, Enclosure 11, emphasis added.)

On May 23, 1952, the City Council, under Case No. 4072, Conditional Use for expansion, approved plans to allow the addition of 17 acres of new land to the existing College site for future expansion and the construction of athletic facilities. (See City Plan Case 4072-CU, May 23, 1952, Enclosure 15.) Condition No, 3 states "***This grant shall only apply to school use involving educational subjects which are in conformance with the State Educational Code**, religious services, or religious educational activities.*" (*Id.*, emphasis added.)

An exhibit to the 1952 Plot Plan contains a list of 161 then-existing parking spaces required for the buildings on the Chalon Campus at that time. (See Plot Plan, Exhibit A, 1952, Enclosure 16.) City records also show that additional buildings were constructed between 1952 and 1984: two Facilities Management Buildings (1952 and 1964), Carondelet Hall (1958), William H. Hannon Theater and Humanities Building (1965), Jose Drudis-Biada Art Gallery and the Fine Arts Building (1974) and Yates, Aldworth and Burns Houses (1984.)

On March 5, 1964, the City approved a plot plan for a new Arts and Humanities building as a replacement for the old Arts Building, which was destroyed by fire in 1961 The report stated, *"The parking requirements for the Science Building, the Humanities Building, the Chapel and the Residence Hall, were found to be 161 spaces. As shown on Exhibit 'A-1,' the school will be able to accommodate 201 cars, including the new*

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proposed parking area." (See Approval of Plot Plan Report, March 5, 1964, Enclosure 17, emphasis added.) It is important to note that the report also addressed enrollment: *"This new building is not intended to house any additional students but to accommodate the existing enrollment."*

In 1979, the City Planning Commission approved a plan for four temporary housing units, to be located on an existing parking area behind the tennis courts. (See City Planning Commission Approved Plan, August 29, 1979, Enclosure 18.)

2. 1984: More Promises Made for a Modest Expansion of Facilities— Expressly Disavowing Any Increase In Enrollment.

On January 26, 1984, the City Planning Commission approved plans for the construction of a Faculty Residence Hall facility. Condition No. 1 stated, *"There shall be no increase in student enrollment beyond 750 students, until a parking structure is constructed at the southern end of the campus. In lieu of this, when an increase in enrollment beyond 750 students is contemplated, the college may apply to the City Planning Commission for a* ***review of the adequacy of existing and any proposed on-campus surface parking****."* Staff Report Comments noted *"The new residence hall is therefore being built to increase the number of students living on-campus,* ***not to increase enrollment.****"* (See City Plan Case 4072-CU, January 26, 1984, Enclosure 19, emphasis added.)

The Staff Report also stated, *"It should also be noted that, at the southern end of the campus, there is a proposed future parking structure. While no new parking is needed at the present time, future changes in enrollment could create a demand for more parking."* (*Id.* emphasis added.)

Further, the Staff Report concluded, *"That staff has recommended that any future expansions of enrollment be predicated upon the construction of the future parking structure at the southern end of the campus. While it is true, as the applicant has noted, that the proposed faculty residence hall contemplates a net addition of 10 parking spaces on-campus, with no increase in student enrollment, there would be no inherent control in this approval to insure that enrollment would not grow in an ad hoc fashion, apart from the condition relating future increases to the proposed parking structure."* (*Id.,* emphasis added.)

On March 26, 1984, The Blurock Partnership, an architectural firm representing Mount St. Mary's University, sent a letter to the Los Angeles Planning Department notifying the City that *"[a]t this time, the Mt. St. Mary's College would like to begin construction of this proposed parking structure."* The letter further suggested, *"If the current ratio of students to parking available is used, the enrollment on campus* ***could***

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***increase to 1037** from 750 with the additional 188 spaces (244-56 existing).*" (See The Blurock Partnership letter, March 26, 1984, Enclosure 20, emphasis added.)

In the process of reviewing the application for the proposed parking structure, on April 18, 1984 the City Planning Department issued a Mitigated Negative Declaration (MND.). The project description in the MND included no increase in enrollment, describing the project as, "*Conditional Use for a 4-story, 80,000 sq. ft. parking structure for 244 cars located on the Mount St. Mary's College campus on 45.5 net acres, zoned RE40-1-H.*" The MND "*concluded that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description.*" (See MND, April 18, 1984, Enclosure 21, emphasis added.)

The Mitigated Negative Declaration was further supported by an Initial Study Traffic Analysis, signed by the Los Angeles Department of Transportation (LADOT). The LADOT Analysis concluded *"Impact of Traffic Generation: Not Significant.* ***Provided that no enrollment increase is allowed.***" (See LADOT Initial Study Traffic Analysis, April 4, 1984, Enclosure 22, emphasis added.)

On July 12, 1984, the City Planning Commission conditionally approved plans for a multi-level parking structure on the University's site with 244 parking spaces, which later was amended to allow 268 spaces. Bob Rogers, Senior City Planner, signed the Staff Recommendation Report. Amongst the various conditions imposed, Condition No. 3 stated, *"That the ratio of parking to students shall not be less than 1/4 parking spaces for each student enrolled at Mount St. Mary's College."* (See City Plan Case 4072-CU, July 12, 1984, Enclosure 23, emphasis added.)

Based on the project description in the Initial Study Traffic Analysis and MND and as recommended by City staff in the January 1984 CUP, the condition related only to *"future increases to the proposed parking structure."* It did not permit an enrollment increase, which would have required an additional environmental review and traffic analysis, disclosure of potential significant impacts, and mitigation measures under CEQA.

This is further evidenced by the July 27, 1984 letter from the City Planning Commission to the University: *"Please be advised that the City Planning Commission on July 12, 1984 conditionally approved* ***the plans for a multi-level parking structure*** *on the Mount St. Mary's College site...Condition No. 4 revised to permit 268 spaces."* (See City Plan Case 4072-CU, July 27, 1984 Enclosure 23, p. 1, emphasis added.)

3. 1984-1995: Promises Broken.

Despite the validly and prudently imposed conditions on the Chalon Campus, the

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University has continuously—and illegally—acted without the requisite permission to increase its enrollment, expand the number of special events, and even going so far as renting-out campus facilities for large revenue-generating events. Similarly, illegal was the University's unilateral decision to expand its programming by offering evening and weekend classes, thereby operating seven days a week from early morning to late evening, without requesting the requisite approval.

The very substantial intensification of use has negatively and significantly impacted the surrounding residential community's quality of life.

Accordingly, in 1995, the Brentwood Homeowners Association (BHA) and a group of neighbors who were most immediately affected by the University's operations (the Bundy/Norman Place Committee "BNPC"), filed a request with the City to initiate a formal revocation of the University's conditional use authority. The BHA/BNPC letter was written by James J. Crisp, a former City of Los Angeles Associate Zoning Administrator. The request was based on the provisions of Section 12.24-J of the Los Angeles Municipal Code and by evidence of long-term and ongoing commercial use, significant traffic and noise, endangering public safety and other impacts created by the University's illegal intensification of use. (See James J. Crisp letter, August 29, 1995, Enclosure 24.)

The BNPC letter referred to the renting and leasing of the campus facilities for outside events and stated, *"use of the site for commercial use stands in direct violation of past and current provisions of the Los Angeles Municipal Code and there is no indication that any effort to reduce or eliminate these activities is being voluntarily undertaken at the present time. To the contrary, these commercial activities have been consistently promoted and expanded."* (*Id.,* p. 6, emphasis added.)

The letter also raised the issue of enrollment not being in compliance with the 1984 CUP for parking structure *"Potentially and knowingly violating the Conditions of Operation imposed under a Plan Approval dated July 12, 1984 which limited parking on the site to 268 automobile parking spaces and enrollment to a maximum of 1072 students."* (*Id.,* p. 7, emphasis added.)

The impacted neighbors further complained about the lack of response and cooperation from the University in addressing the serious concerns: *"Records and information received from the "BHA" and "BNPC" indicate that individuals and groups from the community have consistently tried to reach some degree of compromise or problem recognition from college representatives since at least 1989. All efforts have failed with the college representatives taking no initiative to resolve concerns or mitigate potential and real problems. Therefore, revocation is both needed and necessary with no other form or reasonable dialogue or solution available or acceptable to the parties*

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involved." (*Id.,* p. 6, emphasis added.) Upon receiving this request for revocation of MSM's conditional use permit, the City initiated an investigation that was led by Bob Rogers, Principal City Planner.

During the time the City was reviewing the case, the neighbors and the Brentwood Homeowners Association submitted an additional letter with the results of a very comprehensive traffic study that was commissioned by the Association. The letter stated, *"Both BNPC and BHA believe the results are highly pertinent to your and the City's determination regarding the previously submitted request for revocation of the CUP of Mount St. Mary's College and, further, buttress our contentions, made so often over the years, that the College, in conjunction with the Carondelet Center, are the source of traffic volumes far in excess of what the canyon can bear...The results were impressive (or appalling, depending on your point of view!).* ***Between 2,500 and 2,700 vehicle trips through the canyon take place on weekdays as a result of the College and Center's operations.*** *Even on an unremarkable Saturday or Sunday, 1,700 vehicles pour through the neighborhood each day. The volumes mean residents must put up with, on average, one car going by each and every minute of every waking hour and, for many of those hours, well over two cars per minute."* (See BHA letter, November 2, 1995, Enclosure 25, p. 1, emphasis added.)

The University formally responded to the various complaints raised by impacted neighbors: *"With regard to rentals, the College rents its facilities, mainly in the summer months, to* ***selected outside groups*** *which have educational purposes. The sole rentals* ***not strictly for educational uses*** *are for weddings and receptions held in our chapel."* (See MSMC letter, November 7, 1995, Enclosure 26, p. 2, emphasis added.)

MSM also addressed the enrollment issues: *"The total enrollment of the College was 1,935 students in the fall of 1994, but students attended different programs split between the two campuses. On the Chalon Campus, the College* ***enrolled 790 students*** *in the weekday B.A. program, 744 of whom were full time. Our Weekend College program enrolled an average of* ***235 students*** *for the 1994-1995 academic year. The remaining students were enrolled at our Doheny Campus... I was concerned that the analysis appears to have been completed using an incorrect enrollment figure. As I noted above, the actual enrollment at the Chalon Campus is considerably lower than that of the entire College."* (*Id.,* pp. 1-2, emphasis added.)

Upon completion of the investigation, Bob Rogers submitted a report to the Councilmember with a recommendation and a conclusion: "*Based on my research, there is insufficient evidence to support the initiation of a revocation action. However,* ***it is recommended that the school meet with the residents to try and resolve long simmering traffic issues.*** *Should additional evidence be submitted regarding uses not permitted by the conditional use grants or excessive traffic, this office will give further consideration*

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to initiation of revocation proceedings." (See Bob Rogers report, January 25, 1996, Enclosure 27, p. 2, emphasis added.)

Bob Rogers also commented on the enrollment issue: *"In 1984 ...the Commission did not specifically limit enrollment in its approval, but in approving the plans for the parking structure, they imposed a condition requiring 1/4 parking space per student.* ***In a Plan Approval, dated July 12, 1984, enrollment was limited to 1,072, based on 268 parking space.*** *"(Id.,* p. 4, emphasis added.) It is important to note that Bob Rogers was the same Senior City Planner who signed the Staff Recommendation Report for that approval in 1984, which included the enrollment limit.

Within a few months following the Rogers Report, the issues raised by the impacted neighbors continued and they were forced once again to return to the City to ask for help, *"The neighbors sent another letter to Braude in June 1996, stating that their concerns were not fully addressed by Rogers. They asked for a hearing on behalf of surrounding neighbors."* (See "Neighborhood Concerns Over Traffic to Chalon Causes Formation of a New Committee," The Oracle, December 1996, Enclosure 28, emphasis added.) As a result, a special group was formed (called the *"Town and Gown"* committee) to address the concerns of the community and *"to find cooperative solutions to problems."* The committee was made up of the most impacted neighbors, BHA, MSMU and Council office representatives.

Through the "Town and Gown" committee, the University was forced to address and to attempt to mitigate the significant traffic impacts to the neighboring community. One of the proposed solutions, was an agreement between MSMU and the BHA, to establish a bi-directional traffic "loop," whereby all vehicles were required to travel up Bundy Drive to Norman Place to access the Campus and down Chalon Road to South Bundy to exit the Campus. This traffic-flow pattern was intended to disperse traffic impacts, so that residents living along Norman Place and Bundy Drive would be impacted equally by the University's traffic. MSMU's self-imposed measures, including the "loop," all failed.

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4. Mount St. Mary's University Draft EIR Circulated in April, 2018.

In August 2016, Mount St. Mary's held a Public Scoping Meeting announcing plans for the expansion of its Chalon Campus. According to the Draft EIR (ENV-2016-2319-EIR) circulated in April 2018, "The current fitness facilities are not adequate for the existing number of students on Campus; the proposed Wellness Pavilion would offer fitness programming that would be able to serve the existing student body."

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a. The University's "need" is based on a self-imposed hardship.

The University proposes to demolish its existing 1,030 square foot Fitness Center, including tennis courts, swimming pool and several surface parking lots containing a total of 226 parking spaces approved in 1952 and replace it with a 38,000 square foot, 2-story Wellness Pavilion, which will have a recreation and practice gym, multi-purpose rooms, exercise rooms, physical therapy lab, dance and cycling studios, offices and support space, tennis courts, outdoor pool area and 281 parking spaces.

The document goes on to say that the University intends to rent its Wellness Pavilion for events that will draw 50 to 450 attendees from outside the campus. As conceded in the DEIR, "Events hosted on the Campus throughout the year draw visitors beyond the student body, staff and faculty already on Campus."

The proposed use is not permitted by the applicable CUP, nor is it a deemed approved use. In 1952, when the City approved plans for the addition of these 17 acres of new land to the existing College site for future expansion and the construction of athletic facilities, it was under the condition that "***[t]his grant shall only apply to school use involving educational subjects which are in conformance with the State Educational Code**, religious services, or religious educational activities*." (See City Plan Case 4072-CU, May 23, 1952, Enclosure 15, emphasis added.) Renting or leasing campus facilities for outside or revenue-generating events is not a "school use" and is therefore not permitted under the terms of the CUP—nor can it be treated as a deemed approved use because the CUP is expressly limited to school uses within the residential zone.

The University makes the circular argument that the proposed fitness facility with increased capacity and intensified uses is necessary to serve (1) the current student enrollment—despite the fact that the current enrollment is *substantially greater* than the enrollment cap previously approved by the City, and (2) the substantial expansion of special events necessitated by the illegal enrollment expansion. Thus, the asserted "need" is nothing more than a self-imposed hardship that can be remedied by compliance with existing enrollment limitations. As courts have made clear, that type of self-imposed hardship is not a proper basis for granting special privileges or deviations from applicable zoning requirements. (*City of San Marino v. Roman Catholic Archbishop* (1960) 180 Cal.App.2d 657, 673; *Broadway, Laguna, Vallejo Ass'n v. Board of Permit Appeals of City and County of San Francisco* (1967) 66 Cal.2d 767, 778.)

b. The DEIR also fails to recognize the project would significantly increase enrollment.

The Draft EIR's Project Description is fundamentally flawed because it fails to

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recognize that the project would result in a substantial increase in student enrollment to 2,244 students. The DEIR incorrectly states that the project would not increase enrollment on the Campus, nor would it create any need for a future increase in the maximum enrollment.

The DEIR fails to recognize that the City has only approved enrollment for 750 students. To avoid that inconvenient fact, the University relies on a 1984 CUP that has been improperly construed as authorizing an increase in enrollment. The DEIR states that "condition number three of City Plan Case No.4072-CU dated July 27, 1984 provides as follows: 'That the ratio of parking to students shall not be less than ¼ parking spaces for each student enrolled at Mount St. Mary's College.' The Campus currently provides 561 spaces, which results in a maximum enrollment for 2,244 students (561 x 4 = 2,244)." (DEIR, Project Description, II-12.) Enrollment of 2,244 would *be a 200% increase over the 750 enrollment permitted in January 1984.*

However, according to Allyn Rifkin, the City's Transportation Bureau Chief at the time the 1984 CUP was approved, there was no request for an enrollment increase in 1984 and, if there had been, further environmental review would have been mandated under CEQA: "From the project description it is clear that the request was to build a parking structure and *not for an enrollment increase*. That is how the City should have processed the entitlement. *If the City instead permitted an increase of enrollment to 1,072 students* (a 43% increase without additional traffic analysis and new environmental review), that would have been *a critical error*." As Mr. Rifkin explains, the July 1984 CUP was approved based on an initial transportation study that was found sufficient by LADOT for purposes of environmental review "provided that *no enrollment increase* is allowed." Thus, the 1984 CUP did not authorize an increase to the then existing 750 student enrollment cap.

As Mr. Rifkin also explains, the DEIR contains an even more extreme error, relied upon by the University in claiming that the 1984 CUP increased the enrollment cap to 2,244—even though (1) no enrollment increase was sought and (2) the traffic review was conditioned on the assumption that no increase from the 750 student cap would be granted. The DEIR's erroneous assumption that the 1984 CUP implicitly increases the 750-student enrollment cap to 2,244 is based on a gross misreading of the 1984 CUP: "The current MSMU Draft EIR includes a misleading assumption which asserts that the ratio of 1 to 4 parking spaces to students applies to all of the parking on campus…If the permit was to provide for increased student enrollment, LADOT would have required further assessment of the added vehicle trips to determine the need for a traffic study and ultimate assessment of traffic impacts." (See Allyn Rifkin report, Enclosure 1, p. 1, emphasis added.)

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Indeed, the University's theory is absurd. One would have to assume that the City would allow every single parking space on campus to park four students and leave no parking for any other use, including for all of its buildings: Mary Chapel, Rossiter Hall, St. Joseph Administration and Saver Science Center, William H. Hannon Theater, Humanities Building, Jose Drudis-Biada Art Gallery (open to the public) and the Fine Arts Building, the Charles Willard Coe Memorial Library, Carondelet Hall, Brady Hall, Facilities Management Buildings, Fitness Center, Yates, Aldworth and Burns Houses, pool, tennis courts, or to park its 176 staff and 273 faculty members, Doheny students attending Chalon classes, guests, deliveries, etcetera.

Despite the lack of any City approval for an enrollment increase, the University is already far in excess of the 750-approved enrollment. According to the Draft EIR, total enrollment at the Chalon Campus in 2016 reached 1,498 (down from 1,561 in 2015). The maximum number of students living on Campus is 470. MSMU employs 176 staff members (administration, maintenance, executive, etc.), 63 full-time and 210 part-time faculty teach at the Campus, 42 external and internal events with outside visitors. (DEIR, Project Description, II-12 – II-13.) These numbers exceed by far anything ever contemplated by the City in any of its approvals.

It is clear that the Project Description in the Draft EIR is flawed in that it claims a deemed approved enrollment of 2,244 students and a deemed approved right to lease or rent its facilities to outside uses. The DEIR must be held in abeyance to allow the Campus to begin to operate legally so the community and experts can assess the actual impact of the legally operating enrollment numbers and events that are associated with the University's mission as required by its current entitlements.

D. INTENSIFICATION OF USE.

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As described above, enrollment increases and campus facility expansions have contributed to substantially intensified use of the Chalon Campus. Making the adverse effect of these changes more pronounced is the fact that the University has also increased its commercial and non-educational activities over time.

1. Unpermitted Increases in Enrollment.

After Mount St. Mary's University was established as a "small college for girls" in 1925, the institution's leaders chose to relocate its campus from downtown Los Angeles to a residentially zoned hillside area in the Santa Monica Mountains in a wildfire zone. During a 1928 public hearing, in front of the City Planning Commission, a representative of the University stated that *"they will have between 150 and 200 students and the* ***maximum number will be 500****, about 75 of the students will be resident and 75 will be day pupils."* (See Planning Commission Hearing transcript, 1928, Enclosure 7, emphasis

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added.) This statement was further confirmed by one of the Commissioners: *"it is the intention to have a minimum of 150 students and a maximum of 500 students."*

However, City decision makers were concerned about the impact of an educational institution on the neighboring residential area and stated that *"...in view of the special circumstances that attach to the property and in order* ***to protect the adjoining property to the fullest extent...*** " the requested zone variance should be subject to a condition requiring ongoing planning review: *"That the plans for the buildings and the location of same be approved by this Council prior to issuance of building permit."* (See Zone Variance approval, December 5, 1928, Enclosure 8, emphasis added.)

The first building on Chalon Campus was built out by 1931 as *"...13 resident students, and 45 commuter students became well situated within the campus. As the number of students gradually increased, so did the desire to structurally expand the college."* (See "Mount Celebrates 55th Year," The View, 1955, Enclosure 29, emphasis added.) By 1950, MSMU has grown, *"...from one room at St. Mary's Academy with an enrollment of 25 students, to a group of 5 buildings in the Brentwood Hills with a student body of 561."* (See "Quarter Century Notes Changes–One to Five," The View, October 12, 1950, Enclosure 30, emphasis added.)

In the span of 25 years, the University's curriculum expanded from music, languages, history and art to include elementary teaching, pre-nursing, home economics, secondary teaching, social welfare, cancer research, physical education, drama and a four-year nursing program. (See "New Mount Departments Reflect Changing College Curriculum," The View, October 12, 1950, Enclosure 31.) In 1957, the University opened its second campus, downtown Los Angeles, which later became known as the Doheny Campus and started offering a variety of programs and degrees. In the spring of 1980, the University began offering evening classes on its Chalon Campus.

In the years following the addition of the Evening College, the University continued to increase enrollment at both campuses and expanded its curriculum by a multitude of programs. By academic year 1982-83, *"Enrollment at Mount St. Mary's...totaled 1,099 in the spring and increased to 1,252 in September 1983."* (See "Mount St. Mary's at a Glance," MSMC Magazine, Fiscal Year 1983, Enclosure 32, emphasis added.) The MSMC Magazine also reported that, *"In May 1983, the College awarded 80 Associate in Arts degrees, 191 baccalaureate degrees, and 69 graduate degrees and teaching credentials."*

In addition to tuition revenue, MSMU relies on other funding sources, such as private gifts and grants. The University is a member of the Independent Colleges of Southern California (ICSC). According to Wikipedia, the ICSC is *"an association that secures 'money and other resources' for its seventeen member institutions."* (See

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https://en.wikipedia.org/wiki/Category:Independent_Colleges_of_Southern_California.) *"As you know, the ICSC fund supports 15 local liberal arts colleges and universities through contributions from the business community.* ***The size of the gift allocated to an individual college is related to the size of the enrollment.*** *"* (See "How to Read Mount St. Mary's Development Report," MSMC Magazine, Winter 1983, Enclosure 33, emphasis added.) In other words, MSMU has a vested financial interest in expanding enrollment, regardless of the resulting impacts to the surrounding community.

It became evident the continuous increase in enrollment exceeded the physical capacity of capital improvements on the Chalon Campus and in 1984, the City granted two approvals to expand the University's facilities: (1) residence hall with a one-story garage and (2) multi-level parking structure. The January 1984 CUP for a residence hall stated, *"The College, for the past five years, has maintained a constant enrollment of between 700 and 750 students... The new residence hall is therefore being built to increase the number of students living on-campus, not to increase enrollment."* (See City Plan Case 4072-CU, January 26, 1984, Enclosure 19, emphasis added.)

The July 1984 approval for a multi-story parking structure for 268 spaces included a condition limiting the enrollment number on Chalon Campus to the number of parking spaces available in the approved structure, as *"there would be no inherent control in this approval to insure that enrollment would not grow in an ad hoc fashion, apart from the condition relating future increases to the proposed parking structure."* (*Id.,* emphasis added.)

Based on the review of various documents in the City's files, there's no evidence that the University ever applied to the City for approval to increase enrollment above 750. However, as reported in The Winter 1985 MSMC Magazine, a University publication, *"Official enrollment for the current academic year is 1,222 students... Students currently enrolled...at the Chalon Campus total 833, of whom 354 are in residence."* (See "At A Glance," MSMC Magazine, Winter 1985, Enclosure 34, emphasis added.)

In 1992, the University further expanded its enrollment by offering a Weekend College program on the Chalon Campus, *"The program enrollment is expected to reach 400 by the Fall of 1994, up from its current enrollment of 142."* (See "Weekend Program Offers Full Degrees At Reduced Rates," The View, Spring 1993, Enclosure 35, emphasis added.)

The University continued unpermitted expansion in enrollment and by 1995,*"MSMC's enrollment has increased by more than 20% over the last three years. Our total of 1,935 students...represents an all-time high [for both campuses]."* (See "Mount St. Mary's," Los Angeles Times, February 21, 1995, p. B4, Enclosure 36,

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emphasis added.) In this article, the President of the University also stated, *"It was dismaying, however, that Mount St. Mary's College, the only women's college right here in Los Angeles, was overlooked in the sidebar about enrollment increases."*

By 2006, the decades of overcapacity expansion in enrollment at the Chalon Campus resulted in such an impact to the residential community, the University was forced to relocate, *"all of the nontraditional programs...and Weekend/Evening College program from the Campus to the Doheny Campus between 2006 and 2008 (reduction of approximately 400 students in all programs total)."* (DEIR, Project Description, II-11, emphasis added)

Currently, according to the University's website, MSMU offers Undergraduate Bachelor Programs in more than 30 majors and concentrations (Chalon Campus), Undergraduate Associate Programs, Graduate Programs (in business, creative writing, nursing, health policy and management, physical therapy, education, psychology, religious studies, humanities and film & television), as well as Weekend/Evening College (Doheny Campus). The 2018 DEIR states that as of fall 2016, total student enrollment was 3,554 for both campuses, and of these, 1,498 students were enrolled on the Chalon Campus.

Over the last 90 years, Mount St. Mary's has morphed from a "small college for girls" into a large educational institution and events center that is still located in a remote residential neighborhood.





2. University-Related Activities and Events Have Grown in Size With Unauthorized Enrollment Increases.

12

Every year, the University hosts a large number of activities and events on the Chalon Campus that are related to its educational program and mission. Some of these events, such as open house, student orientation, move-in day and commencement, are operational in nature. These types of events are a normal part of providing educational services.

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Additionally, the Chalon Campus offers a multitude of educational, social and cultural events aimed at enhancing the program curriculum, fundraising and generating new business. From a land use perspective, these types of events are more intensive because they are not limited to students, staff and faculty, but also bring to campus a large number of family member, guests and other visitors.

As the University has expanded over the years, increasing its enrollment and program offerings in violation of its approvals, these types of events have grown in number and size. Given the remote location of the Chalon Campus in a low density residential zone, even these "internal" (a term the University uses) campus events have become very impactful to the neighboring community.

Currently, according to the 2018 DEIR, some of the events hosted at the Chalon Campus include the following: student orientation (1,000 attendees), admitted students day (300 attendees), residence move-in days (500 attendees), Mary's Day (500 attendees), open house (500 attendees). (DEIR, Project Description, II-13.)

3. Unpermitted Commercial Activities Have Increased Over Time. 13

a. Leasing and rental of facilities for commercial, non-educational purposes.

The 1952 Conditional Use was approved with the following condition: *"**This grant shall only apply to school use involving educational subjects which are in conformance with the State Educational Code**, religious services, or religious educational activities*." (See City Plan Case 4072-CU, May 23, 1952, Enclosure 15, emphasis added.) A review of City records indicates that no authority has ever been granted for the commercial exploitation of the campus property by leasing or renting campus facilities. Indeed, the only use ever permitted is limited to "school use involving educational subjects."

Despite that limitation, the University has a long history of advertising and profiting from leasing its facilities for commercial, non-academic program events and activities. Currently, in the "Campus Events" section of its website, the University advertises the availability and benefits of its location and facilities: *"Our mission at the Office of Campus Events is to help you find the perfect place for your conference, special event, workshop or meeting, and work with you to ensure the total success of your event."* (See https://www.msmu.edu/resources-culture/campus-events.aspx.)

The University especially promotes its facilities for summer rental when regular classes are not in session. We *"market our college in order to bring in different resources during the summer. We have groups that come in and hold conferences and workshops,*

13 (cont.)

and stay in residence the dorms... We should have over 200 in residence and I'm really looking forward to meeting this group. Then there's a group of about 200... So, although most of our summer groups are education-related, they're not the sort of groups we can host during the school year, since all require residency." (See "An Interview with Lisa Melou," The Oracle, 2008-2009, Enclosure 37, emphasis added.)

In addition, the University advertises the availability of a 350-seat William Hannon Theatre, a 4,800 sq. ft. Conference Center, and the "classic" Mary Chapel with seating for 350, as well as many conference rooms at the Chalon Campus. As mentioned above, housing is offered for long term events during summer months (May to July).

Over the decades, the University has been the site of hundreds of commercial events, bringing in tens of thousands of visitors and vehicles that all have to traverse the local narrow and windy roads. A sampling of past events includes weddings, large national conferences with hundreds of attendees, film festivals, movie screenings, Mount Orchestra festivals, High School Choral Festival (with *"hundreds of high school choristers from the Los Angeles area"*), Concerto Competition for High School Students, Invitational Youth Chess Tournament, multi-day yoga retreats (with up to 500 attendees a day), workshops, art exhibitions, wine tastings, etc. These are just some examples of the plethora of commercial events and non-program related activities that take place on the campus. (See MSMU Events, Enclosure 38, emphasis added.) The continuous use of the Chalon Campus for such events has detrimentally impacted the surrounding residential community by adding to traffic burdens already heavy from education-related functions, thereby creating additional noise, pollution, traffic and safety hazards.

Mary Chapel, located on the Chalon Campus, has routinely been available for rent and lease for weddings. Generally, weddings take place on weekend afternoons or evenings, lasting late into the night and attracting scores of visitors from outside areas not familiar with the local hillside streets—or the risks inherent in the windy, view-limited roads—or local traffic patterns, often causing problems for neighbors.

The University has previously conceded it has used the campus for weddings and implicitly acknowledged the impact by promising to limit future weddings to only students and alumni: *"Representatives of the Mt. St. Mary's administration did admit there were numerous weddings in the chapel for a short period following the Northridge earthquake, pending repairs to Saint Monica Church. They indicate that weddings are now limited to registered students enrolled in the school's B.A. program or alumni of the institution."* (See Bob Rogers report, January 25, 1996, Enclosure 27, p. 4, emphasis added.)

Regardless of who uses the Chapel for wedding events (alumni or not), the significant negative impacts of the additional visitors driving through the residential

13 (cont.)

neighborhood is considerable. Following the City review in the 1990s, the University continued to allow weddings at the Chapel, despite many complaints from its residential neighbors. Most recently, the DEIR addressed this issue: *"The Campus wedding ceremony and wedding reception policy has been updated to no longer allow wedding receptions on the Campus and restrict the number of wedding ceremonies permitted annually on Campus."* (DEIR, Project Description, II-11, emphasis added.) The problem is that the area is not compatible with events like weddings, which is why the use has never been permitted.

The Jose Drudis-Biada Art Gallery is another Chalon Campus attraction that is advertised to draw visitors. The gallery is open to the public on most days of the week, including the weekends, and has an ongoing exhibition program. (See https://www.msmu.edu/resources-culture/jose-drudis-biada-art-gallery/hours-and-directions/.)

Since 2013, the University has rented out its facilities to accommodate the annual "Ready to Run" Campaign Training for women interested in running for political office, which usually takes place on Saturdays and attracts at least 200 attendees. Individual general tickets were $110 per person this year and the sponsorship packages varied from $10,000 to $30,000. (See https://www.msmu.edu/ready-to-run/sponsorship-packages.) The event, which starts at 8:30 am, brings dozens of speeding cars onto local narrow roads on what otherwise should be a quiet Saturday morning in a low density residential area. In fact, the adverse traffic impacts were so significant that the University was forced to move the event to its Doheny Campus after several impactful years *"in order to help alleviate neighborhood traffic from the event."* (See Chalon Neighbor Newsletter, January 2016, Enclosure 39, emphasis added.)

During the spring 2016 semester alone, the following events were advertised in the "Chalon Neighbor Newsletter:"

- Sunday, Jan. 17: C.G. Jung Retreat (approx. 50 outside guests)
- Wednesday, Jan. 27: Cokie Roberts event (approx. 200 outside guests)
- Wednesday, Feb. 4: Live at the Mount Admission Event. Annual event held for high school students to introduce them to the college experience, (approx. 280 outside guests, and about five school buses.)
- Friday, Feb. 19: High School Choral Festival (approx. 200)
- Saturday and Sunday, Feb. 27-28: Music Teachers Association of California open house/student evaluations (approx. 600 over two full days, with parents)
- Sunday, April 10: Admitted Students Day (approx. 800)
- Sunday, April 24: National Coalition of Girls Schools (approx. 150)
- Saturday, April 30: Expanding Your Horizons conference (approx. 250)

13 (cont.)

The variety of commercial use activities and events, which are not permitted under the CUP, impose significant, unmitigable adverse impacts to the residential neighborhood.

b. Commercial filming.

Commercial activities are prohibited in the Residential Estate (RE) Zone where the MSMU campus is located. (LAMC section 12.07.01 [Stating "No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged, or maintained except for the following uses" which do not include commercial activities.] Commercial filming is not a permitted use and for good reason, it brings large trucks with large crews to filming locations. It exposes neighbors to excessive traffic, noise, light-intrusion, and assorted other impacts inherent in film production.

Throughout the years, the University has rented out the Chalon Campus for movies and TV shows, music videos and commercials. According to the Internet Movie Database IMDb and a report from Film LA, Inc., the Chalon Campus has been used in over 20 movies, TV shows, music videos, pilots and commercials, including but not limited to: "Falcon Crest," "Less Than Zero," "Death Becomes Her," "The Glass House," "90210," "Modern Family," and "Monk." (See Film LA and IMDb Titles with Filming Locations, Enclosure 40.) As evidenced by the University's financial statements, during the time from July 1, 2010 to June 30, 2016, it has reported over $800,000 in revenues from such filmmaking activities. (See MSMU Form 990, July 1, 2010 – June 30, 2016, Enclosure 41.)

Renting out its facilities for filmmaking is obviously a lucrative side business for the University: *"**One of the ways that Mount St. Mary's College raises money is by renting its campuses as a location for movies, television and commercials**... The majority of actors who come to Doheny or Chalon really enjoy our campuses. They really are, in general, very generous with their time and understand that filming is an interruption to our regular business."* (See "An Interview with Lisa Melou," The Oracle, 2008-2009, Enclosure 37, emphasis added.) But that is no justification for violating the land use limitations designed to protect the residential neighborhood from the impact of such non-permitted uses.

The negative, unmitigable impacts from filming are so significant that, even the University's own students are adversely affected. A letter, written by a resident student, published in MSMU's student newsletter, describes the problem: *"The television show, MONK, seemed to invade the entire campus...Crews arrived at six in the morning the first day, seven the next. Rattling generators and crashing equipment were unwelcome*

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early morning wake-up calls. Even worse was the situation with parking...and still at eleven o'clock Tuesday night...." (See "Solitude Lost...Monk Set on Campus," The Oracle, April 28 2003, Enclosure 42, emphasis added.) Filming activities also have other negative impacts on the adjacent residential community. A 2016 email from the Brentwood Homeowners Association alerted Brentwood residents that *"Next Wednesday and Thursday... there may be simulated gunfire associated with filming taking place on the campus of Mount St Marys University."* (See BHA Weekend Update, December 9, 2016, Enclosure 43, emphasis added.)

This use is a clear violation of the Community Plan, which protects residential neighborhoods from incompatible commercial uses. The restriction is even more important for a campus located deep in the Santa Monica Mountains, within a high fire hazard zone, where access is limited by substandard streets.

14

II. The Adverse Impacts of MSMU's Unpermitted Enrollment Increases and Intensification of Use.

For decades Mount Saint Mary's University has knowingly caused more significant negative and dangerous impacts on local residents, by its self-interested, continuous increases in enrollment and intensification of on-campus activities. It has done so, without ever providing the public and the City any analysis of the resulting impacts, and opportunity for comment and independent review thereof, as should have occurred under CEQA.

Together, the enrollment expansions and intensification of use have created an intolerable situation in the Brentwood area along the roads used by University students, faculty, and guests. These effects are manifested in the significant traffic impacts, parking shortages, and fire risks that are currently unacceptable and would be made worse by continued uncontrolled operations.

A. Significant Traffic Impacts Occur and Are Made Worse by MSMU Actions.

1. The University has already induced far more traffic than can be accommodated in this hillside residential neighborhood.

Ninety years ago, the University was permitted to operate a "small college for girls" in a quiet residentially-zoned canyon located deep in the Santa Monica Mountains, which was accessible only by substandard hillside streets. Today, after years of expansion and intensification far greater than necessary for the "small college" that was permitted to invade this residential hillside neighborhood, the University has forced the substandard local streets to bear more than 2,000 vehicles on any given day. The University draws to

14 (cont.)

its campus hundreds of student and visitor vehicles, University shuttles and buses, large delivery trucks, and even large tour and event buses. For years now, the University's ever-expanding traffic demands have made a mockery of the formerly "small" school's promise it would not burden the neighboring residential community. Unfortunately, the community has also been consistently burdened by University students and visitors engaging in unsafe driving practices—putting everyone at risk.

a. The increased volume of traffic has unfairly institutionalized the neighboring residential area.

The incongruity of the neighborhood's residential zone status and the operation of an educational institution—even just a "small college"—raised concerns from the beginning. At a 1928 Planning Commission hearing a resident testified the he *"objects to the amount of traffic, the entire amount will pass behind his house to get to the school and he will have between 50 and 200 cars pass morning and night and the additional traffic will be objectionable; that the traffic must pass behind his house and he will catch the dust from the dirt road."* The concern was and remains compelling. As one of the Planning Commissioners summarized it, "*the protestants took the position that this property was purchased by them under the representation that it was to be used for single family residential use only and that the cars used by the day pupils will cause noise and dust and traffic congestion and will commercialize the district.*" (See Planning Commission Hearing transcript, 1928, Enclosure 7, emphasis added.)



The same intensification that exacerbated the overflow-parking problem (discussed below) also caused increased traffic congestion. This was one of the main complaints raised by residents in the August 1995 revocation request: *"This amount of traffic on a deficient street system raises the potential for accident or injury to an unacceptable level of risk; and has direct traffic related impacts of accident, injury, noise, lighting and general disturbance on residential properties."* (See James J. Crisp letter, August 29, 1995, Enclosure 24, p. 5, emphasis added.)

14 (cont.)

The revocation request was supported by a comprehensive traffic study stating that the residents' *"contentions, made so often over the years, that the College, in conjunction with the Carondelet Center, are the source of traffic volumes far in excess of what the canyon can bear... The results were impressive (or appalling, depending on your point of view!). Between 2,500 and 2,700 vehicle trips through the canyon take place on weekdays as a result of the College and Center's operations. Even on an unremarkable Saturday or Sunday, 1,700 vehicles pour through the neighborhood each day."* (See BHA letter, November 2, 1995, Enclosure 25, p. 1, emphasis added.)

One band-aid mitigation measure was agreed upon in the 1990's in negotiations between City Council District-11, Brentwood Homeowners Association and the University. A bi-directional traffic "loop" was intended to mitigate University-induced traffic by dispersing the number of vehicles traveling on the local streets leading to Chalon Campus: *"Why has the Mount asked that we drive up Norman Place and down Bundy Drive? In the early 1990's a few surrounding neighbors began to voice their concern through letters and phone calls about the Chalon campus' traffic volume. In 1992, the addition of Weekend College created an increase in traffic. 'This was the straw that broke the camel's back,' said Jill Perry, Director of Public Relations."* (See "Neighborhood Concerns Over Traffic to Chalon Causes Formation of a New Committee," The Oracle, December 1996, Enclosure 28, emphasis added.)

To implement the loop, the University required that "*All vehicles traveling to the Chalon Campus ... must turn north on Bundy Drive from Sunset Boulevard, RIGHT ON NORMAN PLACE, left on Chalon Road and right into the Mount St. Mary's College driveway. When exiting the College, all vehicles must turn RIGHT ON CHALON ROAD and left on Bundy.... The Speed limit is 25 mph on these streets. This traffic route has been made in agreement with the Brentwood Homeowners Association. Help the College maintain a good relationship with its neighbors."* (See "What's Happening," The Oracle, February 2, 1998, Enclosure 44, emphasis added.) To induce compliance, the University implemented a $75 citation penalty and/or loss of parking permit privileges. (See MSMU Student Handbook, 2017-2018, Enclosure 45, p. 85.)

Unfortunately, the University has not effectively enforced the "loop" requirement and the traffic impacts remain substantially unmitigated. After receiving neighbor complaints that students were not honoring the loop requirement, the University installed a camera at the Chalon Campus entrance *"to monitor violations of the policy mandating the prescribed routes for traffic traveling to and from the Campus... Those in violation are fined $75.00."* (DEIR, Project Description, II-11, emphasis added.) The University also paid for the installation of a *"radar speed traffic calming sign."*

But its efforts have been futile. Even at the outset of the program a Norman Place

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resident reported that *"I have a few cars to report coming down Norman. Two today –the other a couple of days ago."* The University representative's email reply confirmed that, *"I just wanted to get back to you and let you know we were successful in identifying two of the three vehicles you noted below, and the students have been referred to Student Affairs."* (See Community Emails, September 2012, Enclosure 46, p. 1, emphasis added.) But another Norman Place email described more "loop" violations as well as dangerous driving, and complaining that "[w]*e're being patient, we're working with you all, but at the same time–feeling frustrated."* (See Community Emails, April 2013, Enclosure 46, p. 2, emphasis added.)

As illustrated by yet another email from a neighbor, non-compliance with the mandated traffic "loop" created dangerous conditions not only for the neighbors, but also the University's own students, *"This morning at 6:30 am, we heard a crunch. Sure enough two students, one coming down Norman, one going up, crashed into each other. Phil went out to make sure everyone was ok, and it seemed so and amicable as they exchanged information. Just thought, I'd give you the heads up. It's dark and poorly lit up here now at that time in the a.m. Not sure how you can make these kids understand why they shouldn't speed, or turn down Norman?????"* (See Community Emails, October 2013, Enclosure 46, p. 3, emphasis added.)

In addition to not being able to enforce "loop" compliance with its own students, the University lacks effective control over the many large delivery trucks arriving at the Chalon Campus: *"I just caught the HUGE Semi-truck heading down Norman right now. It seems nothing has changed and the disrespect to our neighborhood continues... The truck is too massive, the hill too steep for it to come down on Norman."* (See Community Emails, February 2010, Enclosure 46, p. 4, emphasis added.) The response from the University confirmed the ineffectiveness of the loop monitoring: *"I've checked with Security, and there were about 4 trucks that left our campus about that time. Do you recall what type of truck it was, so we can follow up with the appropriate vendors? Any additional information you can provide will help us as we talk to them."* (*Id.*, emphasis added.)

b. The students' often-dangerous driving exacerbates the impacts.

Even apart from the adverse impacts of traffic congestion, residents have faced safety concerns because college-age students simply drive too fast and without due regard for the hazards of speeding on the substandard roads. This too has been a constant, decades-long problem: *"The Mount girls drive fast; they drive much too fast along Bundy... We've been lucky this year, only two little dogs – family pets – have been killed; but unless something is done, unless you slow down, it won't be too long until a child follows his dog into the street – then the score, thanks to you – will be three dogs and a*

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child. Bundy is a residential street, not a speedway. Why should the Bundy residents – mothers especially – be terrorized because of our selfishness." (See "Perspective," The View, November 20, 1947, Enclosure 47, emphasis added.)

The students' dangerous driving habits have been likened to a deadly sport: *"Mount students fail to realize the responsibility of safe driving that has come upon them in the last few years. They do not regard Bundy Drive as a hazard, but merely as an obstacle course... Today students drive a road bordered with residences; they dodge children who spring from behind bushes at the shoulder of the road and dogs that dash in front of cars."* (See "Attention Wanted-- All Mount Drivers," The View, April 19, 1955, Enclosure 48, emphasis added.) Thus, in 1957, after accidents occurred on Chalon Road, the University tried to address the consequences of unsafe driving by its students: *"Recent accidents on Chalon Road have called the Student Council to establish a Traffic Safety Committee."* (See "Council Initiates Safety Committee," The View, December 13, 1957, Enclosure 49, emphasis added.) But that did not solve the problem.

In 1959, the City paved Norman Place to provide access to the Chalon Campus. The inevitable result of that paving was highlighted in a morbidly satirical commentary published in The View, the University's newsletter: *"The Mountie coming down the hill is also in a hurry. There are some children who live at the bottom of Norman Place, so, not being accustomed to the fact that their once quiet, peaceful street is now a direct routed freeway from Bundy Drive to the Mount play in the aforesaid street. If the Mount girl hurries, she may get there in time to kill one of them. After all, a really astute and observant driver can gain 15 points for each moving object he or she is able to wipe out of existence."* (See "Our New Road; High, Wide and…," The View, December 15, 1959, Enclosure 50, emphasis added.)

By 1960, LAPD had received so many complaints that "*Officer Leo Long of the West Los Angeles Police Department came up to the Mount to inform the administration of the many complaints being received at the police station concerning the careless and rapid driving of the Mount students along Bundy, Chalon, Bowling Green, and Norman streets. Particularly heavy are the complaints from the Norman Place area where the children play on the street for lack of backyard... The parents are incensed over the driving of the students."* (See "Careless Drivers Censured," The View, October 4, 1960, Enclosure 51, emphasis added.)

However, the traffic burden was not limited to daytime driving. As one University alum reminisced about her time at the Campus in the 1960s, "*the traffic jam up Chalon Road on Saturday night so our dates could get us in before lock-out."* (See "Three Years of Challenge," MSMC Magazine, Spring 1986, Enclosure 52, emphasis added.) And with weekend traffic comes dangerous driving: *"Two policeman had to leave their posts...to catch a speeder on campus two Saturdays ago. The speeding on Bundy Drive and*

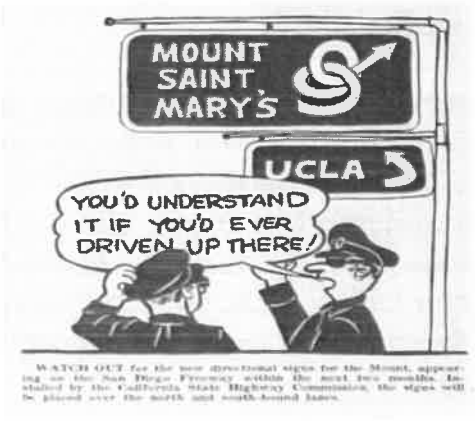
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Norman Place has been so flagrant as to prompt residents of these streets to complain to the Los Angeles Police Department." (See "Speeder Pays," The View, October 31, 1962, Enclosure 53, emphasis added.)

As recognized in The View, *"the situation is pretty serious when the people who live on these streets have to register formal complaints to the college...because the students persist in speeding, persist in turning left where a sign explicitly says right...the situation is a lot worse when parents have to organize mothers to stand by groups of children to protect them from the drivers who are rushing to college..."* (See "Rationalize," The View, November 3, 1964, Enclosure 54, emphasis added.)

A year later, The View again reported on the problem: *"Traffic lawlessness can become an epidemic at the Mount...Today we remind you again that speed laws and stop signs are reasonable demands...Police officers have reported that Mounties have trouble reading the sign at Saltair -- it says Stop."* (See "Traffic again," The View, February 9, 1965, Enclosure 55, emphasis added.)

By 1967, the University tried to mitigate the problem by posting traffic signs around the campus and on nearby roads: *"The 'No Left Turn' sign at the bottom is not mandatory... Very few realize that there is an unwritten law that you go up Norman Place and come down Chalon... Norman Place is not the Indianapolis Speedway... There have been more near-fatal accidents at the two blind curves on Norman than any other place."* (See "Do You Have a Right to Turn Left," The View, October 13, 1967, Enclosure 56, emphasis added.)



This unfortunate University tradition of unsafe driving has been the source of self-parody by students: *"Drivers also get a peculiar enjoyment out of the agility of many Mount students and Norman Place inhabitants who leap out of the way of cars bearing the Mount emblem. Try walking down the hill some day, and see if your attitude of driving changes any."* (See "Sliding Away," The View, April 28, 1969, Enclosure 57,

emphasis added.)

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The University attempted to mitigate hazardous driving on campus by installing speed bumps in 1979: *"Many Mount students, as well as faculty members are discouraged by MSMC's attempt to stop the alleged 'speeding problem' here – the bright yellow speed bumps drivers cannot miss seeing on the road to the Mount."* (See "Speed Bumps 'Drive' Students Mad," The View, 1979, Enclosure 58, emphasis added.)

As the University is well aware, the safety problems have gotten worse over time. One email describes a persistent problem: A "*black car blew through one of the Norman stop signs on the way up the hill... And...small car who almost hit me as she turned down Norman and I was turning back into my driveway... What more can be done to stop this...? ...These are dangerous situations-especially since I was almost body injured a couple of months ago... Also-no security vehicle from MSM has been spotted lately.*" (See Community Emails, April 2013, Enclosure 46, p. 2, emphasis added.)

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c. MSMU's buses, shuttles and trucks exacerbate the problems.

The DEIR proposes a mitigation measure that has already been implemented without success—busing and shuttling.

As Allyn Rifkin explains, the substandard roads cannot safely accommodate large vehicles: "these substandard roads in a high fire area [] are inadequate for the amount of current and future traffic generated by Mount St. Mary's University." (See Allyn Rifkin report, Enclosure 1, p. 4.)

Moreover, busing and shuttling have been tried and failed. In addition to exacerbating traffic conditions on the local residential streets, shuttle and bus programs had problems with schedule times and late arrivals. The Transportation Services addressed students concerns, *"...will make every effort to meet the needs of the students, from Chalon, Doheny, and the University of Judaism. 'We take the students at both campuses, and UJ very seriously. In fact, we have gone as far as to provide a shuttle service for those few students who have classes early in the morning. For instance, we provide an early shuttle to accommodate only two or three students. At times you will see a shuttle with only about 3 students riding on it.'"* (See "Transportation Concerns," The Oracle, November 5, 1999, Enclosure 59, emphasis added.)

In addition to "regular" MSMU traffic clogging and endangering the narrow local roads, The University hosts large events that bring hundreds of visitors and guests to the Chalon Campus. The Inauguration of the new University president is one example of how large and impactful these events are to the community, *"The overall guest list for the*

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Inauguration tops an estimated 1200 people. 'We have tried to make this as convenient as possible... Students can park at Doheny and at a Park n' Ride lot near Chalon...with shuttles running constantly.'" (See "Doud's Inauguration Marks the End of an Era," The Oracle, October 10, 2000, Enclosure 60, emphasis added.)

The University's unpermitted commercial uses result in large tour and event buses coming to the Chalon Campus. In addition to not following the mandated traffic "loop," these massive buses frequently end up getting stuck on the local narrow winding roads. An email from a resident describes an incident when multiple large buses heading to the Chalon Campus for an outside event got stuck in front of his house on his particularly narrow street, *"You should inform the homeowners of such events and you should make sure these buses do not come through streets like Saltair."* (See Community Emails, July 2015, Enclosure 46, p. 5, emphasis added.)

A picture is worth a thousand words:



The University's representative addressed this issue of large buses getting stuck by explaining that there was a miscommunication between the University and the event organizers.

The history shows that there is no effective mitigation for the University's intensified use of the Chalon Campus. The exponential and non-permitted increases in enrollment and special events have created significant traffic impacts on the residential neighborhood. The supposed mitigation efforts have done nothing to improve the problem. Inadequate measures such as street signs, speed bumps, shuttle and bus programs, housing students off campus, bi-directional traffic flow, street cameras, radar speed traffic calming sign, moving programs and events off Chalon Campus have been merely cosmetic—used to create the false impression of real solutions. But none of these, nor the combination of all of them together, have been enough to relieve the aggravation and safety hazards suffered by residents in the area.

B. Significant Parking Impacts Already Occur and Are Made Worse.

There has long been a shortage of onsite parking for University students, faculty and staff. MSMU's perpetual intensification of the Chalon Campus by increasing enrollment, special events and programming has necessitated the use of local substandard hillside streets for overflow campus parking. The adverse impact on the hillside neighborhood is well documented in the City's files.

The neighborhood's vulnerability to excessive campus development was evident as far back as 1928. The original zoning variance that permitted the University to operate as a college in this residential zone included a condition intended to control impactful development, requiring *"[t]hat the plans for the buildings and the location of same be approved by this Council prior to the issuance of building permit."* (See Zone Variance approval, December 5, 1928, Enclosure 8, emphasis added.) Over the years, as the University built-out the Chalon Campus and constructed multiple buildings, the City tied code-required parking to each building to protect the neighborhood from problems associated with overflow parking.

In 1964, the University applied for approval of a new Arts and Humanities Building and for additional parking area. (See Approval of Plot Plan Report, March 5, 1964, Enclosure 17, emphasis added.) This building was a replacement for a building destroyed in the 1961 Bel Air fire. The report stated, *"The parking requirements for the Science Building, the Humanities Building, the Chapel and the Residence Hall, were found to be 161 spaces. As shown on Exhibit 'A-1,' the school will be able to accommodate 201 cars, including the new proposed parking area."*

The historical documents reveal that the University was already experiencing a shortage of parking, as students were humorously complaining about the difficulty of finding available spaces: *"It might be sporting of the Mount to advertise...if it plans to continue with the delightful parking situation it has created...Or at least it might add a few courses to its curriculum. Courses like 'Hitch-hiking LA' and 'The Subtle Art of Ride-Bumming.' There are rumors that some of you have been complaining about the difficulty of piloting an automobile to within hiking distance of the Mount... Why just think of those poor kids at UCLA who have to park in eight-story air-conditioned lots, right near their classes."* (See "About Parking," The View, May 26, 1964, Enclosure 61, emphasis added.)

In November 1968, the University announced that more parking would become available: *"January 1969 will mark the opening of the $80,000 parking lot on the Mount campus. The site, located behind the swimming pool, will facilitate approximately 150 cars in a three level lot."* (See "Parking Lot Ready for 1969," The View, November 4, 1968, Enclosure 62, emphasis added.) While the new parking lot was being constructed,

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one of the existing lots became structurally unsound adding to the parking shortage: *"'Please move your car; it's about to slide down the hill.' True, the lower parking lot is slipping away and may soon be part of the 'great ravine.' But dozens of cars 'slide' down the hill every day, heedless of pedestrians, parked cars, and falling mountain sides, gaining break-free speed as they go."* (See "Sliding Away," The View, April 28, 1969, Enclosure 57, emphasis added.)

During this time, students were forced to use tennis courts for parking: *"For some time, the parking situation had been critical; even the tennis courts in front of the swimming pool as well as behind the garages had become temporary parking areas when college events brought numbers of visitors on campus."* (See Mary Germaine McNeil, "History of Mount St. Mary's College, Los Angeles, California: 1925-1975, Enclosure 63, p. 307, emphasis added.)

Over the next several years, the University continued to increase enrollment by accepting more resident students than its facilities could accommodate: *"At the beginning of this 1977-78 school year...Director of Residence was faced with the problem of lack of sufficient dorm facilities at the Mount... This year however, there are not nearly enough rooms to meet the demands of the number of students who desire residence at the Mount, and consequently a number of Mount students were forced to temporarily reside at the Holiday Inn of Westwood."* (See "Holiday Inn Becomes Temporary Residence," The View, October 1977, Enclosure 64, emphasis added.)

The University then attempted to mitigate the dorm shortage by adding more students per room: *"Because of a shortage of dorm facilities to accommodate this year's 325 resident students...Director of Residence was forced to convert single rooms on First Floor Brady to double rooms, giving each inhabitant half as much space as before."* (See "First Floor Brady Goes Double," The View, November 1977, Enclosure 65, emphasis added.)

This large increase in resident student enrollment once again resulted in parking shortages. A University student addressed the parking issue with humor: *"There's a new class being offered at the Mount, Beginning Hill Climbing. You get zero units, and many students are finding themselves unwillingly enrolled. This new class is needed because of the parking situation... The solution to the parking situation may be costly, but something must be done."* (See "New Class at Mount," The View, November 1977, Enclosure 66, emphasis added.)

In 1979, the City approved temporary housing to accommodate additional resident students. The temporary structures replaced existing parking behind the tennis courts and eliminated 20 parking spaces—reducing parking capacity even further. (See City Planning Commission Approved Plan, August 29, 1979, Enclosure 18.) To address the

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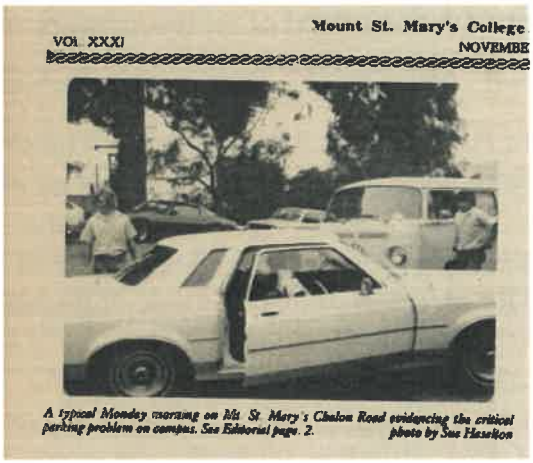
parking shortage, a Parking Committee was formed, comprised of representatives of University resident and commuter students and its Parking Board.

That same year an article asked, "Where Have All the Parking Spaces Gone?" and affirmatively stated what the title implied: *"There appears to be a tremendous amount of concern regarding the parking situation at the Mount."* (See "Where Have All the Parking Spaces Gone?," The View, 1979, Enclosure 67, emphasis added.) Some of the commuter students were forced to use Chalon Road, where they experienced problems that are common to today's University commuters and neighborhood residents: *"[A]s I drove along Chalon Road I was puzzled at all the cars parked on both sides of the street... but I soon realized that these cars were the cars of students who had not been able to find parking spaces on campus. The parking situation...is BAD...there are more students coming to the Mount this year...there are actually not enough parking spaces to accommodate all of the students' vehicles."* MSMU's representative confirmed that *"Parking at the Mount is a difficult situation..."* (*Id.,* emphasis added.)

As a result of the Parking Committee's deliberations, the University attempted to mitigate the parking problem by (1) directing students to park on Chalon Road, where they would be shuttled to the campus and (2) renting parking space from the University Synagogue and shuttling students to the campus. However, the students complained that this was ineffective because *"the shuttle bus schedule was poorly publicized to the commuters."* (*Id.,* emphasis added.)

In the end, the University's Parking Committee was unable to mitigate the parking crises: *"It is estimated that 80 cars belonging to Mount St. Mary's College students will be forced to park along Chalon every Monday and Wednesday of the school year. The problem is simple – a lack of sufficient parking space on campus. The solution is clearly more complex, but the tuition paying student body deserves better efforts than the present non-action that is based on the assumption that the college is doing the best it can. The shuttle bus from Chalon Road is an appropriate effort to bring a commuter student closer to the classrooms without the uphill hike."* (See "Mount Faces Crisis," The View, November 1980, Enclosure 68, emphasis added.)

16 (cont.)


Mount St. Mary's College
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A typical Monday morning on Mt. St. Mary's Chalon Road evidencing the critical parking problem on campus. See Editorial page. 2. photo by Sue Hazelton



The shortage of student parking became so dire that the *"Director of Business and Finance...counts as many as 150 cars parked along Chalon Road this semester."* (See "Parking Problem Confronted," The View, March-April 1981, Enclosure 69, emphasis added.) To try and further resolve this problem, the University attempted to add more parking spaces by restriping existing lots and thus creating more, but smaller spaces: *"During the spring semester break, the parking spaces behind the Art Building and Chapel were restriped, creating an additional 34 spaces."* (*Id.,* emphasis added.)

In addition, the University's faculty and staff were instructed to park tandem on campus, with a low-cost/low-tech method for extricating blocked vehicles—the blocking driver was instructed to leave a note on the windshield of the blocked vehicle. As the University explained, *"This is designed so that when someone wants to leave, he knows who owns the blocking car."* (*Id.,* emphasis added.)

Blocking other cars was apparently a common practice on the campus, as the parking shortage was a daily struggle for students, staff and faculty. The University's representatives also considered adding a new parking lot behind the existing three level lot: *"The idea is to cut the slope existing between each level. Then a retaining wall would be built, and a few more spaces would be gained. If this slope is removed...about 70 additional parking spaces will result."* (*Id.,* emphasis added.) Another less expensive option was restriping all three levels of the existing lot, as well as replacing the temporary resident structures, which were located on one of the parking lots and taking up parking spaces.

The parking crisis and student housing shortage continued until 1984, when the University applied to the City for two separate approvals: (1) a faculty residence hall with three dwelling units and a one-story parking garage, and (2) a multi-level parking structure. As with past City approvals for new buildings, the parking requirements were tied to the approved buildings. The Staff Report Comment section of the Jan 1984 CUP

16 (cont.)

for the residence hall stated, *"**By Code, the proposed residence hall will require seven additional parking spaces**. This includes two parking spaces for each of the three dwelling units, and one additional space for three guest bedrooms (the latter requirement is so low because more than 60 guest rooms are located elsewhere within the campus."* (See City Plan Case 4072-CU, January 26, 1984, Enclosure 19, emphasis added.)

The residence hall and one-story garage were approved in January 1984 and in March, the University returned to the City proposing a multi-level parking structure for 268 parking spaces, which was approved in July 1984. The CUP tied enrollment to the number of available parking spaces in the approved structure to mitigate the risk of overflow parking on residential streets.

According to transportation engineering expert and former LADOT official Allyn Rifkin, *"There is no basis in City of Los Angeles entitlements to calculate student enrollment based upon the number of parking spaces provided."* (See Allyn Rifkin report, Enclosure 1, p. 3.)

Once the parking structure was built, MSMU continued to expand enrollment over the next several years. Additionally, in 1992, the University added a weekend program offering classes on Saturdays and Sundays. By 1995, *"MSMC's enrollment has increased by more than 20% over the last three years. Our total of 1,935 students in associate, baccalaureate and graduate degree programs represents an all-time high!"* (See "Mount St. Mary's," Los Angeles Times, February 21, 1995, p. B4, Enclosure 36, emphasis added.) The Chalon Campus was over capacity and parking became an issue once again: *"Parking on the campus is also difficult...I used to be able to pull up and get a space, now not always. When I asked about it, **I was told that enrollment was up, but no allowances were made for that increase**."* (See "The Bumpy Road of Commuter Life," The Oracle, December 1995, Enclosure 70, emphasis added.)

In January 1996, following a request for revocation from the community, Bob Rogers, Senior City Planner submitted a report to the City. Remarkably, the report denied the existence of any overflow parking problem—contrary to the real-world parking conditions described by everyone else: *"A visit to the campus clearly established that there is no problem with overflow parking from the school using Bundy Drive to park. Because of very steep terrain in the area any off campus on-street parking would be at an elevation well below campus and would require a very substantial uphill hike to the school."* (See Bob Rogers report, January 25, 1996, Enclosure 27, p. 5, emphasis added.)

It is clear that the conclusion of Rogers' report was mistaken. Indeed, later the same year, the University's own Transportation Coordinator described the parking problem that somehow eluded Mr. Rogers' view: *"It is as bad as it's ever been."* (See "Increase in Cars Causes Overcrowding in Student and Faculty Parking Areas," The

16 (cont.)

Oracle, November 1996, Enclosure 71, emphasis added.) The article continues, *"As students and faculty trek up the Mount, they encounter daily the difficulty of finding a parking space...The parking pandemonium was reflected...when* ***the fire department penalized the Mount for letting students park on the road.*** *"* (*Id.,* emphasis added.)

The parking shortage was so serious that the University hired extra security guards to help students find parking spaces. The illegally parked students were not ticketed *"as long as they did not block others or the fire lanes."* The commuter students were often, *"...circling 45 minutes for a space, before sometimes resorting to parking illegally"* and some *"...have not purchased their parking permits because they do not feel the college can guarantee them a parking spot."* (*Id.,* emphasis added.)



The parking structure is typically filled by 9:00 a.m. Monday morning. This often leaves students circling 45 minutes for a space, before sometimes resorting to parking illegally. (Photo by Mara)

By 1998, the University implemented a carpool program in a further attempt to mitigate the ongoing parking shortages resulting from its over-enrollment and unpermitted special events: *"Tired of looking for parking spaces or of taking the bus to school everyday? Well, now your frustration can come to an end because the Mount has started the Student Carpool Program. According to the...brochure, the purpose of the carpool program is to 'reduce parking congestion on the Chalon campus in a way that is beneficial to everyone."* (See "Reaping the Benefits of Carpooling," The Oracle, February 2, 1998, Enclosure 72, emphasis added.)

Another parking problem faced by University students was the too-narrow parking spaces. As one student lamented, *"much of the problem must be attributed to a really bad parking lot. The parking spaces are tiny at best and ridiculously close together. The aisles are so narrow that anything larger than a clown car has to make a series of complicated maneuvers just to get in or out."* (See "Careless Drivers, Beware!," The Oracle, September 24, 1999, Enclosure 73, emphasis added.)

It appears that during this time, the University was bursting at the seams due to its non-permitted enrollment increases and parking shortages on the Chalon Campus. That caused another problem that also impacted parking—a housing shortage. The

16 (cont.)

University's enrollment swelled to such an extent that there was no more room for students to board on the Chalon Campus: *"[T]there was no housing available on campus (the waiting list for on-campus housing is approximately ten students long), the only available housing being at the University of Judaism, about fifteen minutes from campus."* (See "Battling Bureaucratic Run Around," The Oracle, September 9, 1999, Enclosure 74, emphasis added.)

Given the lack of parking on the Chalon Campus, students housed at the University of Judaism were shuttled to the Campus and told that the University's Transportation Services *"...will make every effort to meet the needs of the students, from Chalon, Doheny, and the University of Judaism."* (See "Transportation Concerns," The Oracle, November 5, 1999, Enclosure 59, emphasis added.)

As the University increased enrollment and special events, the parking issues worsened: *"There are significantly more cars in the lots this year, making parking especially more difficult. I've noticed that empty spaces are hard to find. Many students are forced to park illegally, often blocking in other cars or parking lot entrances. There also seems to be an increase of cars parked up and down Chalon and Bundy."* (See "Buses, Parking, Senioritis," the Oracle, October 10, 2000, Enclosure 75, emphasis added.)

By 2006, the University made some changes to the traffic flow and the layout of parking spaces: *"In a continuing effort to improve our campus environment and provide adequate parking for Students, Faculty, and Staff, the following changes have been made to the Chalon campus: Additional parking spaces have been added along the Fitness Center and behind Carondelet residence hall. The road along the tennis courts, leading up to the Fitness Center is now a ONE-WAY route going north."* (See "To the Mount Community," Chalon Student News, January 20, 2006, Enclosure 76, emphasis added.)

Limiting parking permits to selected students was another attempt by the University to mitigate its self-induced parking shortage. The 2012 Student Handbook stated, *"Parking is limited on the Chalon campus, so only resident students in their second year or above may buy a parking pass... Commuter students of any year are eligible to buy a parking pass and may buy a parking pass and may park in lot G in front of the tennis courts and gym, or in the commuter parking structure."* Instead of allowing first year resident students to park on campus, the University provided a car rental service, *"Need a car on campus? The Hertz On Demand Car Sharing service is great for students living on campus who may need a car for meetings, run errands or head out to have fun with friends. Rent by the hour, or by the day."* (See MSMU Chalon Campus Student Handbook, 2012, Enclosure 77, emphasis added.)

The most recent Student Handbook (2017-2018) refers to parking on Chalon

16 (cont.)

Campus as a *"privilege"* and states, *"The registration of a vehicle on campus and purchase of a parking permit does not guarantee a parking place, but affords the registrant the opportunity to park in designated parking areas when space is available... Everyone pays for parking. There is no free parking – everyone Is required to pay to park on MSMU campuses."* (See MSMU Student Handbook, 2017-2018, Enclosure 45, p. 84, emphasis added.)

The Student Handbook also addresses parking on local residential streets: *"In addition, we ask that students not bring cars to campus with the expectation that they can be parked on the streets or public areas of our neighboring communities within a two mile radius of the Chalon campus only.* ***Mount St. Mary's University requests that Chalon commuter students refrain from parking in the neighborhood, including Chalon Road, Norman Place and Bundy Drive for the safety of the community.*** *"* (*Id.*, pp. 85-86, emphasis added.)

Remarkably, the DEIR refers to overflow parking on the local residential streets as if it's part of an approved parking plan: *"On-street parking is unrestricted on the surrounding local streets near the Campus.* ***In addition to on-site Campus parking, Campus users currently park on Chalon Road along with non-Campus users.*** *Approximately 107 parking spaces are located within a quarter mile walking distance from the Campus along Chalon Road. MSMU monitors the number of cars parked on Chalon Road throughout the day and night, maintaining a daily/weekly parking log during the school year."* (DEIR, Project Description, II-8.)

But overflow parking on the substandard neighborhood streets has an obviously negative and well-documented impact on the environment. The only reason prior entitlements were granted was because mitigating conditions required sufficient onsite parking to prevent overflow parking. (See Allyn Rifkin report, Enclosure 1, pp. 2-3.) Consistent with the need to prevent overflow parking on neighborhood streets, the 2017-2018 Student Handbook asks students to refrain from parking in the neighborhood. But as decades of abuse have revealed, the University has used the neighborhood streets as its own overflow-parking lot to facilitate its unpermitted expansion of enrollment, programming and special events. The University very well understands that further intensification on the campus will just make the problem worse—although that seems of little concern to the University.

Yet the DEIR proposes to "mitigate" the crush of traffic by the proposed increase in outside commercial events—which would bring hundreds more visitors to the campus—by hiring a valet parking service: *"Parking for all events is provided on the Campus. As described above, if events are scheduled for over 50 people during the day and could impact parking on the Campus, MSMU provides on-Campus valet parking"* (DEIR, Project Description, II-13.) While a valet benefits the University by making it

easier for visitors to simply drop-off their vehicles at a valet station, it does nothing to mitigate the use of *neighborhood streets* as a de facto parking lot for *commercial events*, nor does it reduce traffic congestion on the substandard hillside streets. 16 (cont.)

It is evident from a long history of parking problems on Mount St. Mary's Chalon campus as the University has continued to increase enrollment and lease and rent its facilities for many small and large outside events, its informal attempts at "mitigation" measures have proven ineffective. These failed measures include the following: restriping of parking spaces; narrowing parking space; parking in undesignated parking areas, such as tennis courts; carpooling; busing; parking on local streets; car rental sharing; renting parking from offsite facilities; shuttles; tandem parking; eliminating a traffic lane for parking spaces on one side of the roadway; valet parking. Thus, none of these are true mitigation measures. Further, mitigation measures must be effective and enforceable. (*Lincoln Place Tenants Ass'n v. City of Los Angeles*, (2005) 130 Cal. App. 4th 1491, 1508.) The University's ineffectual attempts to resolve parking issues created by its over intensification of use and event scheduling are neither.

While MSM continuously attempted to address the parking problems that it had itself created through its persistent and unpermitted increases in enrollment, it mostly ignored the severe and cumulative impacts on the surrounding community: congestion on the local substandard streets, dangers from speeding students, a growing impossibility of evacuating both the campus and the residents during fire or earthquake emergencies. For decades MSMU has knowingly worsened these impacts on local residents without seeking City review that would be open to the public.

III. Conclusion: Revocation of MSMU's CUP is Necessary, Appropriate, and Long Overdue. 17

As shown above, Mount St. Mary's University displays a history of noncompliance with permit conditions and a willful disregard of adverse impacts it is creating to its neighbors. While certain aspects of MSMU's activities might be "deemed approved" because they existed prior to 1946, that "deemed approved" status does not insulate it from having that approval fully or partially revoked.

The provisions of Los Angeles Municipal Code sections 12.24.Z and 12.27.1.B for revocation are well met. The University's continual expansions and intensification of operations have created conditions that "jeopardize[] or adversely affect the public health, peace, or safety of person residing or working on the premises or in the surrounding area." MSMU's careless operation "adversely impacts nearby uses" who are affected by the significant parking, traffic, and fire safety hazards identified above.

17 (cont.)

The University's unpermitted expansions and commercial operations violate provisions of the Los Angeles Municipal Code and conditions imposed by prior discretionary land uses approvals.

Thus, we request that pursuant to Los Angeles Municipal Code section 12.24.Z and 12.27.1.B you immediately initiate proceedings to revoke MSMU's conditional use permit allowing its operations. The evidence we present here is a mere sampling of the evidence of the intensification of use and severity of impacts that are discussed and is not exhaustive. We reserve the right to submit additional evidence to supplement the record in the future.

Because revocation is appropriate, the University's current application for a CUP that relies upon its deemed approved status and contains significant materially misleading information in its EIR project description must be held in abeyance while this revocation request is evaluated. No further approvals should be granted to an entity such as Mount St. Mary's University that has already made it abundantly clear it does not, and will not, respect the conditions that have been placed upon it by prior City approvals, and that does not have due regard for the adverse impacts its operations have on its surrounding neighbors.

The Brentwood community has suffered impacts from Mount Saint Mary's University for long enough. We request a prompt response to this application to initiate revocation proceedings.

Sincerely,

Douglas P. Carstens

Enclosures:

1. Allyn Rifkin Report, May 23, 2018
2. "Fire on the Mountain," The Mount Archives history blog, July 5, 2011
3. "Remarkable Service to Our Dear Neighbors," The Mount, Summer 2004
4. Ellen King email, April 17, 2017
5. Liberty Mutual Insurance letter, April 15, 2017
6. Application for Special Permit, October 20, 1928
7. Planning Commission Hearing transcript, 1928
8. Zone Variance approval, December 5, 1928
9. Ordinance No. 62642, January 4, 1929
10. Faculty Building approval, December 22, 1939
11. Application for Conditional Use, March 14, 1952

12. Mary Germaine McNeil, "History of Mount St. Mary's College, Los Angeles, California: 1925-1975
13. Los Angeles Zoning Code, 1946
14. Zone Change Recommendation Report, May10, 1982
15. City Plan Case 4072-CU, May 23, 1952
16. Plot Plan, Exhibit A, 1952
17. Approval of Plot Plan Report, March 5, 1964
18. City Planning Commission Approved Plan, August 29, 1979
19. City Plan Case 4072-CU, January 26, 1984
20. The Blurock Partnership letter, March 26, 1984
21. MND, April 18, 1984
22. LADOT Initial Study Traffic Analysis, April 4, 1984
23. City Plan Case 4072-CU, July 27, 1984
24. James J. Crisp letter, August 29, 1995
25. BHA letter, November 2, 1995
26. MSMC letter, November 7, 1995
27. Bob Rogers report, January 25, 1996
28. "Neighborhood Concerns Over Traffic to Chalon Causes Formation of a New Committee," The Oracle, December 1996
29. "Mount Celebrates 55th Year," The View, 1955
30. "Quarter Century Notes Changes–One to Five," The View, October 12, 1950
31. "New Mount Departments Reflect Changing College Curriculum," The View, October 12, 1950
32. "Mount St. Mary's at a Glance," MSMC Magazine, Fiscal Year 1983
33. "How to Read Mount St. Mary's Development Report," MSMC Magazine, Winter 1983
34. "At A Glance," MSMC Magazine, Winter 1985
35. "Weekend Program Offers Full Degrees At Reduced Rates," The View, Spring 1993
36. "Mount St. Mary's," Los Angeles Times, February 21, 1995
37. "An Interview with Lisa Melou," The Oracle, 2008-2009
38. MSMU Events
39. Chalon Neighbor Newsletter, January 2016
40. Film LA and IMDb Titles with Filming Locations
41. MSMU Form 990, July 1, 2010 – June 30, 2016
42. "Solitude Lost…Monk Set on Campus," The Oracle, April 28 2003
43. BHA Weekend Update, December 9, 2016
44. "What's Happening," The Oracle, February 2, 1998
45. MSMU Student Handbook, 2017- 2018
46. Community Emails
47. "Perspective," The View, November 20, 1947
48. "Attention Wanted-- All Mount Drivers," The View, April 19, 1955

49. "Council Initiates Safety Committee," The View, December 13, 1957
50. "Our New Road; High, Wide and…," The View, December 15, 1959
51. "Careless Drivers Censured," The View, October 4, 1960
52. "Three Years of Challenge," MSMC Magazine, Spring 1986
53. "Speeder Pays," The View, October 31, 1962
54. "Rationalize," The View, November 3, 1964
55. "Traffic again," The View, February 9, 1965
56. "Do You Have a Right to Turn Left," The View, October 13, 1967
57. "Sliding Away," The View, April 28, 1969
58. "Speed Bumps 'Drive' Students Mad," The View, 1979
59. "Transportation Concerns," The Oracle, November 5, 1999
60. "Doud's Inauguration Marks the End of an Era," The Oracle, October 10, 2000
61. "About Parking," The View, May 26, 1964
62. "Parking Lot Ready for 1969," The View, November 4, 1968
63. Mary Germaine McNeil, "History of Mount St. Mary's College, Los Angeles, California: 1925-1975
64. "Holiday Inn Becomes Temporary Residence," The View, October 1977
65. "First Floor Brady Goes Double," The View, November 1977
66. "New Class at Mount," The View, November 1977
67. "Where Have All the Parking Spaces Gone?," The View, 1979
68. "Mount Faces Crisis," The View, November 1980
69. "Parking Problem Confronted," The View, March-April 1981
70. "The Bumpy Road of Commuter Life," The Oracle, December 1995
71. "Increase in Cars Causes Overcrowding in Student and Faculty Parking Areas," The Oracle, November 1996
72. "Reaping the Benefits of Carpooling," The Oracle, February 2, 1998
73. "Careless Drivers, Beware!," The Oracle, September 24, 1999
74. "Battling Bureaucratic Run Around," The Oracle, September 9, 1999
75. "Buses, Parking, Senioritis," the Oracle, October 10, 2000
76. "To the Mount Community," Chalon Student News, January 20, 2006
77. MSMU Chalon Campus Student Handbook, 2012

ENCLOSURE 1

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May 23, 2018

18

David Wright, Sunset Coalition
Wendy-Sue Rosen, Brentwood Residents Coalition
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Los Angeles, CA 90049

Via email: zofia.wright@gmail.com

Traffic and Circulation Issues – Regarding the proposed Mount Saint Mary's University Expansion

Dear Mr. Wright and Ms. Rosen:

This is a summary of my review of traffic issues and impacts related to the current operations of Mount Saint Mary's University (MSMU) and the proposed expansion of the Chalon campus at 12001 Chalon Road in Brentwood. I have 30 years of experience in the field of transportation engineering and planning and until recently I held the position of Chief of the Los Angeles Department of Transportation (LADOT) Bureau of Planning and Land Use Development. In that role, I was responsible for managing a staff of 38 professionals and serving as the key department liaison between the development community and City Council on traffic mitigation and transportation planning issues, including supervision of the completion of numerous project EIRs for the City of Los Angeles. I also have extensive experience working closely with residential neighborhood associations and developers to negotiate consensus on traffic mitigation measures in association with proposed development projects. Attached is **EXHIBIT 1** with a complete summary of my credentials.

As you know, having reviewed school traffic issues regarding the Archer School and the Brentwood School in concert with your neighbor homeowner associations, I have specialized knowledge of school expansion programs in Brentwood and related traffic congestion issues affecting the Sunset Boulevard Corridor west of the I- 405 Freeway. Further, I held the position of Transportation Planning Bureau Chief for the LADOT in 1984, when MSMU submitted their application for conditional use for a parking structure. The application was reviewed and commented on by my department. **It is important to note that the review at that time was in no way intended to be a finding of entitlement for increased attendance of the campus.**

Review of Prior Documents 19

As mentioned above, I was Transportation Planning Bureau Chief at LADOT in 1984, when the Initial Study Traffic Analysis document (**EXHIBIT 2**) was signed by LADOT Traffic Engineer Charles King, and, at that time, I was his immediate supervisor. With direct knowledge of procedures in place at LADOT, I am especially qualified to interpret the findings of the Initial Traffic Study Analysis and the associated approval for the parking structure.

In an effort to evaluate the background for MSMU's current operational conditions, I have reviewed a number of historical documents that have been submitted to or issued by the City in reference to past entitlements and the current application for expansion (ENV-2016-2319-EIR). The Initial Study Traffic Analysis report by LADOT from March 28, 1984, was issued in response to an application to build a 244-space parking structure on top of an existing parking lot (EIR Case No: 113-84-CUZ). The important note on that document is that LADOT, pursuant to CEQA, did not require a traffic analysis of the requested permit and recommended a finding of **NOT SIGNIFICANT** impact for traffic **"Provided that no enrollment increase is allowed."** During that time, MSMU's enrollment was approximately 750 students (see the January 1984 CUP for the Faculty Residence Building). From the project description it is clear that the request was to build a parking structure and not for an enrollment increase. That is how the City should have processed the entitlement. If the City instead permitted an increase of enrollment to 1,072 students (a 43% increase without additional traffic analysis and new environmental review), that would be a critical error.

Additionally, the July 1984 CUP approval was for a parking structure only --- with a condition that tied the ratio of students to the number of parking spaces in that structure. It did not address the remaining parking spaces on campus that were required by code. The current MSMU Draft EIR includes a misleading assumption which asserts that the ratio of 1 to 4 parking spaces to students applies to all of the parking on campus.

Contrary to what MSMU asserts, LADOT issued the "NOT SIGNIFCANT" traffic impact determination for the July 1984 CUP with the condition that enrollment would not increase. If the permit was to provide for increased student enrollment, LADOT would have required further assessment of the added vehicle trips to determine the need for a traffic study and ultimate assessment of traffic impacts.

Parking Requirements for Universities 20

As stated above, there are documents in the current application for expansion that stipulate the parking garage entitles the University to expand the number of students. In the field of transportation planning and engineering, as it applies to the City of Los Angeles, there is no documentation or guidelines that the provision of parking spaces generates additional traffic. Thus, the number of parking spaces is not considered a determination of the amount of traffic impact. Generally, the provision of adequate parking is a mitigation of neighborhood traffic impacts with regards to parking over-flow.

EXHIBIT 3 is a summary of a national data base (Institute of Transportation Engineers)

20 (cont.)

regarding existing parking demands for universities. On average, the peak demand for parking at urban universities exceeded 0.22 parking spaces per student. A conservative practice would be to compare parking needs to the 85th percentile data (statistics which are exceeded only 15% of the time) implying a parking demand of 0.29 parking spaces per student. These data included all visitors to the surveyed universities – including students, staff and visitors.

In comparison, the City parking requirements for learning institutions are not calculated upon the number of students, but rather, based upon an analysis of allocated square feet. Generally, the City requires only one space per 500 square feet with Auditoriums and administration office space treated separately (see **EXHIBIT 4**). **There is no basis in City of Los Angeles entitlements to calculate student enrollment based upon the number of parking spaces provided.**

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Existing Roadways Are Inadequate for Current Traffic

EXHIBIT 5 shows the route to the campus from the Sunset Boulevard Corridor, namely Bundy Drive, Norman Place and Chalon Road. According to the Circulation maps from the latest adopted Brentwood-Pacific Palisades Community Plan and the Circulation Element of the Citywide Plan, all roads to the MSMU campus are designated as "local" roads (see **EXHIBIT 6**). This appears to be in conflict with more recently adopted designations from the Baseline Hillside Ordinances (Ordinance No. 181,624 and Ordinance # 168,159), wherein these roads are designated as "Hillside Limited Streets." In both of these criteria, the intention of these roads is that they **"are intended to accommodate lower volumes of vehicle traffic."**

The City standard for determining roadway width is based upon the street designation. documented in the recently adopted Complete Streets Design Guidelines. **EXHIBIT 7** is a summary of what the City expects for "local" roadways pursuant to the recently adopted Complete Streets Design Guidelines in which the requirement is for 36-foot wide streets. **EXHIBIT 8** shows that the requirement for Hillside Limited Streets is that the paved part of the street be at least 20-feet wide.

During my field investigation, I measured these roads and found the roadway width to narrow from 30 feet wide (nearest to Sunset Boulevard) down to less than 19 feet wide on Norman Place in its approach to Chalon Road which is the entrance to the campus. As evidenced by pictures of the route which are attached in **EXHIBIT 9**, these roads are very narrow, windy, lacking sidewalks and with limited sight-line. **Those sections of roadway below 20-feet are substandard by any of the City applicable standards and unsafe for two-way traffic.**

MSMU proposes to add shuttles and busses to accommodate increased student population and events. The addition of busses to the mix of existing traffic would necessitate wider roadway widths as well as engineering design accommodations such as pavement thickness and minimum sight-line requirements. As evidenced by pictures in **EXHIBIT 10**, large busses bringing visitors to the MSMU campus got stuck on Saltair Ave, a very narrow, substandard road.

21 (cont.)

Additionally, these substandard roads in a high fire area, are inadequate for the amount of current and future traffic generated by Mount St. Mary's University.

22

Consideration of Other Major Projects in the Sunset Corridor

There have been two major development project approvals with significant impacts on the Sunset Boulevard Corridor: Archer School and Brentwood School – both expansions of existing school sites. **EXHIBIT 11** is a summary table of expected traffic impacts for these sites as reported in the Archer School Traffic Study. Traffic conditions projected to be Level of Service (LOS) E or F (unacceptable according to City Policies) at the following 6 intersections in the Sunset Corridor:

- Bundy Drive
- Saltair Avenue
- Barrington Avenue
- Barrington Place
- Church Lane/I-405 Freeway
- Veteran Avenue

All of these intersections are also expected to be traversed by MSMU students, faculty and visitors. The Draft EIR must take these cumulative impacts into consideration using the proper baseline of enrollment permitted.

23

SUMMARY

In conclusion, from the documents I have reviewed, the July 1984 CUP approval did not include any condition allowing an increase in enrollment and MSMU appears to be operating with an enrollment number in excess of any City approvals.

The increased enrollment on MSMU's campus without the City's review and imposition of mitigation measures has added to the unacceptable traffic conditions in the Sunset Corridor. In my opinion, based on the current traffic and extent of substandard roadways serving access to the MSMU campus from Sunset Blvd, **the proposed expansion of the University will be significantly impactful to the community.**

Please contact me if you have questions.

Very truly yours,

Allyn D. Rifkin, PE

EXHIBIT 1

Allyn Rifkin, P.E.
Experience and Qualifications

Mr. Rifkin has over 30 years experience in the field of transportation engineering and planning. Included in that experience are assignments in both the private and public sectors, ranging from consultant for developers to research for the Automobile Club of Southern California. Until recently, he was the Chief of the Los Angeles Department of Transportation's Bureau of Planning and Land Use Development, responsible for managing a staff of 38 professionals and serving as the key department liaison between the development community and City Council on traffic mitigation and transportation planning issues. He supervised the completion of numerous project EIRs for the City of Los Angeles. His latest projects focused on transit oriented development along various rail alignments in the Los Angeles area. As a private consultant, Mr. Rifkin has worked closely with residential neighborhood associations and developers to negotiate consensus on traffic mitigation measures in association with proposed development projects. Other consultant efforts of interest include assistance to the Eagle Rock neighborhood in the formation of the Colorado Boulevard Pilot Community Parking program and to County Supervisor Yaroslavsky in the initial proposal to convert Olympic and Pico Boulevards into a one-way pair. On the Westside of Los Angeles, Rifkin has worked with the Brentwood Homeowners and other neighborhood groups seeking traffic mitigation of expanding private schools along the Sunset Boulevard corridor.

Professionally, Allyn is active in the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE), and has served as the president of the ITE'S largest Chapter of ITE, the Southern California Chapter, with over 1,100 members. In addition to serving on the ITE National Transit and Transportation Planning committees, he has been instrumental on national steering committees for the ITE Trip Generation Committee and the Urban Goods Movement Committee. He has lectured extensively on the topics of traffic impact mitigation and on neighborhood traffic controls.

His college education began with a B.S. in Systems Engineering at UCLA and led to an M.S. in Transportation Engineering at Northwestern University. Rifkin is nationally recognized for his expertise in travel demand forecasting. His more recent work has involved traffic plans to relieve congestion in various hot spots of development in Southern California including the South Coast Plaza area of Orange County, Downtown Los Angeles, Westwood, the LAX Transportation Corridor (the initial area in Los Angeles to adopt a traffic impact mitigation fee), and Warner Center.

He was involved in the creation of five transportation trust funds with current balances exceeding $23 million for transportation improvements. In his role as mediator of development traffic impact Mr. Rifkin launched a neighborhood traffic safety program currently exceeding $1.5 million in neighborhood traffic controls and negotiated pedestrian safety mitigations from the Los Angeles Unified School District.

EXHIBIT 2

INITIAL STUDY
TRAFFIC ANALYSIS

EIR CASE NO.: 113-84-CU2 TRANSMITTAL DATE: 3-28-84

PROJECT DESCRIPTION: Cond. Use for a 4 story, 80,000 sq. ft. parking structure for 244 cars located on the Mt. St. Mary's College property on 45.5 net acres, zoned RE40-1-H.

PROJECT LOCATION: 12001 - Cholon Rd.

EXISTING ZONES: RE40-1-H PLANNED ZONES: RE40-1-H

PROJECTED GENERATED TRIPS: —

Bundy Dr. (Street) ADT 290 TPH 35

(Street) ADT TPH

CRITICAL INTERSECTIONS:

& &

	AM	PM	AM	PM
NB				
SB				
EB				
WB				

COMMENTS: * Provided that no enrollment increase is allowed.

IMPACT OF TRAFFIC GENERATION:

NOT SIGNIFICANT	MAY BE SIGNIFICANT	MAY BE CUMULATIVE	TRAFFIC STUDY NEEDED
X	*		

Prepared by: [signature] Date: 4/4/84

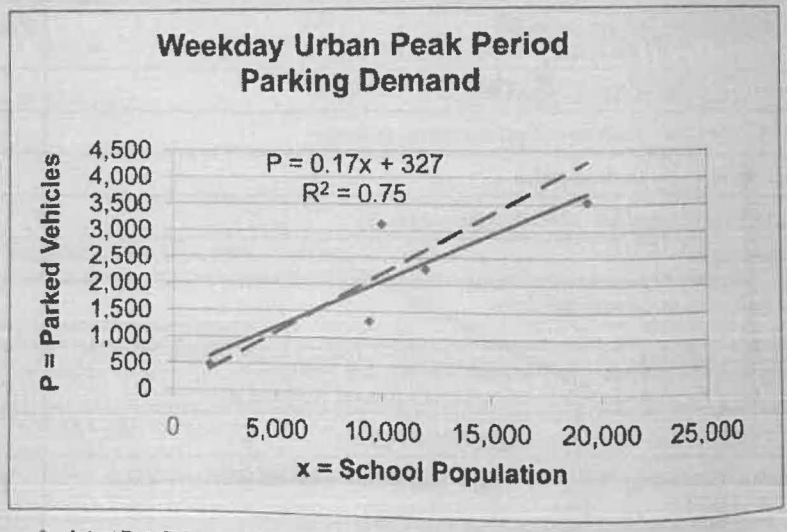
CP-1206 (3/79)

EXHIBIT 3 – NATIONAL PARKING DATA FOR UNIVERSITIES

Land Use: 550
University/College

Average Peak Period Parking Demand vs. School Population
On a: Weekday
Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00–11:00 a.m.
Number of Study Sites	5
Average Size of Study Sites	10,500
Average Peak Period Parking Demand	0.22 vehicles per school population
Standard Deviation	0.07
Coefficient of Variation	32%
Range	0.14–0.31 vehicles per school population
85th Percentile	0.29 vehicles per school population
33rd Percentile	0.18 vehicles per school population





Institute of Transportation Engineers

[156]

EXHIBIT 4

City of Los Angeles
Summary of Parking Regulations

	Use of Building (or portions of) Commercial uses	Ratio (spaces/sq. ft.)
Regular Provisions Sec. 12.21A4	1. Health or Athletic Club, Bath House, Dance Hall/Studio, Gymnasium, or similar (e.g. amusement)	1 per 100
	2. Restaurant, Café, Coffee Shop, Bar, Night Club, or similar	1 per 100
	3. Small Restaurant, Café, or Coffee Shop (1000sq. Ft. or less)	1 per 200
	4. Take-out Restaurant (no eating on the premises)	1 per 250
	5. Retail or Discount Wholesalers	1 per 250
	6. Retail Furniture, Major Appliances, or similar	1 per 500
	7. Auditoriums: Church, High School, College, Stadium, Theater, and similar assembly	1 per 35 or 1 per 5 fixed seats
	8. Elementary School, Child Care	1 per classroom or minimum 1per 500
	9. Commercial School: Trade, Music, Professional, or similar	////////////////////////////////
	a) Classrooms and assembly areas	1 per 50 or 1 per 5 fixed seats whichever is greater
	b) Classrooms with heavy equipment	1 per 500
	10. Philanthropic Institution, Government Office, or similar	1 per 500
	11. Commercial or Business Office	1 per 500
	12. Medical Office, Clinic, or Medical Service Facility	1 per 200
	13. Hospital	2 per bed
	14. Sanitarium or Convalescent Home	1 per 500 or min 0.2 per bed
	15. Warehouse or Storage (for Household Goods) - first 10,000 sq. ft. - beyond 10,000 sq. ft.	1 per 500 (plus) 1 per 5000
	16. Other Business or Commercial (not listed above)	1 per 500
Special Provisions	17. Auto Dismantling Yard, Junk Yard or Open Storage in the M2 or M3 zones [Sec. 12.19A4 (b)(4)]	6 for the first acre, 1 per 12,000 sq. ft. for the second acre and 1 for each acre over two.

Zoning Section - Department of Building & Safety (LADBS)

EXHIBIT 5 – ACCESS ROUTE TO MSMU CAMPUS

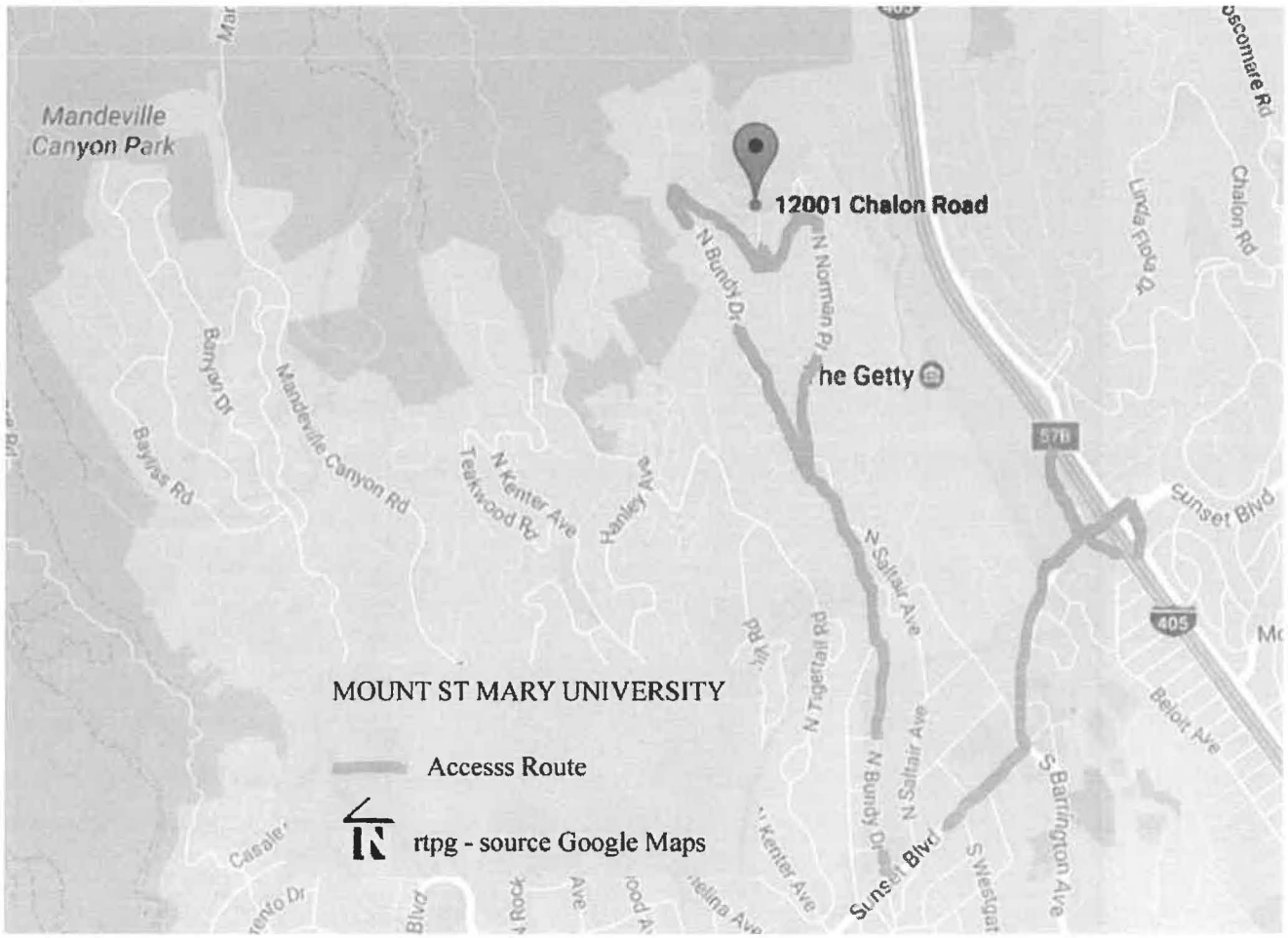
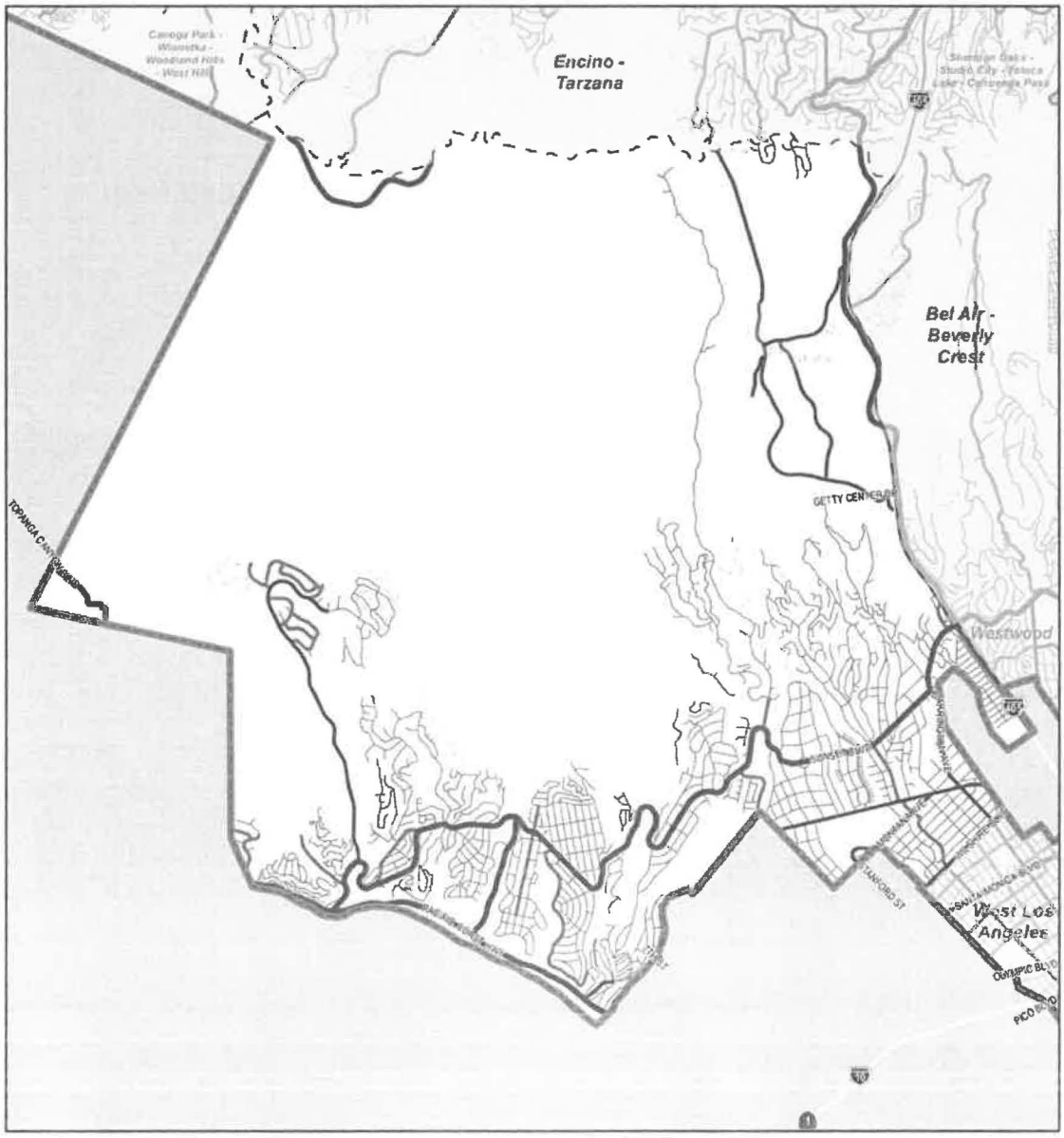


EXHIBIT 6 - CIRCULATION ELEMENT for BRENTWOOD/PACIFIC PALISADES COMMUNITY PLAN



Generalized Circulation

Brentwood - Pacific Palisades Community Plan Area

Major Class II
Secondary
Collector
Local
Private
Proposed
City Boundary
Community Boundary

Copyright © January 2014 City of Los Angeles All Rights Reserved Source: General Plan DCP Apn 2015 Streets Freeways TBM Copyright © 2014

EXHIBIT 7- CITY OF LOS ANGELES STANDARD STREET CROSS SECTIONS for a LOCAL STREET

Local Street Standard

Local streets are intended to accommodate lower volumes of vehicle traffic. Local streets have one lane in each direction and have parking on both sides of the street.



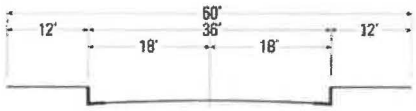
Roadway Width: 36 ft.

Right-of-Way Width: 60 ft.

Typical Number of Lanes. 1 lane in each direction

Typical Sidewalk/Border Width: 12 ft.

Target Operating Speed: 20 mph



Local Street Limited

These are local streets that lead to a dead-end rather than providing through traffic.

Roadway Width: 30 ft.

Right-of-Way Width: 50 ft.

Typical Number of Lanes: 1 lane in each direction

Typical Sidewalk/Border Width: 10 ft.

Target Operating Speed: 15 mph

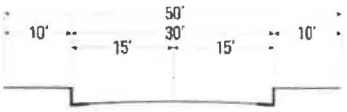


EXHIBIT 8 - CITY OF LOS ANGELES STANDARD STREET CROSS SECTION for a STANDARD HILLSIDE LIMITED STREET (example)

DEPARTMENT OF BUILDING AND SAFETY/ DEPARTMENT OF PUBLIC WORKS
***PRELIMINARY REFERRAL FORM FOR**
☐ **BASELINE HILLSIDE ORDINANCE No. 181,624**
☐ **HILLSIDE ORDINANCE No. 168,159**

CPC-1952-4072

Building and Safety Date: 05/17/2016 PIN: 141B141-6

Address: 12001 W CHALON ROAD
District Map: 144B137 Tract: P M 4304
Block: Lot: A
APN: 4429003027

Applicant: _____
Project Description: _____
Phone: _____
Fax: _____
PCIS No.: _____

Public Works:

Vehicular Access:

1. Is the Continuous Paved Roadway (CPR)* at least 28ft wide from the driveway apron of the subject lot to the boundary of the Hillside Area? ☒ Yes ☐ No
2. Is the CPR at least 20ft wide, from the driveway apron of the subject lot to the boundary of th[illegible] ☒ Yes ☐ No
3. Is the street a[illegible]cent to the subject lot at least 20ft wide? ☒ Yes ☐ No
(Note: all streets [illegible]ltiple street frontages, such as a corner lot or a through lot.)

* CPR = begins at the driveway apron and must be continuous and without permanent obstacles to the boundary of the Hillside Area.
If "2" and "3" are Yes: COMPLY WITH HILLSIDE ORD. ZA APPROVAL IS NOT REQ'D
If "2" or "3" are No: REFER TO PLANNING FOR APPROVAL PER 12.24X21 OR 12.24X26

Street Type:

1st Street Name: CHALON ROAD R/W width: 42' Roadway width: 32'

☒ Lot fronts on a standard hillside limited street ☐ Dedication required width: ____ ☐ Improvement required Plan Index: 19802

Comments: _____

2nd Street Name: _____ R/W width: _____ Roadway width: _____

☐ Lot fronts on a standard hillside limited street ☐ Lot fronts on a sub standard hillside limited street ☐ Dedication required width: ____ ☐ Improvement required Plan Index: _____

Comments: _____

Sewer Connection:

Lot located less than 200 ft from sewer mainline:
☐ Use existing wye and permit
☒ Use existing wye, obtain new permit
☐ Obtain new connection and new permit
☐ Obtain B-Permit from PW/BOE to construct new mainline

Lot located greater than 200 ft from sewer mainline:
☐ Obtain LADBS approval for on-site sewer
☐ Obtain B-Permit from PW/BOE to construct new mainline

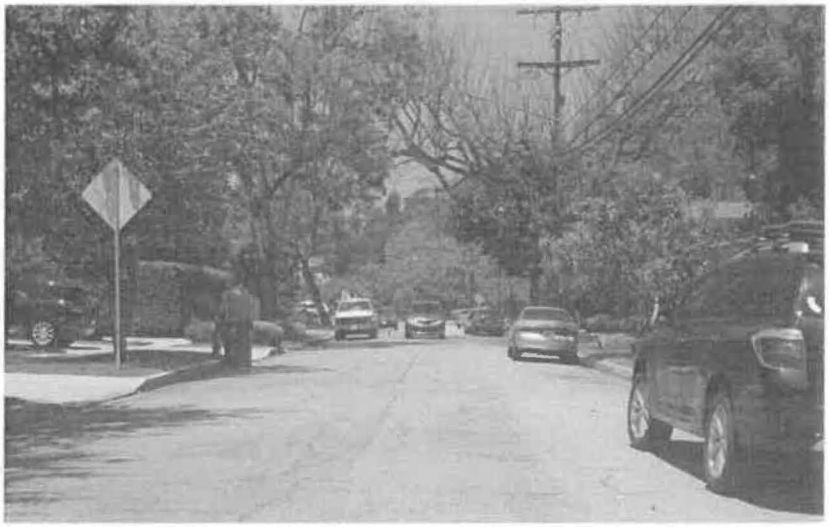
Public Works Employee completing this form:

Sign: _____ Print Name: Hisashi Kobayakawa

Date: 5-17-2016 Phone: 310-575-8384 Location: WLA

* The final determination of Hillside Ordinance applicability shall be made after any and all dedications/improvements (if required) have been made.

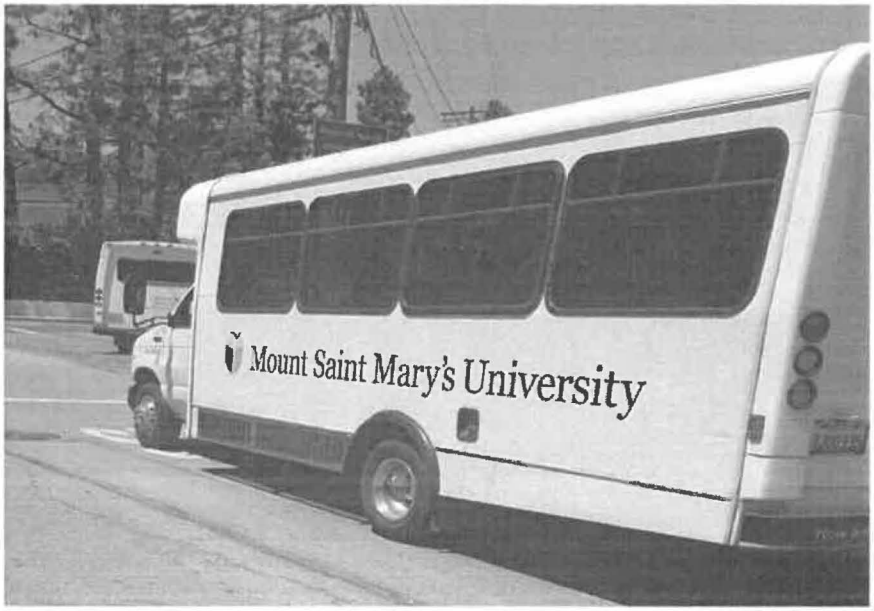
EXHIBIT 9 - PHOTOS OF ACCESS ROUTE



Bundy Drive



Norman Lane



MSMU Buses Turning onto Norman Lane



Neighbor Traffic Concerns on Bundy Dr

EXHIBIT 10 – MSMU BUS STUCK ON SALTAIR

July, 2017





EXHIBIT 11 - SUNSET BLVD INTERSECTION LEVELS OF SERVICE

Table IV.K-8
Future (Horizon Year 2020) Base Conditions Intersection Level of Service—Non-Event Day

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future (2020) V/C	Future (2020) LOS
1	Cliffwood Ave.	Sunset Blvd.	7–8 A.M.	0.535	A
			3–4 P.M.	0.485	A
			5–6 P.M.	0.370	A
2	Kenter Ave.	Sunset Blvd.	7–8 A.M.	0.746	C
			3–4 P.M.	0.781	C
			5–6 P.M.	0.571	A
3	Bundy Dr.	Sunset Blvd.	7–8 A.M.	0.581	A
			3–4 P.M.	1.167	F
			5–6 P.M.	1.344	F
4	Saltair Ave	Sunset Blvd.	7–8 A.M.	0.665	B
			3–4 P.M.	1.058	F
			5–6 P.M.	1.215	F
5	Barrington Ave.	Sunset Blvd.	7–8 A.M.	0.961	E
			3–4 P.M.	1.449	F
			5–6 P.M.	1.474	F
6	Barrington Pl.	Sunset Blvd.	7–8 A.M.	0.815	D
			3–4 P.M.	0.966	E
			5–6 P.M.	0.997	E
7	Church Ln.	I-405 SB Ramps	7–8 A.M.	0.675	B
			3–4 P.M.	0.793	C
			5–6 P.M.	0.883	D
8	Church Ln.	Sunset Blvd.	7–8 A.M.	0.927	E
			3–4 P.M.	0.785	C
			5–6 P.M.	0.861	D
9	I-405 NB Ramps	Sunset Blvd.	7–8 A.M.	0.857	D
			3–4 P.M.	0.544	A
			5–6 P.M.	0.554	A
10	Veteran Ave.	Sunset Blvd.	7–8 A.M.	0.726	C
			3–4 P.M.	0.798	C
			5–6 P.M.	1.022	F
11	Bundy Dr. (W)	San Vicente Blvd.	7–8 A.M.	0.573	A
			3–4 P.M.	0.678	B
			5–6 P.M.	0.709	C
12	San Vicente Blvd.	Montana Ave.	7–8 A.M.	0.786	C
			3–4 P.M.	1.022	F
			5–6 P.M.	0.993	E
13	Barrington Ave.	Montana Ave.	7–8 A.M.	0.481	A
			3–4 P.M.	0.788	C
			5–6 P.M.	1.121	F
14	Barrington Ave.	San Vicente Blvd.	7–8 A.M.	0.671	B
			3–4 P.M.	0.725	C
			5–6 P.M.	0.453	A

ENCLOSURE 2

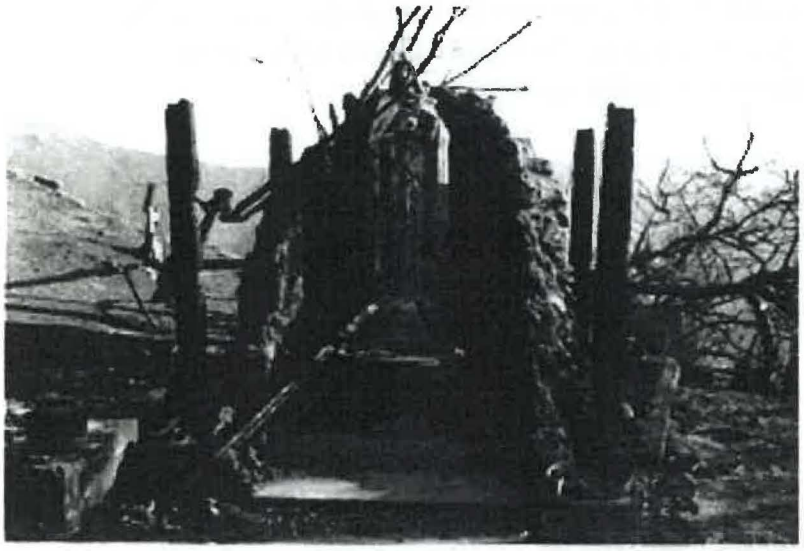
G+ More

The Mount Archives blog

History blog of the Mount Saint Mary's University community

Tuesday, July 5, 2011

Fire on the mountain



PAUL MARTIN'S comment about preserving archives from fire is timely. This November 6 we'll mark the 50th anniversary of the Bel Air Fire.

Nothing makes a statement about the devastation more than this sad snapshot of the shrine of **St. Therese of Lisieux** on the eastern edge of the Chalon Campus. The shrine was built in 1946 and dedicated on October 3 that year, the feast day of the beloved Carmelite saint known as the Little Flower.

She watched over the Circle for the next 15 years until that Monday of midterms week, when a spark from a construction site turned into a raging orange hell of wind and flame. After the fire did the unexpected and jumped the new 405 freeway in the Sepulveda Pass, the Mount was directly in its path.

Featured



Love rare book

About Me



Vicky the A
Los Angeles, C
A Lone Arrang archivist with a background m paper archives research ques create finding a manage recor answer all kinc questions abo Saint Mary's h
View my comp

Followers

Followers (11



Follow

The fire raced up the eastern canyon, turning a row of eucalyptus trees at the edge of campus into a wall of torches. Windborne cinders ignited the wooden eaves of Rossiter Hall and St. Therese's shrine as it headed south along the canyon wall.

Only Rossiter's walls were left standing. The fire mostly skipped St. Joseph Hall but renewed its fury on the Carondelets' House of Studies (now Carondelet Center), burning off portions of the pantiled roofs as it continued into the residential streets below. The fire also blew west, destroying the Mount Bowl, a beautiful outdoor amphitheater, and the Marian Hall of Fine Arts, which housed the music and art departments with all their instruments and equipment. At one point, the Chalon Campus was almost completely surrounded by fire. By all accounts, there was a lot of heroism in saving the campus.

Remarkably, the College was closed only one day, thanks to cleanup efforts by scores of students, faculty, staff and volunteers. St. Therese got a new shrine the following spring. Funds were raised, buildings rebuilt and one of the biggest disasters in California history faded into memory.

Could it happen again? Of course. In fact, the Bel Air Fire of 1961 was actually the second or third time the College was in imminent danger of destruction by brush fire, going right back to the beginning in the 1930s. The threat goes with being the last outpost before the chaparral begins. It goes with Chalon's spectacular location.

Yes, I worry about this room full of paper. I'm marking a little anniversary of my own this week. Two years ago, a brush crew from the Getty Center ignited the chaparral east of the campus. Returning from a trip to Doheny, I saw the fire as I drove up the hill. I raced up Bundy, hoping to get at least a few things out of the Archives before the campus was evacuated. But I was turned away at the gate.

Fortunately, it was a windless day, and fire crews were able to stop the flames at the ridgeline. The College Archives was safe.

But as 1961 showed us, it doesn't always work out that way. Archives preservation is a millennia-old story of almost complete loss, and all I have to do is smell a hint of smoke on the breeze to be reminded. St. Therese, pray for us.

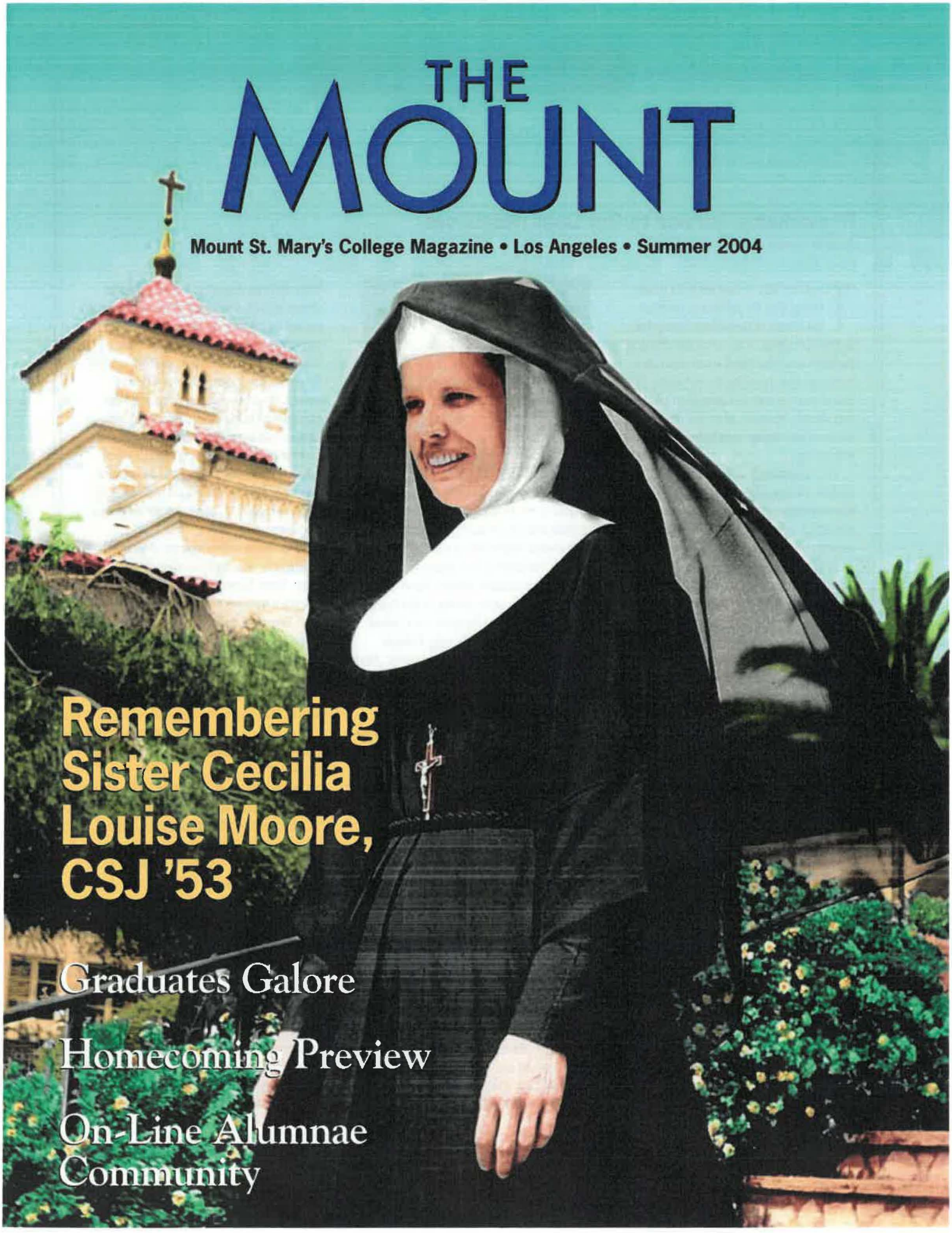
Posted by Vicky the Archivist at 10:02 AM

Reactions:

ENCLOSURE 3

THE MOUNT

Mount St. Mary's College Magazine • Los Angeles • Summer 2004



Remembering Sister Cecilia Louise Moore, CSJ '53

Graduates Galore

Homecoming Preview

On-Line Alumnae Community

Remarkable Service to Our Dear Neighbors

By Sister Joseph Adele Edwards, CSJ '58

Tuesday, May 4, dawned in its usual spring way. By 7:45 a.m., most of the sisters at Carondelet Center had finished breakfast. A few were still sitting in the main first floor dining room when their meal was interrupted by the fire alarm. That sound was not unusual because of occasional test alarms. However, when the sisters heard the hand bell ringing, they knew something was wrong.

The "something" was a serious fire in the kitchen. Flames shot up through the stove flue and blazed upward to the second floor and attic, eventually burning through the recently retiled roof.

Within minutes, fire engine sirens were heard by the Center's neighbors, including its nearest ones at Mount St. Mary's College. Father George O'Brien recalled wondering if there was a brush fire—not uncommon in the surrounding hills. When the sirens sounded closer, he checked from a nearby fourth story window and saw flames and smoke rising from the Center's roof.

Larry Smith, vice president for Information Support Services and Francis Salandanan, his assistant, were the first college neighbors to arrive on the fire scene and help. They were immediately directed to assist with the evacuation of the physically and mentally infirm sisters living on the second floor above the kitchen. They checked each room to be sure no one was left behind.

The Center health care staff, under the direction of Renee Denenfeld, nursing supervisor, and 1995 Mount nursing graduate, had already activated fully and in a timely manner their emergency plan. Sisters in wheelchairs, walkers, and even some in beds were swiftly and carefully moved outside across from the fire line and onto the west side road.

News of the disaster traveled quickly to other college personnel—students, faculty, and staff—who were on campus. Just as



JAMIE STEPONOVICH

quick was the offer to bring the evacuated sisters to the Mount's Campus Center. Eight o'clock classes, including the nursing ones, had already begun before the road to the College had been closed because of the fire engines and possible danger. Upon hearing that the sisters were coming to the Campus Center, Sister Carol Purzycki, CSJ, asked Assistant Professor of Nursing Patricia Melnick to send her students to assist. Along with some of the firefighters, the students pushed the sisters in wheelchairs up the hill. Meanwhile, College shuttles were driven to the Center to help with the evacuation of the physically mobile sisters.

Besides sheltering the sisters, providing for their meals became another necessity. The Mount's Food Service, under the direction of Mary Grogan, went into action. Not only did they provide snacks, beverages, and lunch for the evacuees, but the staff also prepared and brought lunch to the sisters at the Center who did not have to evacuate. (The College Food Service continued to supply meals for the sisters at the Center until repairs were completed.)

Upon hearing of the fire, President Jackie Doud drove from the Doheny Campus to the Chalon Campus. She wanted to make sure the College was responding in whatever way it could to alleviate the problems and needs of its special and "dear neighbors."

Along with what had already been done, the scene in the Campus Center certainly illustrated that response. Even before the sisters arrived, some of the maintenance men carried couches to be used as beds from the commuter lounge to the Center. Others removed a stall door in the restroom to allow for wheelchair access. Once the sisters arrived, Mount students, faculty, and staff carried food to the sisters or just sat and chatted with them. The Campus Ministry Team prayed with and sang to the sisters. Some students read to or played checkers with them. Several sisters sat and read the latest issue of *The Oracle*, the student newspaper.

While some sisters seemed disoriented, the majority appeared calm and grateful to be there. Sister Eleanor Wagner commented, "It's like a surprise party and come as you are." Two sisters who had formerly ministered at the College—Sister Mary Gerald Leahy (R.I.P.) of the Biological Sciences Department and Sister Mary Adrienne Kennedy as registrar—said it was great to be back at the Mount. Sister Barbara Cotton, who served in the Institutional Advancement Division, happily stated, "I had a handsome fireman push me up the hill."

By mid afternoon, conditions at the Center were considered safe enough for the sisters to return to other floors and wings of the building. Several who were physically able either moved to the College convents at Chalon, neighboring convents, or relatives' and friends' homes.

May 4, 2004, was undoubtedly a day to remember, especially with gratitude that no one was injured and the building was saved. It was also a day that witnessed the living out of the third goal of the College's current Strategic Plan to become a culture of remarkable service, combined with the charism of the Sisters of St. Joseph of Carondelet, as the Mount Community provided "remarkable service" to its "dear neighbors" in the Carondelet Center community.

ENCLOSURE 4

From: Ellen King <ellenkingart@gmail.com>
Date: Monday, April 17, 2017 at 10:49 PM
To: Stefanie Michaels <stefaniemichaels@gmail.com>
Subject: Re: Getty Fire 2012

My name is Ellen King.
I am a former resident of Norman Place.

We actually had two fires in the vicinity of our homes.
The bigger but equally scary was when we were asked to be ready to evacuate.
The fire engines came up the hill and asked that we park our cars facing out to be ready in an instant to go. In the meantime, all of Mt. St. Mary's was evacuated along with the Getty. We residents were left alone twiddling our thumbs. Once MSM was gone so were the trucks.

I was interviewed by channel 4 news and asked about being afraid of the fires. OF COURSE I WAS AFRAID!! It was the 2nd one in a very short period of time. I never slept well again after that. Between the students cars screeching around the bend at breakneck speeds and fires requiring evacuation of students first, not residents, I never felt safe again.

So I moved away from an area I loved because the school was ignoring our pleas of decency!

Ellen King

ENCLOSURE 5

Liberty Insurance Corporation
P.O. Box 9099
Dover, New Hampshire 03821

Liberty Mutual INSURANCE

(800) 225-8285

April 15, 2017

[redacted]
1221 N NORMAN PL
LOS ANGELES CA 90049-1540

RE: Policy Number H37-268-415904-70 5
Location Address: 1221 N NORMAN PL
LOS ANGELES , CA
Expiration Date: 6/4/2017

Dear [redacted]

We are writing to notify you that the property listed above poses an unacceptable risk for wildfire due to one or more of the following conditions:

- Close proximity to native and/or non-native flammable vegetation
- Wind patterns relative to fire fuel during typical wildfire season
- Poor road accessibility for firefighting/emergency response equipment

Due to this wildfire risk, the policy listed above will not be renewed effective 12:01 AM on 6/4/2017. This notice complies with the provisions of your policy.

This notice does not affect other policies you may have with Liberty Mutual Insurance, with the following exceptions:

- If you have an earthquake policy covering this property, we will not be able to continue that coverage. California Earthquake Authority rules preclude us from writing earthquake coverage on any property that we do not primarily insure.
- If you are extending liability from this policy to another property (such as a rental property), that liability coverage will lapse when this policy is not renewed. Please contact customer service to discuss available options for continuing liability coverage.

We are required to notify your mortgagees in the event of a discontinuation of coverage. The following mortgagees are being notified of this action:

US BANK
US BANK NA

This decision will not impact your ability to secure fire coverage through another carrier. However, should you have difficulty obtaining property insurance, you may be eligible for coverage through the California FAIR Plan Association.

Please read the important enclosed notice for more information.

Sincerely,
Liberty Mutual Insurance

H37268415904705020170413UPN120

ENCLOSURE 6

MARGINAL QUALITY DOCUMENT DISCLAIMER

WE REGRET THAT THIS REPRODUCTION MAY NOT BE UP TO OUR NORMAL STANDARDS. THIS WAS THE BEST AVAILABLE COPY AT THE TIME IT WAS MICROFILMED.

Lynn Schu
Custodian
Dept. of C

CASE NO. 3066 MAP NO. 34

COMMUNICATION

From

L. A. Mountain Park Co

Filed Oct 20, 1928

Please return this paper to
the City Planning Commission

No Pet

Ordinance 55,60 prescribes the
rules of the City Council relative to the
City Planning Commission for the
filing of zoning petitions.

Fee Paid
10-20-1922

APPLICATION FOR SPECIAL PERMIT

TO THE BOARD OF CITY PLANNING COMMISSIONERS:

The petitioner..... are the owner..... of the following described real estate:.....

— See Inside —

(Include Book and Page Number as recorded in the county records)

Situated at.....
(Give street number)

a map of which is hereto attached and by reference made a part of this petition. Said property was acquired by petitioner.....on the.....day of....., 19.....; said property has the following deed restricted affecting its use, to-wit:

(Here set out restrictions or state that none exist; if there were ever restrictions and the same have expired, state former deed restriction)

Petitioner proposes to erect on the above property. (State fully proposed building or structure and accompany with plans if formulated)

Re-load for piles as shown in
sketch to be attached

See Sketch

The property in the block in which the above described property is situated is now devoted to the following uses:
(Describe fully all existing uses)

Lynn Schwickerath
Lynn Schwickerath, Acting
Custodian of Records
Dept. of City Planning

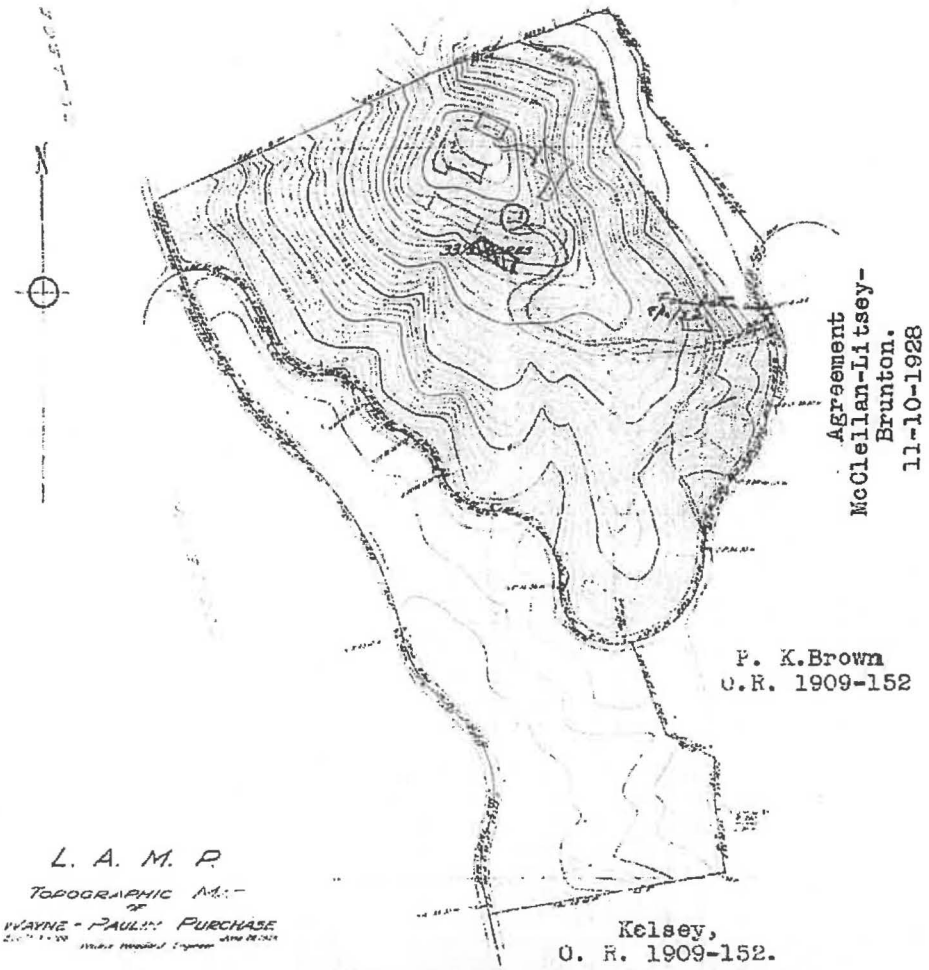
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Lynn Schwickerath, Acting
Custodian of Records
Dept. of City Planning

4285



L. A. M. P.
TOPOGRAPHIC MAP
OF
WAYNE - PAULDING PURCHASE

4285

The petitioner submits the following reasons for the change requested herein:
(Here set forth fully reasons why the change requested is necessary for the preservation or enjoyment of substantial property rights of petitioner)

Property is now included within Zone A, which does not permit schools.

Said change will not be materially detrimental to public welfare because of its use as an educational institution of the highest order.

Said change will not be injurious to adjacent property because buildings and grounds will be beautiful, and their use dignified.

Lynn Schickerath
Lynn Schickerath, Acting
Custodian of Records
Dept. of City Planning

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9 0306

ENCLOSURE 7

0 158 0009 0289

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Lynn Schwiderath
Lynn Schwiderath, Acting
Custodian of Records
Dept. of City Planning

on the representation that this was A Zone property.

Mr. Gordon Campbell stated he has property in the Santa Monica Land and Water Company tract and he intended to build his permanent home directly opposite this improvement and he would see this in preference to any other view to the west, it will be straight in front of him; that the residence restrictions there are not material because the high value of the ground prohibits the building of a $5000 home on a $20,000 lot; that he objects to the amount of traffic, the entire amount will pass behind his house to get to the school and he will have between 50 and 200 cars pass morning and night and the additional traffic will be objectionable; that the traffic must pass behind his house and he will catch the dust from the dirt road.

In response to questions from the Commissioner, the Sister stated they will have between 150 and 200 students and the maximum number will be 500, about 75 of the students will be resident and 75 will be day pupils.

Mr. Campbell stated that if this 33 1/3 acres were subdivided the lots would not be smaller than one-half acre and they could not possibly have as much traffic as would result from this college; that he bought his property 1½ years ago and received a deed which he examined prior to his purchase; that he looked for four years to find a place where he wanted to live and when he saw this, he took it within 24 hours and he expects to live there the rest of his life and he objects to any school or college in the district; that from his property to Occidental is about 1½ or 2 miles and this property is about 100 yards, the nearest point might be 150 yards away; that he cannot see Occidental because there are two rows of hills intervening and in a straight line Occidental would be ¾ of a mile.

H. D. Lanfair stated he has lived there since 1921 and he has nine acres adjoining Mr. Campbell and corners with Mr. Stone; that the restrictions in the deed call for a residence community and he supposed it would be such; that in the last four or five years there has been innumerable parties looking for sites for sanitariums and stables and he always felt secure because he knew they were prohibited and he protests on the grounds of any school coming in or anything that would change this to anything but a residential district; that the property is too valuable for anything other than residences to come in there; that he paid $7500 for a small strip to complete a building site and expended $1200 to grade and fix it; that if this institution is permitted, they will come in and ask for a sanitarium and other things outside of the residential type and he feels it would be detrimental to the property to have any institutions; that this acreage is beautiful for high class residential use and there is nothing better in the whole mountains; that Occidental College and the other schools are two miles away from here and it is shut off by a row of hills; that he protests very heartily.

In response to questions from the Commissioner, Mr. Lanfair stated at the time he purchased it was understand that the restrictions in the deeds were handed down from the Mountain View Land Company.

Mr. Campbell stated that at the time he purchased [illegible] and was told

Reg Nos. 1 Petition 3066 of the Los Angeles Mountain Park Company asking special permission to erect a school for girls on property situated in the Santa Monica Mountains two miles north of Beverly Boulevard at Norman Way was presented, Commissioner Thomas stating he would at this time refer the matter to the Board as a whole.

Commissioner Thomas stated a public hearing had been conducted in this matter and testimony disclosed that it is the intention to have a minimum of 150 students and a maximum of 500 students for girls who have finished high school and are ready to enter college; that there is 33 1/3 acres in this piece which is separated from everything else, separated from all adjoining properties that petitioner sets forth that this site is particularly suited to a development of this nature for the reason that it is separated from everything else by a gulley or street and is the only place they could find after three years of search all over the City with full knowledge of the zoning ordinance and they are therefore petitioning at this time; that the protestants took the position that this property was purchased by them under the representation that it was to be used for single family residential use only and that the cars used by the day pupils will cause noise and dust and traffic congestion and will commercialize the district and they feel this property is ideally suited to residential uses; that the property adjoining this belonging to Occidental and is to be sub-divided and used for single family homes and in his opinion this is a similar case to the Betty Compton Cruze petition; that it does not appear that there is any freatures of Section 4 which attach to the property.

Commissioner Baker stated he does not think Section 4 should be granted unless each of the conditions are met before it brings

ENCLOSURE 8

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Lynn Schwickerath
Lynn Schwickerath, Acting
Custodian of Records
Dept. of City Planning

City Clerk

City of Los Angeles
California

No. 10087 (1928) December 5, 1928

3066

City Attorney (has file)
City Planning Commission
Board of Building & Safety Commission

Los Angeles Mountain Park Company
10301 Chalon Road
Bel-Air, Los Angeles, California

Greetings:

At the meeting of the Council held this day, the following report of the City Planning Committee was adopted:

"In the matter of the report of the Board of City Planning Commissioners recommending that the request of the Los Angeles Mountain Park Company, asking that the Mount St. Marys College be permitted to be established on a 33-1/3 acre tract of land north of Beverly Boulevard at Norman Way, be granted, and that the said property be placed in "B" Zone in order that the college might be established thereon; your Committee, after conducting a hearing in connection with this matter, recommends, in view of the special circumstances that attach to the property and in order to protect the adjoining property to the fullest extent, that the action of said Board in recommending that the property be placed in "B" Zone be not concurred in and that the City Attorney be instructed to prepare an ordinance under the terms of Section 4 of the Zoning Ordinance, allowing the establishment of said college on the property therein described, and shown on the attached sketch, said ordinance to contain the following provisions:

> That the plans for the buildings and the location of same be approved by this Council prior to the issuance of building permit.

We further recommend that when said ordinance is transmitted to the Council that it be submitted to the City Planning Commission for its consideration and recommendation and that upon the publication of the said ordinance the Department of Building and Safety be instructed to issue the necessary permits."

Respectfully

Rob't Dominguez
City Clerk

H

ENCLOSURE 9

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Lynn Schrickerath
Lynn Schrickerath, Acting
Custodian of Records
Dept. of City Planning

City Clerk

City of Los Angeles
California

December 22, 1939

No. 4487 (1939)

Building & Safety Commission
City Planning Commission ✓

Greetings:

At a meeting of the Council held this day, the following report of the Planning Committee was adopted:

"By Ordinance No. 62642, approved January 1, 1929, granting a zone variance to permit erection of buildings for Mount Saint Mary's College at 12001 Chalon Road, it was provided that plans for said buildings shall be approved by the Council prior to issuance of building permit.

The Superintendent of Building has presented plans for the erection of a Faculty Building at the above address and your Committee has inspected same and RECOMMENDS that they be approved and the Building and Safety Department so notified."

Respectfully,

R. E. Davis
CITY CLERK.

CS

Abandoned
Ordinance 11/30/16

ENCLOSURE 10

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Lynn Schwickerath
Lynn Schwickerath, Acting
Custodian of Records
Dept. of City Planning

City Clerk

City of Los Angeles
California

December 22, 1939

No. 4487 (1939)

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Greetings:

At a meeting of the Council held this day, the following report of the Planning Committee was adopted:

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The Superintendent of Building has presented plans for the erection of a Faculty Building at the above address and your Committee has inspected same and RECOMMENDS that they be approved and the Building and Safety Department so notified."

Respectfully,

R. E. Davis
CITY CLERK.

CS

ENCLOSURE 11

ZONING

APPLICATION FOR CONDITIONAL USE

(For Filing Refer to Requirements and Instructions)

DM 7235

TO THE CITY PLANNING COMMISSION:

The undersigned Mount St. Mary's College - a Corporation
(Print Name of Owner or Lessee)

hereby requests that you approve the location of the following use:

Girls' College
(Specify Type of Use)

on property situated at 12001 Chalon Road, Los Angeles 49, California
(Street Address)

~~between~~ N.E. of intersection of ~~Street and~~ Avenue Chalon Road and Bundy Drive ~~Avenue~~ ~~Street~~

Exact legal description (Lot, Block and Tract) of said property being:

~~Parcel~~ A, Blocks 32 and 33, portion of Lot 12, Division 1 of Region 36, Tract 9479

Further legal description attached to this application.

(16.9 acres)

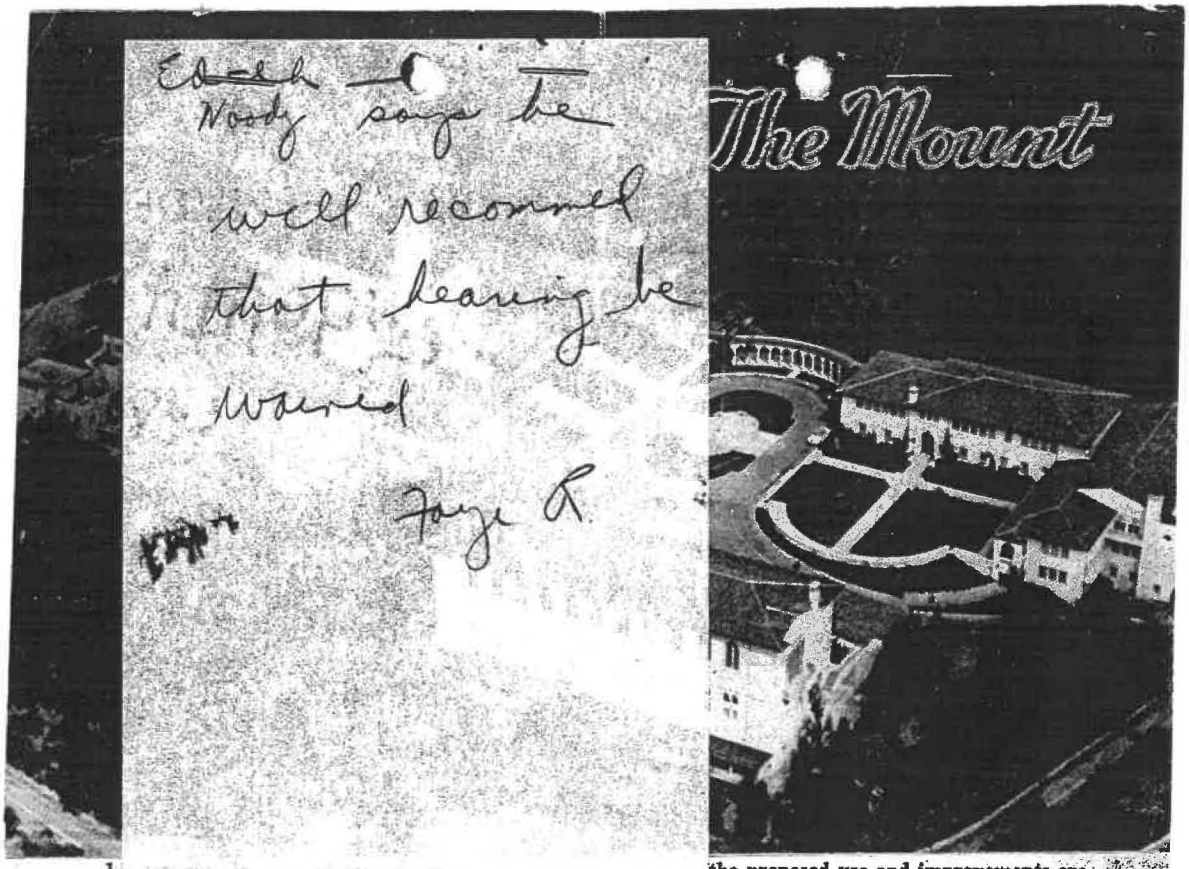
A map showing said property and surrounding property together with Property Owners' List are attached hereto and made a part of this application.

1. **Describe the type of use and improvements proposed; how the proposed use and improvements are to be designed and arranged to fit into the development of adjacent property and neighborhood; and why there is a need for such use.**

Expansion of Mount St. Mary's College facilities requires the use of this piece of land for athletic purposes — swimming pool, bathhouse, recreation rooms, athletic fields, etc.

Inadvertently Parcel A was used for swimming pool, bathhouse, and tennis courts, as we did not realize at the time that its was not included in the original application for zoning. This was brought to our attention recently when a building permit was being taken out for a proposed building.

Coop 3066 (1946)



Edeeh —
Woody says he
well recommend
that hearing be
Waived
Joyce R.

1.

the proposed use and improvements are
ljacent property and neighborhood; and

es requires the use of this
ool, bathhouse,recreation rooms,

g pool, bathhouse, and tennis courts,
ot included in the original
attention recently when a build-
ilding.

Coop 3066 (1946)

STATE OF CALIFORNIA,
CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES.

[redacted]

I,
We, Mount St. Mary 's College - A Corporation
(Print Name in Full)

we are ~~lessee~~

being duly sworn, depose and say that I am the owner of the property involved in this application and that the statements and information herein contained are in all respects true and correct to the best of my knowledge and belief.

our

Signed Mount St Mary's College, A Corporation
Sister Agnes Marie, President

930-10.
For Day

Bradshaw 23616
(Phone Number)

12001 Chalon Rd. Los Angeles 49, Calif.
(Mailing Address of Applicant)

Subscribed and sworn to before me this 8 day of February, 1952

A.C. Melander NOTARY PUBLIC IN AND FOR THE COUNTY OF
(Notary Public) LOS ANGELES, STATE OF CALIFORNIA
My Commission Expires September 12, 1952

This is to certify that the foregoing application has been inspected by me and has been found to be thorough and complete in every particular.

	Receipt No.	Date	
Map & List			Date Received by City Planning Commission 3-14-52
Application	10896	3-14-52	By [signature]

(For the City Planning Commission)

We, the undersigned OWNERS of PROPERTY included within a 300-foot radius of the boundaries of the property involved in this application, believe it should be granted. (Attach extra sheets if necessary. These signatures are desirable but not demanded).

RED Number on Map	Name	Address	(LEGAL DESCRIPTION) Tract	Block	Lot
1	Joseph W. Null	1515 No. Bundy Drive			
4	MUTUAL HOUSING ASSOCIATION, INC. 986 Hanley Ave. L. A. 49				
By:	William E. Payne Pres.				
By:	Lloyd B. Penner, Secretary				
5	Residential Dev. Corp	400 N. Barrington			
	By J.B.E. Mem V.P	L-A-49			
3	Donald Macpherson	2002 Overland Ave L.A. 25			
6	Peter K Brown	1041 Norman Pl L.A. 49			
2	Joy Montague	1048 So Bundy Dr, W.L.A. 49			
7	Helen J Woodley	1250 N. Bundy	W.L.A. 49		
8	Philip H. Jones	1212 N. Bundy Dr.	L.A. 49		

3 Donald Macpherson 2002 Overland Ave L.A. 25
4 Peter K Brown 1041 Norman Pl. L.A. 49
2 Jay Montague 1048 So Bundy Dr. W.L.A. 49
7 Julian S Wardley 1250 N. Bundy W.L.A. 49
8 Philip H. Jones 1212 N. Bundy Dr. L.A. 49

PARCEL A :

Being portions of Blocks 32 and 33 of the Santa Monica Land and Water Company Tract, as per map recorded in Book 78, pages 44 to 49 inclusive, Miscellaneous Records of said County described as follows :

Beginning at a 2-inch pipe set in concrete at the northerly terminus of the center line of Bundy Drive, as dedicated by map of Tract 9479, recorded in Book 164, pages 40 and 41, Map Records of said County, said point being the northerly end of a curve concave easterly having a radius of 1,000.00 feet, as shown on said map (a radial to said curve at said pipe bearing S.75° 23' 15" W. by record, but bearing S. 75° 13' 15" W. for the purpose of this description), said point being also the northwest corner of Parcel One described in deed to Mount St. Mary's College, recorded in Book 9428, page 90, Official Records of said County, said point being also the beginning of a compound curve concave easterly, having a radius of 112.00 feet (a radial to said curve bearing S. 75° 13' 15" W.); thence from the true point of beginning northerly on said curve 93.06 feet to the end thereof; thence tangent to said curve N. 32° 49' 40" E. 48.63 feet to the beginning of a tangent curve concave northwesterly, having a radius of 236.00 feet; thence northwesterly on said curve 119.51 feet to the end thereof and the beginning of a compound curve concave westerly, having a radius of 847.25 feet; thence northerly on said curve 319.90 feet to the end thereof; thence tangent to said curve N.17°49' 08" W 184.00 feet to the northwest corner of this parcel; thence N.59° 55' 42" E. 978.98 feet to the northeast corner of this parcel; thence S. 44° 27' 19" E. 263.26 feet, S. 14°06' 20" E. 305.92 feet and S. 35° 33' 45" E. 272.00 feet to a 2-inch pipe set in concrete described in deed to Security-First National Bank of Los Angeles dated September 12, 1944, and filed for record concurrently herewith, said pipe being the southeast corner of this parcel; thence 70° 14' 51" W. 258.56 feet to the northeast corner of Parcel One described in said Book 9428, page 90; thence S.70° 24' 45" W. 261.02 feet to a point; thence S. 65° 38' 46" W. 831.70 feet to the true point of beginning.

Parcel A is a portion of Lot 12, Division 1 of Region 36, and is shown on the OFFICIAL MAP OF THE COUNTY OF LOS ANGELES, filed in the Office of the Recorder of said County, in Book 1, at page 20, of Official Maps.

Basis of bearings used in this description is that course in the center line of Bundy Drive at its intersection with Chalon Road, shown on the [illegible] to bearing N. 22° 09' 18" W.

ENCLOSURE 12

for the general secondary credential to June 30, 1952.[6]

Reverend Mother Mary Pius Neenan and Mother M. Killian Corbett, provincial, visited the college in the fall of 1943. Among the literary guests of the year were Mr. and Mrs. Frank J. Sheed. Mr. Sheed gave a lecture on Catholic Action. Mr. Charles Rann Kennedy, the well-known playwright, and his wife gave scenes from Shakespeare and from Sheridan's plays. The sodality hosted a visit from Most Reverend Joseph McGucken, auxiliary bishop of Los Angeles, who presided at a program dedicated to Mary Immaculate and concluded the day with Benediction of the Most Blessed Sacrament.

Generous donors contributed toward the new stained-glass windows, which were being installed in the chapel in 1944. On Mary's Day, Mrs. C. D. Sate, president of the Mothers' Guild, presented the college with a check for $425, the cost of one stained-glass window, in addition to their annual scholarship gift and an additional $1,000 cleared by contribution toward a gift of a $100 war bond.

Onriette Lebron continued the Mount tradition of excellence in creative writing this year by receiving a top paper award for her short story in the *Atlantic Monthly* contest.

On May 29, 1944, Mother Marie de Lourdes, president of the college, concluded the purchase of an additional 21.7 acres of land adjoining the campus on the north for $10,000. This addition increased the college property to approximately fifty-five acres.

Reverend Edward J. Whelan, S.J., president of Loyola University, celebrated the Baccalaureate Mass and conferred hoods on the graduating seniors on Sunday, May 28. The commencement exercises followed on Tuesday, May 30, 1944, at 4:00 P.M., at which Archbishop John J. Cantwell officiated and the Reverend Thomas McCarthy, Ph.D., delivered the address. Twenty-three secular students and sixteen religious received their bachelor's degrees, while two candidates were awarded master of music degrees.

An educational tour program, which included some of the cultural and historical highlights of the area, was a part of the 1944 summer session. The students thus had the opportunity to visit the Huntington Library and Art Gallery, the La Brea Pits, the County Museum at Exposition Park, and Olvera Street.

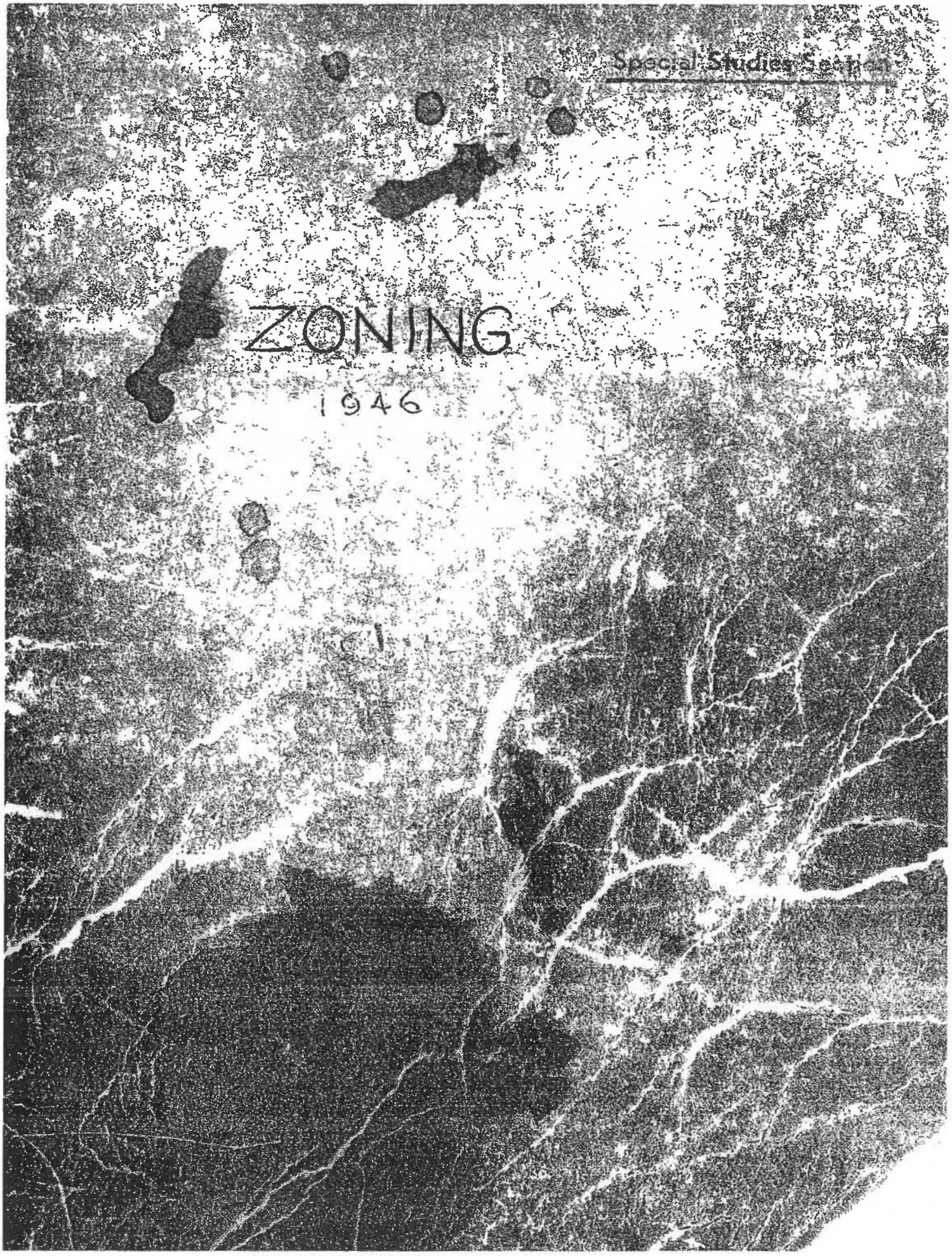
The 1944 fall semester brought an appreciable increase in the student registration: a total of 237 students, of whom 100 were religious. Sister Alice Marie Cheap returned from the Catholic University of America with her master's degree in chemistry, and Sister M. Germaine McNeil was sent to the same university to obtain her doctorate in medieval Latin. Other new faculty members this year included Mr.

ENCLOSURE 13

Special Studies Section

ZONING

1946



Sec. 12.24—Conditional Uses Permitted by Commission

A. LOCATION OF PERMITTED USES—Wherever it is stated in this Article that the following uses may be permitted in a zone if their location is first approved by the Commission, said uses are deemed to be a part of the development of the Master Pian or its objectives and shall conform thereto. Before the Commission makes its final determination a public hearing by the Commission shall be mandatory for certain uses and optional for others:

1. Uses for which at least one public hearing shall be held include: airports or aircraft landing fields; cemeteries; educational institutions; and golf courses (except driving tees or ranges, miniature courses and similar uses operated for commercial purposes).

2. Uses for which a public hearing is optional include: churches (except rescue mission or temporary revival); schools, elementary and high; and public utilities and public service uses or structures.

B. ADDITIONAL USES PERMITTED—The Commission, after public hearing, may permit the following uses in zones from which they are prohibited by this Article where such uses are deemed essential or desirable to the public convenience or welfare, and are in harmony with the various elements or objectives of the Master Plan:

1. Airports or aircraft landing fields.
2. Cemeteries.
3. Development of natural resources (excluding the drilling for or producing of oil, gas or other hydrocarbon substances) together with the necessary buildings, apparatus or appurtenances incident thereto.
4. Educational institutions.
5. Governmental enterprises (federal, state and local).
6. Libraries or museums, public.
7. Public utilities and public service uses or structures.
8. Large scale neighborhood housing projects, provided they comply with all the yard requirements on the boundary of the property and with the height and lot area regulations of the zone in which they are located and in no case cover more than forty (40) per cent of the buildable area of the site (excluding accessory buildings).
9. In the "A1", "A2" and "RA" Zones, new self-contained communities with town lot subdivision, provided adequate open spaces and municipal facilities, utilites and servces are made available in a manner satisfactory to the Commission. Upon the approval of the location and design of any such self-contained community, the Commission shall initiate any rezoning of the affected area which, in its judgment, is necessary or desirable.

Any of the above uses existing at the time this Section became effective, shall be deemed to have been approved by the Commission and nothing in this Section shall be construed to prevent the enlargement of existing buildings for such uses if all other regulations of this Article are complied with, including the conditions of any special district ordinance, exception or variance heretofore granted authorizing such use.

ENCLOSURE 14

MAY 2 5 1982

CITY OF LOS ANGELES
CALIFORNIA

CITY PLANNING COMMISSION
DANIEL P. GARCIA
PRESIDENT
J. S. KRUEGER
VICE-PRESIDENT
STEVE HARRINGTON
CARL MASTON
SUZETTE NEIMAN
RAYMOND I. NORMAN
SECRETARY

TOM BRADLEY
MAYOR

DEPARTMENT OF
CITY PLANNING
561 CITY HALL
LOS ANGELES, CA 90012
CALVIN S. HAMILTON
DIRECTOR

May 10, 1982

Honorable City Council
City of Los Angeles
Room 395, City Hall

CITY PLAN CASE NO. 29840 - COUNCIL DISTRICT NO. 11

The City Planning Commission recommends the change of zone described in the attached report of its action. This case is presented in accord with the provisions of Section 12.32 of the Los Angeles Municipal Code.

After due consideration, the Commission found that this change of zone would be justified under the requirements of Section 97.2 of the Los Angeles City Charter. The Commission therefore recommends that your Honorable Body approve this change.

The complete City Plan Case file and an ordinance approved by the Commission to effect the change are being transmitted for your consideration and appropriate action.

CALVIN S. HAMILTON
Director of Planning

Raymond I. Norman

Raymond I. Norman, Secretary
City Planning Commission

MAY 2 6 1982

RIN:mm

cc: Notification List

PLAN and ENV.

AN AFFIRMATIVE ACTION EQUAL OPPORTUNITY EMPLOYER

File No. 82-0950

TO THE COUNCIL OF THE CITY OF LOS ANGELES

Your PLANNING AND ENVIRONMENT Committee

reports as follows:

RECOMMENDATIONS

1. That the FINDINGS of the Planning Commission BE ADOPTED.

2. That the accompanying ordinance, approved by the Commission and approved as to form and legality by the City Attorney, changing the zone and height districts within the Brentwood-Pacific Palisades District - Area No. 9, as follows, BE PLACED UPON ITS PASSAGE:

   (a) From RE15-1-H to RE20-1-H on Area No. 4.

   (b) From RE15-1-H to RE40-1-H on Area No. 6.

   (c) From RS-1 to RE15-1 on Area No. 7.

   (d) From RS-1 to RE15-1 on Area No. 24.

   (e) From RE15-1-H to RE40-1-H on Area No. 25.

   (f) From RE15-1-H to RE40-1-H on Area No. 27.

   Applicant: Commission's Own Initiative CPC 29840

3. The Council FINDS that this project is categorically exempt under CEQA pursuant to Article VII, Class 5(12) of the Los Angeles City CEQA Guidelines.

SUMMARY

On July 6, 1982, the Planning and Environment Committee considered an ordinance transmitted by the City attorney and the Planning Commission changing the zone and height districts in the general vicinity northerly of Sunset boulevard between the San Diego Freeway and Mandeville Canyon within the Brentwood-Pacific Palisades District.

Respectfully submitted,

PLANNING AND ENVIRONMENT COMMITTEE

AEl:am
7-8-82
Enc: CPC 29840
Ordinance
CD 11

Form No 42

Area No.	Area Location	Proposed Zone and Height District Changes
6	North of Chalon Road, east of Bundy Drive, west of extension of Norman Place (Mount St. Mary's College).	RE15 to RE40
7	Both sides of Bowling Green and Bundy, South of Octagon Street, and west of Barrington and Marzella, north of Greenock Lane, east of Crestline Drive.	RS to RE15
24	North of Sunset, both sides of Homewood, south of Elkins and both sides of Kenter, south of Bonhill.	RS to RE15
25	Southwest corner of Elkins Road and Homewood Road (Department of Water and Power property).	RE15 to RE40
26	South of extension of of Leonard Road, east of Elkins Road, west of Kenter. (Kenter Elementary School).	RE15 to RE40
27	North of extension of Kenter Way, east of Kenter Avenue, west of Tigertail.	RE15 to RE40

See the attached Summary of Zoning Regulations for an explanation of these zones.

The hearing is to allow interested persons and the affected property owners to speak, question or present information concerning this matter. This is the only public hearing required or anticipated prior to a decision by the City Planning Commission and persons wishing to speak on this subject should do so at this time.

The City Planning Commission invites your testimony or written comments. Written communications should be received in the City Planning Commission Office as soon as possible. In order that all viewpoints may be presented, speakers at the public hearing may be limited in the length of their presentations. Because of time constraints and to minimize repetition, the Commission encourages presentations by representatives of organized groups, in lieu of many individual speakers.

IF YOU ARE NO LONGER THE OWNER OF ANY PROPERTIES IN THIS DISTRICT, PLEASE FORWARD THIS NOTICE OF HEARING TO THE NEW OWNER.

The complete background file is available for public inspection in Room 561-I, City Hall, 200 North Spring Street, Los Angeles. Copies of the Brentwood-Pacific Palisades Community Plan is available in Room 605, City Hall, 200 North Spring Street, Los Angeles. Should you have further questions, please contact Herb Glasgow at City Hall or call 485-5386.

RAYMOND I. NORMAN
Secretary

7346D/0181A

324320

ENCLOSURE 15

COMMISSIONERS
WM. J. RAVENSCROFT
PRESIDENT
CLARK J. MILLIRON
VICE-PRESIDENT
ROBERT W. HARPER
KERSET KINSEY
EDMUND P. McKANNA

EDITH S. JAMESON
SECRETARY

CITY OF LOS ANGELES
CALIFORNIA

FLETCHER BOWRON
MAYOR

DEPARTMENT
CITY PLANNI
361 CITY HALL
LOS ANGELES
MICHIGAN 5211

CHARLES B. BENI

May 23, 1952

City Plan Case 4072

For additional facilities
Plans approved 1/4/54

Sister Agnes Marie, President
Mount St. Mary's College
12001 Chalon Road
Los Angeles 49, California

Department of Building and Safety
Room 200, City Hall

Board of Public Works
Room 173, City Hall

Greetings:

As required by Section 12.24 of the Municipal Code, and without a public hearing, the City Planning Commission, on Thursday, May 22, 1952, considered a conditional use application to add to the existing college site at 12001 Chalon Road. This property is described as being Blocks 32 and 33, portion of Lot 12, Division 1 of Region 36, Tract 9479, more particularly noted in the application. Since it will be in harmony with the objectives of the Master Plan, the addition was approved, subject to the following conditions:

1. Inasmuch as it appears that in the future development of the applicant's property and of other property contiguous thereto, it will become necessary to extend Bundy Drive along the westerly line of applicant's property and that one-half of the width of said street s hould be dedicated from applicant's property and since the applicant is not prepared to record a subdivision tract map at this time which would otherwise be a condition upon which this Conditional Use would be granted, the applicant shall forthwith record an agreement in the office of the County Recorder that in consideration of being permitted to extend its school

Tract No 19719 recorded 10/18/57
indicates 1/2 width of Bundy drive
along westerly line of Mt St Marys property
has been dedicated 2-21-64

facilities onto the subject property without filing and recording a subdivision tract map at this time, applicant will dedicate the one-half width of Bundy Drive along the westerly line of the subject property by joining with the owners of contiguous property on a subdivision map at such time as such owners desire to subdivide, or applicant will make such dedication whenever the City Planning Commission deems it necessary for the development of contiguous property and that said dedication will be improved in accordance with specifications of the City Engineer without expense to the City

2. That all the requirements of the Comprehensive Zoning Ordinance be complied with in the development of this site, unless otherwise modified by the City Planning Commission.

3. That this grant shall only apply to a school use involving educational subjects which are in conformance with the State Educational Code, religious services, or religious educational activities. This grant does not apply to any such activities conducted in tents or temporary structures.

4. That a precise plot plan showing the location of all buildings on the property involved, parking areas, walls, fences, hedges, driveways, and paved parking areas, be submitted to the City Planning Department for approval prior to the issuance of any and all subsequent building permits or certificates of occupancy.

5. That the applicant shall comply with all the regulations of the Department of Building and Safety, regarding the use of existing buildings, and proposed buildings, before any of these buildings are used for the parochial school purposes herein requested.

Enclosed please find an agreement form which should be filled out and recorded in order to comply with the requirements of Condition No. 1 of this grant. After this agreement has been recorded, will you please send us a copy for our files.

Your attention is called to the provisions of Section 12.24-E that this approval is conditional upon the privileges being utilized within one hundred and eighty days (180 days) after the effective date of the approval, and if such privileges are not utilized, or construction work is not begun within said time and carried on diligently to completion of at least one usable unit, the authorization to establish the use shall become void.

This conditional use grant does not waive the necessity of securing any other required permits or licenses. If any condition of this grant is violated, or if the same is not complied with in every respect, then this conditional use shall be subject to revocation, as provided for in Section 22.02 of the Municipal Code. In the event the property is sold, leased, rented or occupied by any person or corporation other than the applicant, it is incumbent that they be advised of the conditions of this grant. Unless an appeal is filed with the City Clerk, the Commission's determination in this matter shall become effective ten days from the date of this communication.

Very truly yours,

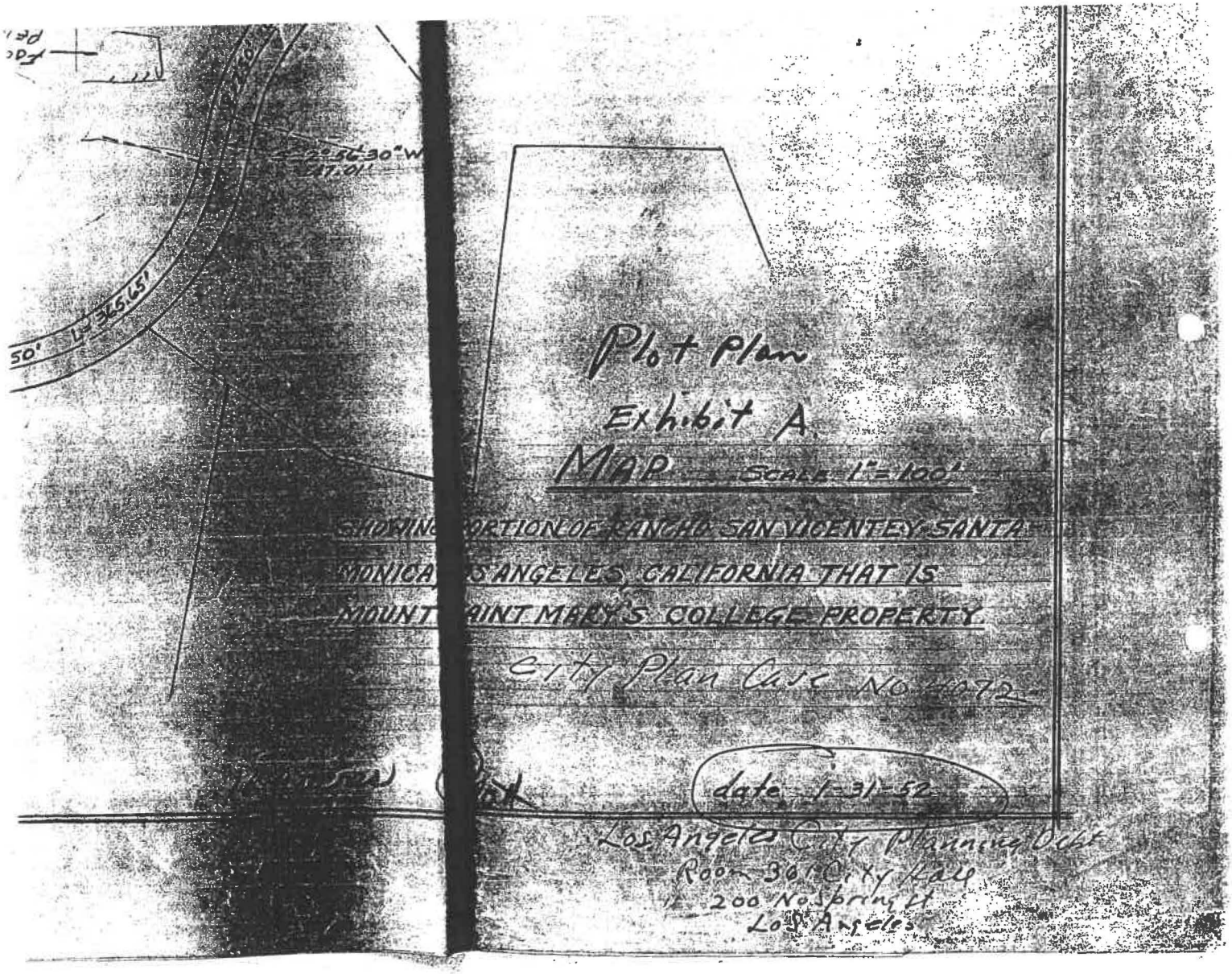
Edith S. Jameson
Secretary

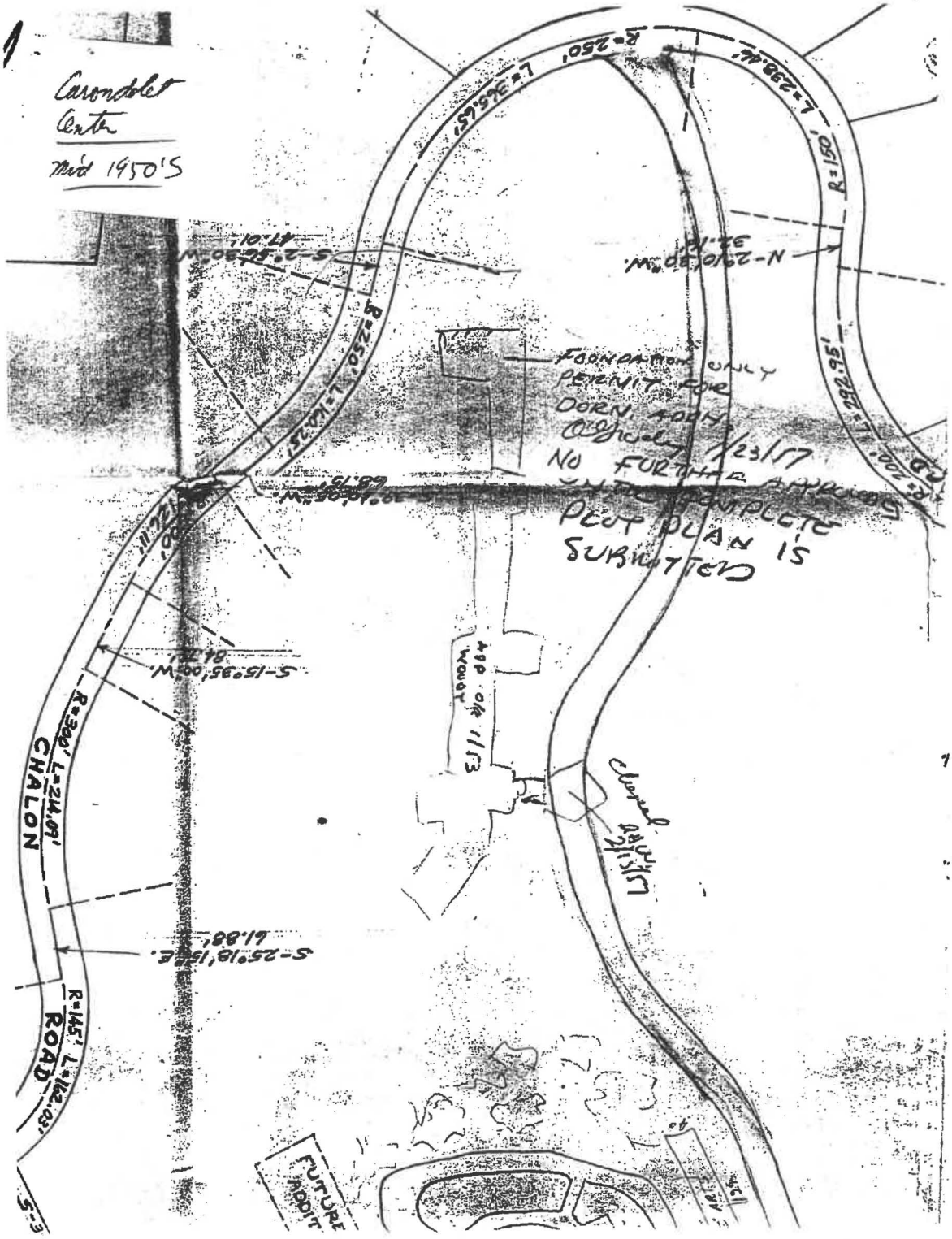
ESJ/mms

Encl.

C... USE APPROVED pursuant to the CITY
PLA... MISSION'S action in CASE No. .....
Bldg. permit application approved
for fine arts bldg. as per attached plot plan
Date 12-5-52 BY L.L. Brinkerman
FOR THE COMMISSION

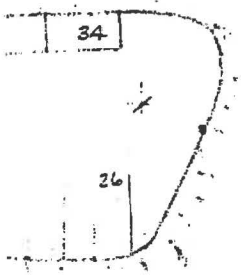
ENCLOSURE 16


Plot Plan
Exhibit A
MAP
SCALE 1"=100'
SHOWING PORTION OF RANCHO SAN VICENTE Y SANTA
MONICA, LOS ANGELES, CALIFORNIA THAT IS
MOUNT SAINT MARY'S COLLEGE PROPERTY
City Plan Case No. 4072
date 1-31-52
Los Angeles City Planning Dept
Room 361 City Hall
200 No. Spring St
Los Angeles


Carondolet Center
mid 1950's
R=250'
L=345.45'
L=238.44'
R=150'
N-21°10'39"W
32.14'
S-2°52'30"W
47.01'
R=250' L=140.25'
FOUNDATION ONLY
PERMIT FOR
DORM 4 OF H
OFFICE
NO FURTHER APPROVALS
UNTIL COMPLETE
PLOT PLAN IS
SUBMITTED
S-15°35'00"W
61.70'
R=200' L=214.69'
CHALON
ROAD
S-25°18'15"E.
61.88'
R=145' L=142.69'
FUTURE
ADD'T
Cleared Area
Lake

SCIENCE BLDG.	18	SPACES	18 classrooms
HUMANITIES BLDG.	21	"	21 "
CHAPEL	80	"	400 seating capacity
RESIDENCE HALL	42	"	200 guest rooms
TOTAL	161	SPACES	

1957 ?



TO CHALOR ROAD

- "A-1"

ENCLOSURE 17

CITY PLAN CASE NO. 4072 DECISION DATE: March 5, 1964

APPROVAL OF PLOT PLAN REPORT

On May 23, 1952, the Commission approved a Conditional Use application permitting the construction and operation of a college by a corporation known as Mount St. Mary's College.

Condition No.1 of this grant required the recordation of an agreement to the effect that the apolicant would dedicate one-half the width of Bundy Drive along the westerly line of the property and improve this dedication to the specifications of the City Engineer without expence to the City. On June 13, 1952, the applicants recorded such an agreement in the office of the County Recorder.

On October 18, 1957, Tract No. 19719 was recorded indicating that one-half the width of Bundy Drive, along the westerly line of Mount St. Mary's College, had been dedicated.

Mount St. Mary's College is now proposing to erect a new Arts and Humanities building as a replacement for the old Arts Building which was destroyed by fire some time ago. They propose to build the new Arts and Humanities Building on the southeast side of the existing Science Building as an addition to it. This new building is not intended to house any additional students but to accomodate the existing enrollment. They also propose to pave a new area for additional parking.

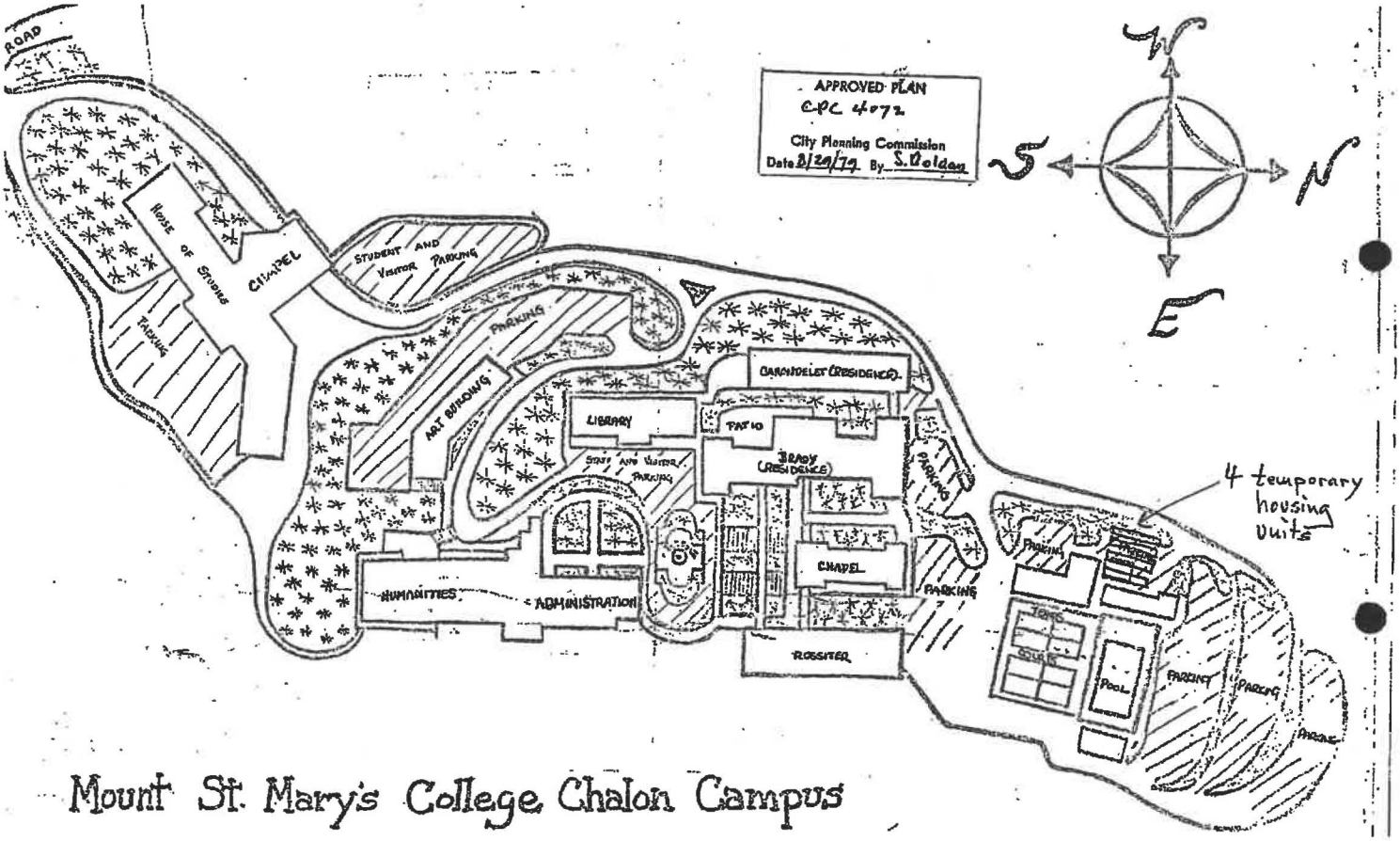
A complete plot plan showing buildings and parking areas of the College and an elevation plan of the new Arts and Humanities Building are now being submitted for final approval by the Commission. The parking requirements for the Science Building, the Humanities Building, the Chapel and the Residence Hall, were found to be 151 spaces. As shown on Exhibit "A-1", the school will be able to accomodate 201 cars, including the new proposed parking area (capacity: 34 cars). All new parking spaces will be improved in accordance with zoning regulations.

After a careful review of the submitted plot plan, the providing of parking in excess of the requirements and the suitable location on the campus site of the proposed Humanities Building, the Staff recommends favorable consideration of this request.

Maurice J. Valero
City Planning Assistant
Zoning Plans Section

MJV:jj

ENCLOSURE 18



Mount St. Mary's College Chalon Campus

ENCLOSURE 19

Los Angeles City Planning Department
Room 561

CITY PLAN CASE NO. 4072

BRENTWOOD-PACIFIC PALISADES DISTRICT
COUNCIL DISTRICT NO. 11
Bk. 2, Page 490
Grid AZ/37

DECISION DATE: January 26, 1984
TIME: After 9:30 A.M.
LOCATION: Van Nuys Woman's Club
14836 Sylvan Street
Van Nuys, CA

To: City Planning Commission

From: Zoning Plans Section

Requested by: Mt. St. Mary's College, Chalon Campus

Subject: APPROVAL OF PLANS - FACULTY RESIDENCE BUILDING

Property Involved: Located at 12001 Chalon Road, east of Bundy Drive.

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STAFF REPORT
Request . . . . . p. 2
Comments . . . . . p. 2-3
Conclusion . . . . . p. 3
EXHIBITS:
ZP-1 (Radius Map) . . . . . Attached
ZP-2 (set of site plans, floor plans and elevations) . . . . . Attached

EXHIBITS: COPIES FOR COMMISSIONERS ONLY

RECOMMENDATION

ACTION RECOMMENDED BY THE STAFF: That the Commission

Consider the Staff Report.

Approve the construction of a faculty residence hall, a one-story parking garage and a relocation of 39 parking spaces, subject to the following conditions:

1. There shall be no increase in student enrollment beyond 750 students, until a parking structure is constructed at the southern end of the campus. In lieu of this, when an increase in enrollment beyond 750 students is contemplated, the college may apply to the City Planning Commission for a review of the adequacy of existing and any proposed on-campus surface parking.

2. The faculty residence hall shall contain not more than three dwelling units nor ~~22~~ 33 AVH per CPC correction bedrooms, including three bedrooms to be used as guest rooms.

3. The faculty residence hall shall not exceed three stories in height, and the garage building shall not exceed one story in height.

4. The subject property shall be developed substantially in accordance with the plans, Exhibit ZP-2, attached to City Plan Case No. 4072, on file in the Los Angeles City Planning Department, except as the subject property may be required to meet the provisions set down by the Municipal Code and the conditions herein.

5. Prior to the issuance of building permits, detailed development plans, including a complete landscape plan, shall be submitted to the Department of City Planning for approval.

6. Eleven parking spaces shall be provided adjacent to the faculty residence hall.

7. This approval shall be utilized within two years after the effective date of approval. If at least one useable dwelling is not completed by that date, this approval shall become void.

FEE PAID

Receipt No. 129041 Date 5-17-84

Recommended by:

BY [signature] Approved by:

DATE

APPROVED PLAN CONDITIONAL USE CASE NO. CPC 4072 CITY PLANNING COMMISSION BY

paid prior AVH refund given to applicant rep Jim Broeske

John J. Parker, Jr.
City Planner

William E. Lillenberg
Senior City Planner

STAFF REPORT

Request:

The Commission has received a request from Mt. St. Mary's College (Chalon Campus) for approval for a three-dwelling unit apartment building, containing 32 bedrooms, including several guest rooms, to be used for housing faculty and staff presently located elsewhere on the campus. The housing used elsewhere will be made available for students living on-campus.

Comments:

The proposed structure would be three stories in height. To the north would be a one-story garage structure, let into the earth bank on the north side. The requested faculty residence hall would also entail a minor reconfiguration of campus parking, as explained below.

The college, for the past five years, has maintained a constant enrollment of between 700 and 750 students. The college is planning to keep enrollment steady at its current level in the foreseeable future. The new residence hall is therefore being built to increase the number of students living on-campus, not to increase enrollment. The construction of the new faculty residence hall will open up rooms in Rossiter Hall, located approximately at the center of the campus, which can then be occupied by students.

By Code. the proposed residence hall will require seven additional parking spaces. This includes two parking spaces for each of the three dwelling units, and one additional space for three guest bedrooms (the latter requirement is so low because more than 60 guest rooms are located elsewhere within the campus). The proposed new residence hall is being built on the northern-most parking lot within the campus which currently contains 39 spaces. Eleven new spaces would be contained within the proposed garage building, for a net loss of 28 spaces on the site. The lost spaces would be replaced on a lower lot (see Drawing AS-5 in the exhibits) through the removal of several temporary trailers and a portion of a dilapidated building. This will create 38 new parking spaces at that location resulting in an overall campus gain of 10 parking spaces (or three more than the seven required for the new residence hall).

In addition to increasing the net existing number of parking spaces on the campus by 10, the relocation of parking from the northern-most lot where the residence hall will be constructed to the more southerly location will place that parking in a more convenient location and it should be more fully utilized. It should also be noted that, at the southern end of the campus, there is a proposed future parking structure. While no new parking is needed at the present time, future changes in enrollment could create a demand for more parking. The future parking

structure will be constructed if and when the need for it becomes apparent.

The requested faculty residence hall will have no discernible impact on any surrounding development. The Mt. St. Mary's campus is located atop a leveled ridge. The campus is straddled on both sides by precipitous canyons which are uninhabited. The nearest development is to the west of Chalon Road and Bundy Drive.

At the specific location of the proposed residence hall at the northern end of the campus, the view to both the east and west is composed of plunging canyons which then rise precipitously to ridge lines along which no development is visible. To the north, the topography rises steeply, again with no visible development (the garage building would be let in to this north rising slope). The sole direction in which development is visible is to the south, the campus itself.

Conclusion:

It is the staff recommendation that, with the recommended conditions, the requested addition of a faculty residence hall and reconfiguration of parking be approved. In consideration of the severe topography on three sides of the subject site, in combination with the total lack of any visible development to and beyond the ridge lines in these three directions, the proposed development will have no impact of any type on surrounding off-campus developments. The relocation of the existing parking lot from its present position to a more centralized location, will be beneficial since it will promote a greater utilization of the parking spaces.

The staff has recommended that any future expansions of enrollment be predicated upon the construction of the future parking structure at the southern end of the campus. While it is true, as the applicant has noted, that the proposed faculty residence hall contemplates a net addition of 10 parking spaces on-campus with no increase in student enrollment, there would be no inherent control in this approval to insure that enrollment would not grow in an ad hoc fashion, apart from the condition relating future increases to the proposed parking structure.

JJP/ad
1-5-84

ENCLOSURE 20

March 26, 1984

The Blurock Partnership

Mr. Ricardo F. Torres
City Planner
Los Angeles City Hall
Los Angeles Planning Dept.
200 North Spring St., Room 561
Los Angeles, CA 90012

Re: Mt. St. Mary's College
Parking Garage

Gentlemen:

On Janurary 26, 1984 the City Planning Commission approved the plans and staff report concerning the construction of a Faculty Residence facility on the Mt. St. Mary's Chalon Campus. In the approved staff report and on the plan, there was a reference to the construction of the proposed parking garage.

> "It should also be noted that, at the southern end of the campus, there is a proposed future parking structure. While no new parking is needed at the present time, future changes in enrollment could create a demand for more parking. The future parking structure will be constructed if and when the need for it becomes apparent."

At this time, the Mt. St. Mary's College would like to begin construction of this proposed parking structure. If the current ratio of students to parking available is used, the enrollment on campus could increase to 1037 from 750 with the additional 188 spaces (244-56 existing). The parking garage is being constructed over an existing parking lot at the southern entrance to the campus which will better facilitate "commuter" students traffic from the surrounding area.

The current siting and configuration of the parking garage is the result of recommendations made at a meeting with City Geology Specialists of the Los Angeles Grading Department of the Department of Building and Safety.

This site is located at the closest possible position to the Academic Center of Campus and any other location would unnecessarily increase traffic to the northern residental end of campus.

they knew!

Architects and Planners / 2300 Newport Boulevard / Newport Beach / California 92663 / (714) 673-0300

The Blurock Partnership

If you need any additional information, please don't hesitate to call me.

Very truly yours,

THE BLUROCK PARTNERSHIP

Alan E. Smith, AIA
Senior Partner

AES:gw

ENCLOSURE 21

CITY OF LOS ANGELES
CALIFORNIA

CITY PLANNING COMMISSION
DANIEL P. GARCIA
PRESIDENT
J. S. KRUEGER
VICE-PRESIDENT
STEVE HARRINGTON
CARL MASTON
SUZETTE NEIMAN
RAYMOND I. NORMAN
SECRETARY

TOM BRADLEY
MAYOR

DEPARTMENT OF
CITY PLANNING
561 CITY HALL
LOS ANGELES, CA 90012
CALVIN S. HAMILTON
DIRECTOR

April 18, 1984

The Blurock Partnership
Alan E. Smith
2300 Newport Boulevard
Newport Beach, CA 92663

RE: MND-113-84-CUC
PARKING STRUCTURE FOR MOUNT ST. MARY'S COLLEGE

The Environmental Review Committee on April 18, 1984, granted the subject project a Mitigated Negative Declaration with four impacts that will be mitigated through the approval process. In addition to those four concerns, the Committee is concerned about the view/aesthetics impacts and recommends that a site line analysis be done for the project and its impact on surrounding single-family uses. This should be done by the time the Hearing Examiner holds a public hearing on the Conditional Use application.

Kei Uyeda
Acting Director

Bob Rogers

BOB ROGERS
Senior City Planner
Chairman of Environmental Review Committee

BR:AMS:gk

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CITY CLERK'S USE

CALIFORNIA ENVIRONMENTAL QUALITY ACT

MITIGATED NEGATIVE DECLARATION

(Article V — City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT
Los Angeles City Planning Department	11
PROJECT TITLE	**CASE NO.**
MND-113-84-CUC	

PROJECT LOCATION
12001 Chalon Road between Chalon Road and Bundy Drive; Brentwood-Pacific Palisades.

PROJECT DESCRIPTION:
Conditional Use for a 4-story, 80,000 sq.ft. parking structure for 244 cars located on the Mount St. Mary's College campus on 45.5 net acres, zoned RE40-1-H.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Mount St. Mary's College
12001 Chalon Road
Los Angeles, CA 90049

FINDING:

▶ The City Planning Department Environmental Review Committee of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons:

The ERC initial study prepared for the proposal indicates that possible environmental impacts could occur due to major landforms on the site. However, the potential grading and subsidence impacts will be dealt with and mitigated by administrative procedures required by the Municipal Code.

The ERC initial study also indicates that the property is potentially subject to flood hazards. Any flood hazard that exists will be mitigated to a level of insignificance if the requirements of the Flood Hazard Management Specific Plan Ordinance are complied with. (This MND does not apply should a waiver be given under provisions of the Flood Hazard Management Specific Plan).

(continued on page 2)

▶ SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

"Any written objections received during the public review period are attached together with the responses of the Lead City Agency."

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
Alta Shigeta	City Planner	(213) 485-5776
ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. Spring Street, Room 655 Los Angeles, CA 90012	Bob Rogers, Chairman ERC Bob Rogers	04-18-84

Form Gen. 157 (8-80) (Appendix C)

The ERC initial study prepared for the proposal also indicates that possible environmental impacts could occur due to the potential loss of significant trees on the site. However, these impacts can be mitigated to a level of insignificance by requiring the preservation of as many trees as possible on the site; and by replacement of other desirable trees in the parkway area on a 1:1 basis to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance.

The ERC initial study prepared for the proposal also indicates possible environmental impacts due to its location in an area likely to yield unrecorded archaeological sites. However, previous surveys conducted in the area, plus field inspection, revealed that the area immediately surrounding the subject property does not appear to contain significant cultural resources. Yet it is possible that some archaeological materials may have been buried by modern activity.

As a safety factor, UCLA Archaeological Research Center should be notified when the project is started. If any archaeological materials are encountered during the course of the project development, the project should be halted and the Research Center contacted at once for a proper assessment of resource and evaluation of the impact. (See letter dated April 11, 1984 from the UCLA Archaeological Research Center on file).

The conditions imposed in the mitigated negative declaration shall be fulfilled as a condition of the decision-making body.

Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

This action is based on the project description on the preceding page.

ENCLOSURE 22

INITIAL STUDY
TRAFFIC ANALYSIS

EIR CASE NO.: 113-84-CU2 TRANSMITTAL DATE: 3-28-84

PROJECT DESCRIPTION: Cond. Use for a 4 story, 80,000 sq. ft. parking structure for 244 cars located on the Mt. St. Mary's College property on 95.5 net acres, zoned RE40-1-H.

PROJECT LOCATION: 12001 - Chalon Rd.

EXISTING ZONES: RE40-1-H PLANNED ZONES: RE40-1-H

PROJECTED GENERATED TRIPS: —

Bundy Dr. (Street) ADT 290 TPH 35

(Street) ADT TPH

CRITICAL INTERSECTIONS:

& &

	AM	PM		AM	PM
NB					
SB					
EB					
WB					

COMMENTS: * Provided that no enrollment increase is allowed.

IMPACT OF TRAFFIC GENERATION:

NOT SIGNIFICANT	MAY BE SIGNIFICANT	MAY BE CUMULATIVE	TRAFFIC STUDY NEEDED
X	*		

Prepared by: [signature] Date: 4/4/84

CP-1206 (3/79)

ENCLOSURE 23

CITY PLANNING COMMISSION

DANIEL P. GARCIA
PRESIDENT
ARL MASTON
VICE-PRESIDENT
EVE HARRINGTON
J. S. KRUEGER
SUZETTE NEIMAN

RAYMOND I. NORMAN
SECRETARY

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

DEPARTMENT OF
CITY PLANNING
561 CITY HALL
LOS ANGELES, CA 90012

CALVIN S. HAMILTON
DIRECTOR

KEI UYEDA
DEPUTY DIRECTOR

JUL 27 1984

CPC 8258

Mt. St. Mary's College
1201 Chalon Road
Los Angeles, CA 90049

Alan E. Smith
The Blurock Corporation
2300 Newport Boulevard
Newport Beach, CA 92663

Department of Building & Safety
Zoning - Room 423, City Hall

CITY PLAN CASE NO. 4072 CU COUNCIL DISTRICT NO. 11

Please be advised that the City Planning Commission on July 12, 1984 conditionally approved the plans (Exhibit ZP-2 and ZP-3, attached to the file) for a multi-level parking structure on the Mt. St. Mary's College site, located at 12001 Chalon Road, east of Bundy Drive.

This action was taken by the following vote:

Moved: Harrington
Seconded: Maston
Ayes: Krueger, Neiman, Garcia

Attached is a copy of the Staff Report adopted by the Commission, including the Conditions of Approval that were imposed (Condition No. 4 revised to permit 268 spaces).

CALVIN S. HAMILTON
Director of Planning

Raymond I. Norman, Secretary
City Planning Commission

RIN:ct

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

DEPARTMENT OF CITY PLANNING
Room 561-I, City Hall
200 North Spring Street
Los Angeles, CA 90012
485-3505 (Please make appointments by phone)

CITY PLAN CASE NO. 4072-CU
Council District No. 11
Brentwood-Pacific Palisades District
DECISION DATE: ~~July 5, 1984~~ JUL 12 1984
District Map No. 7235, 7297 and 144-141
Time: 9:30 a.m.
Location: Rm. 350, City Hall Los Angeles, CA
Book 2, Page 490, Grid AZ-37
Env'l File No. MND-113-84-CUC

To: City Planning Commission

From: Zoning Plans Section

Requested by: Mount St. Mary's College

Subject: APPROVAL OF PLANS - TWO- TO FOUR-LEVEL PARKING STRUCTURE FOR 244 AUTOMOBILES

Property Involved: 12001 Chalon Road, east of Bundy Drive

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EXHIBITS (copies for file and Commissioners only)

ZP- 3: Plot Plan
ZP- 4: Elevation Plan
ZP- 5: Site-line Study (file copy only)

FILE COPY #9

RECOMMENDATION

ACTION RECOMMENDED BY THE STAFF: That the Commission

Consider the Staff Report

Approve the plot plan and elevation plans as shown on Exhibits ZP-2 and ZP-3, subject to the following conditions:

1. That the property be developed substantially in accordance with the plot plan and elevation plans, Exhibit Nos. ZP-2 and ZP-3 attached to the subject file, City Plan Case No. 4072.

2. That along the south and east sides of the parking structure, landscaping be provided to further screen the structure from the view of adjacent residential properties.

3. That the ratio of parking to students shall not be less than 1/4 parking spaces for each student enrolled at Mount St. Mary's College.

4. That not more than 268 automobile parking spaces be constructed on the subject site.

5. That open areas adjoining the parking structure and which areas are not used for buildings, driveways, parking areas, or walks, shall be attractively landscaped in accordance with a landscape development plan prepared by a licensed landscape architect, or licensed architect or landscape contractor to the satisfaction of the Planning Department. Approved copies of such plans shall be submitted to the Department of Building and Safety before issuance of a building permit.

6. All lighting shall be directed onto the site, and no floodlighting shall be located as to be seen directly by the adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.

7. That the University of California at Los Angeles Research Center be notified when the project is started and, if any archaeological materials are encountered during the course of the project development, that the project be halted and the Research Center contacted at once for a proper assessment of the resource and an evaluation of the impact.

8. If the subject plan approval privileges are not utilized or construction work not begun and carried on diligently to completion of at least one usable unit within two years after the effective date of any plan approval authorization, the plan approval authorization shall become void.

Prepared by:

Anne V. Howell

nne V. Howell
City Planner

Approved by:

Bob Rogers

Bob Rogers
Senior City Planner

STAFF REPORT

The Request:

Approve plans and elevations for a 244-space parking structure, as is shown on the location map, Exhibit ZP- 3 and 4 attached.

Proposed Project:

The applicant proposes to develop the property with a 244-space parking structure to replace the existing 56-space parking lot on the site; e.g. to add 188 new parking spaces.

The applicant states that the plans should be approved because:

On January 26, 1984 the City Planning Commission approved the plans and staff report concerning the construction of a Faculty Residence facility on the Mt. St. Mary's Chalon Campus. In the approved staff report and on the plan, there was a reference to the construction of the proposed parking garage.

> "It should also be noted that, at the southern end of the campus, there is a proposed future parking structure. While no new parking is needed at the present time, future changes in enrollment could create a demand for more parking. The future parking structure will be constructed if and when the need for it becomes apparent."

At this time, the Mt. St. Mary's College would like to begin construction of this proposed parking structure. If the current ratio of students to parking available is used, the enrollment on campus could increase to 1037 from 750 with the additional 188 spaces (244-56 existing). The parking garage is being constructed over an existing parking lot at the southern entrance to the campus which will better facilitate "commuter" students traffic from the sourrounding area.

The current siting and configuration of the parking garage is the result of recommendations made at a meeting with City Geology Specialists of the Los Angeles Grading Department of the Department of Building and Safety.

This site is located at the closest possible position to the Academic Center of Campus and any other location would unnecessarily increase traffic to the northern residential end of campus.

General Plan Designation:

The subject property is located within the Brentwood-Pacific Palisades District Plan which designates the property for "Quasi-Public" (private School) use. No zoning designation is indicated on the plan.

Existing Zoning and Land Use:

The subject property is zoned RE40-1-H and improved with Mount St. Mary's College.

Adjoining property is zoned RE15-1-H and improved with single-family dwellings or is vacant.

Environmental Clearance:

In accordance with the Environmental Quality Act of 1970, the subject property was granted a Conditional Negative Declaration.

The environmental review determined that potential impacts could occur from the project's implementation. However, changes and alterations have been required, or incorporated into the conditions of approval or procedural requirements for this project which mitigate or avoid the environmental effects identified in the environmental clearance, including the following plan approval conditions:

1. Preservation or replacement of desirable trees.

2. Protection of any archaeological materials encountered during the course of project development.

Prior Relevant Cases:

The college has existed since 1929 under a zone variance (Zoning Administration Case No. 3066) grant by the City Council. It is considered a "deemed to be approved" conditional use. Subsequent plan approvals permitted expansion of the campus facilities beginning in 1952. The most recent grant was on January 26, 1984 to permit the construction of a faculty residence hall in anticipation of enlargement of the student enrollment. The Planning Commission stipulated in the grant that the college enrollment could not be expanded until adequate parking facilities had been constructed.

Conclusion:

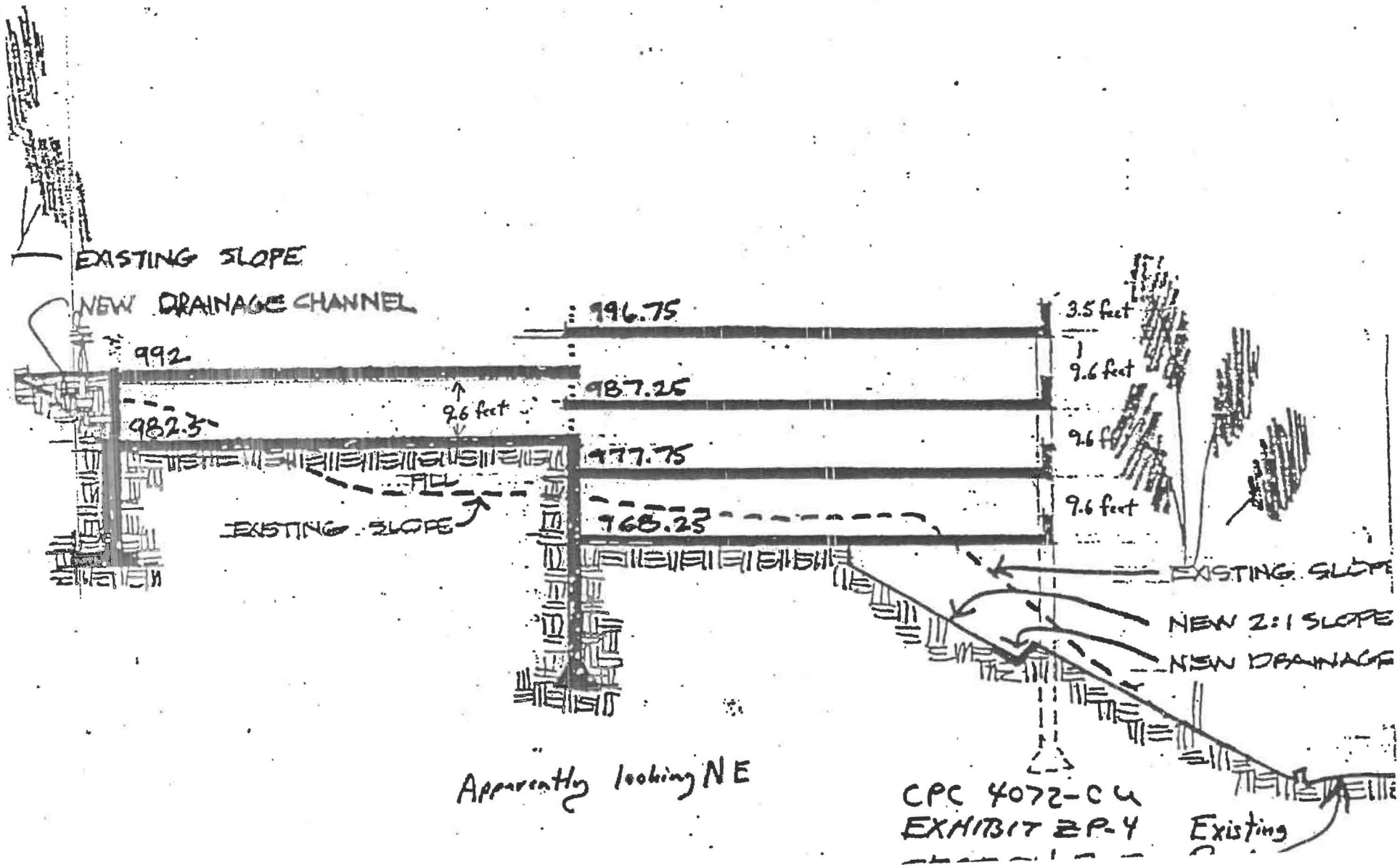
The subject plans should be approved as shown on Exhibits ZP-3 and 4 with conditions as recommended because:

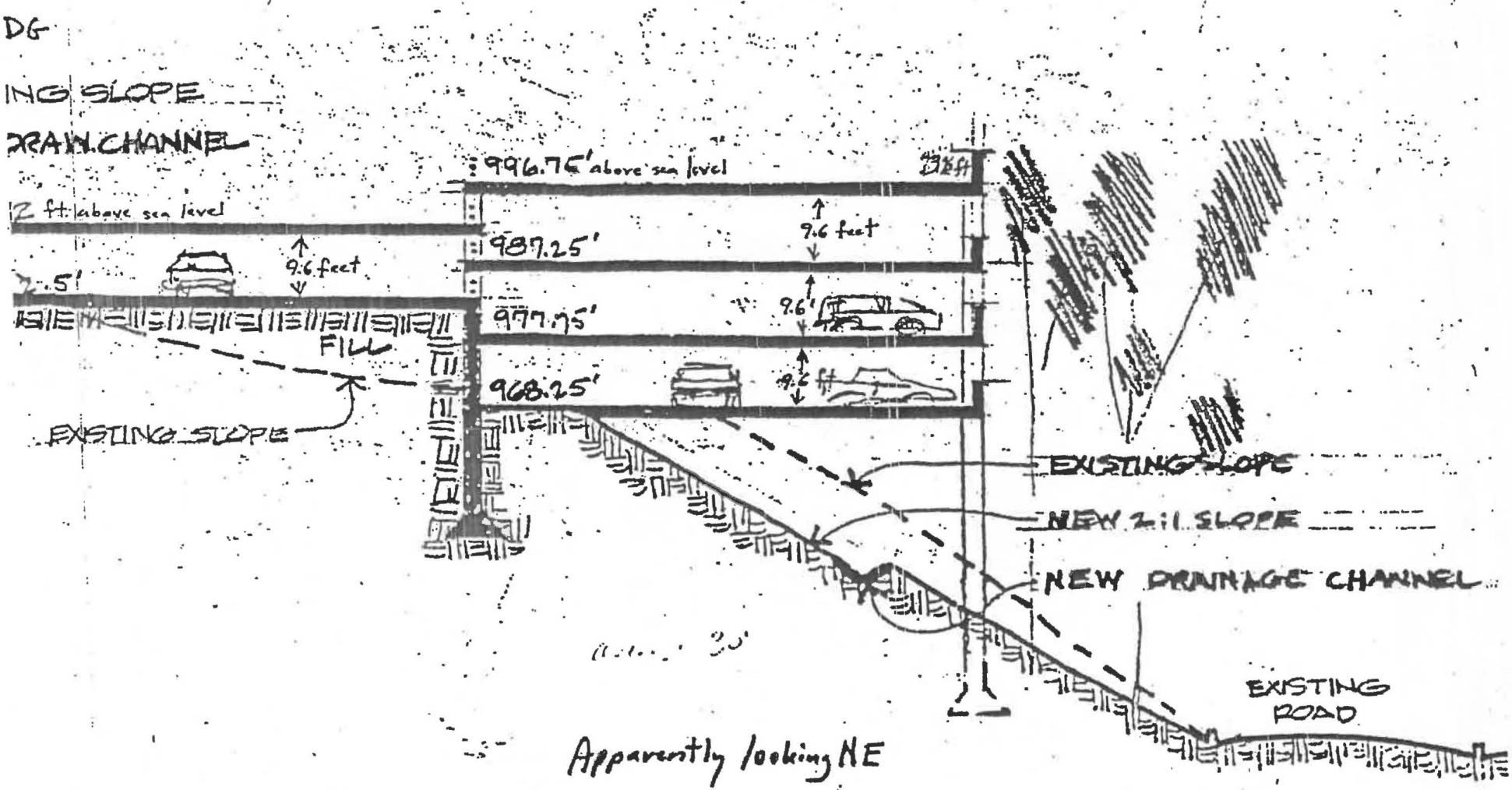
1. The project will enable the college to increase its enrollment consistent with the Commission's action of January 21, 1984 relative to its approval of a faculty residence hall. The Commission required that no increase in enrollment would be permitted until parking facilities had been provided. From the "Site-Line Study" (Exhibit ZP-5)

2. It does not appear that the project will have a visual impact on surrounding developments outside the subject ownership provided that additional trees are planted to screen the parking structure from view of residential properties to the south.

3. The project appears consistent with prior plan approval actions relative to the subject ownership.

4. The proposed parking facility will result in a student-parking ratio of approximately .23 spaces per student.


EXISTING SLOPE
NEW DRAINAGE CHANNEL
992
982.5
9.6 feet
EXISTING SLOPE
996.75
987.25
977.75
968.25
3.5 feet
9.6 feet
9.6 feet
9.6 feet
EXISTING SLOPE
NEW 2:1 SLOPE
NEW DRAINAGE
Apparently looking NE
CPC 4072-CA
EXHIBIT 2P-4
Existing



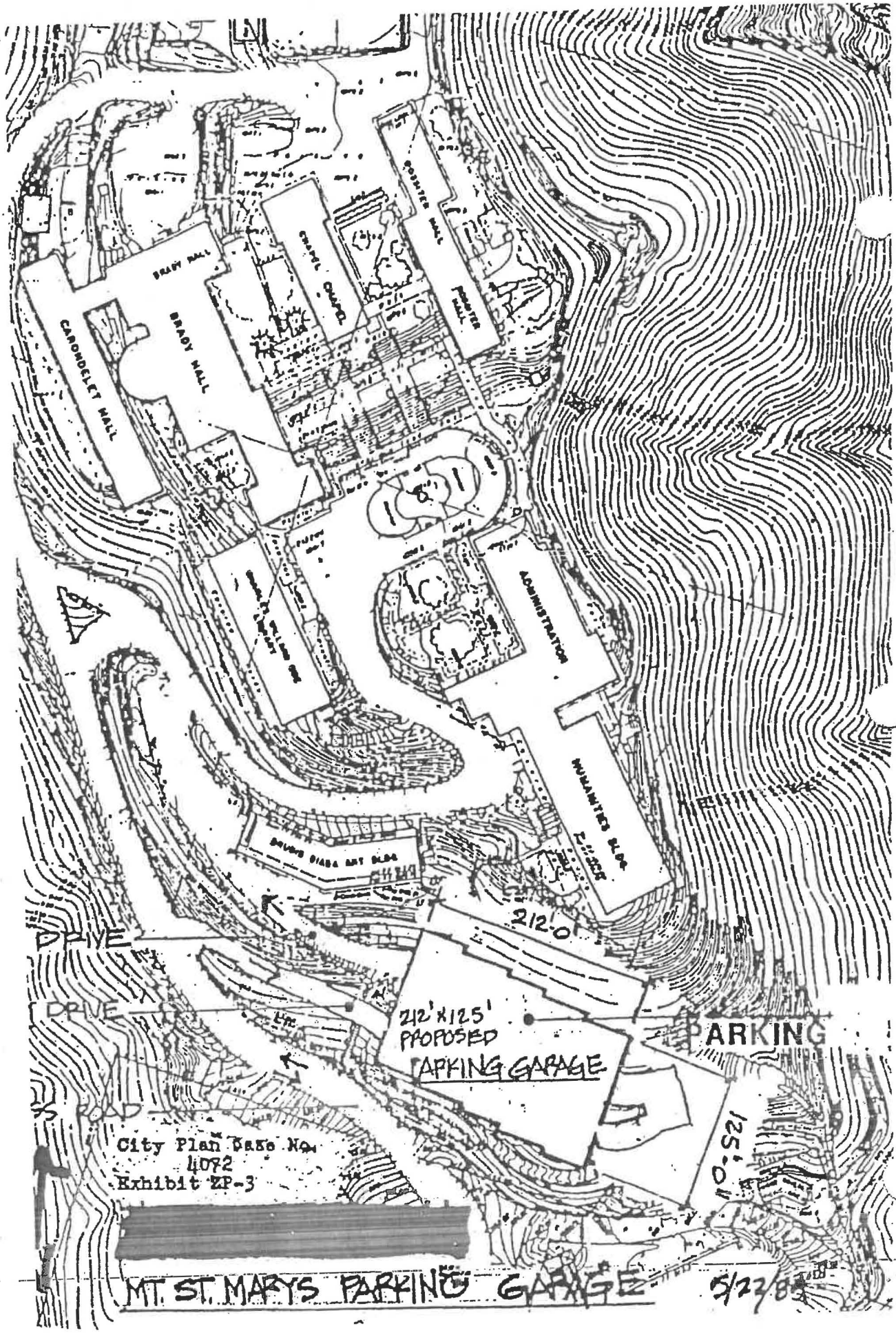
Apparently looking NE

An average of 30 feet between the new grade and first level

SECTION A-A

EXHIBIT ZP-4

CPC 4072-CU


BRADY HALL
CARONDELET HALL
CHAPEL CHAPEL
FOSTER HALL
ADMINISTRATION
HUMANITIES BLDG.
212'-0"
DRIVE
212'X125'
PROPOSED
PARKING GARAGE
PARKING
125'-0"
City Plan Case No.
4072
Exhibit ZP-3
MT. ST. MARYS PARKING GARAGE
5/22/84

CPC 4072

DEPARTMENT OF CITY PLANNING
Room 561-1, City Hall
200 North Spring Street
Los Angeles, CA 90012
485-3505 (Please make appointments by phone)

CITY PLAN CASE NO. 4072-CU
DECISION DATE: ~~July 5, 1984~~ JUL 12 1984
Time: 9:30 a.m.
Location: Rm. 350, City Hall
Los Angeles, CA

Council District No. 11
Brentwood-Pacific Palisades District
District Map No. 7235, 7297 and 144-141
Book 2, Page 490, Grid AZ-37
Env'l File No. MND-113-84-CUC

To: City Planning Commission

From: Zoning Plans Section

Requested by: Mount St. Mary's College

Subject: APPROVAL OF PLANS - TWO- TO FOUR-LEVEL PARKING STRUCTURE FOR 244 AUTOMOBILES

Property Involved: 12001 Chalon Road, east of Bundy Drive

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RECOMMENDATION	1
STAFF REPORT	2
Request	
Comments	
Conclusion	

EXHIBITS (copies for file and Commissioners only)

ZP- 3: Plot Plan
ZP- 4: Elevation Plan
ZP- 5: Site-line Study (file copy only)

RECOMMENDATION

ACTION RECOMMENDED BY THE STAFF: That the Commission

Consider the Staff Report

Approve the plot plan and elevation plans as shown on Exhibits ZP-2 and ZP-3, subject to the following conditions:

1. That the property be developed substantially in accordance with the plot plan and elevation plans, Exhibit Nos. ZP-2 and ZP-3 attached to the subject file, City Plan Case No. 4072.

2. That along the south and east sides of the parking structure, landscaping be provided to further screen the structure from the view of adjacent residential properties.

3. That the ratio of parking to students shall not be less than 1/4 parking spaces for each student enrolled at Mount St. Mary's College.

4. That not more than 244 automobile parking spaces be constructed on the subject site.

5. That open areas adjoining the parking structure and which areas are not used for buildings, driveways, parking areas, or walks, shall be attractively landscaped in accordance with a landscape development plan prepared by a licensed landscape architect, or licensed architect or landscape contractor to the satisfaction of the Planning Department. Approved copies of such plans shall be submitted to the Department of Building and Safety before issuance of a building permit.

6. All lighting shall be directed onto the site, and no floodlighting shall be located as to be seen directly by the adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.

7. That the University of California at Los Angeles Research Center be notified when the project is started and, if any archaeological materials are encountered during the course of the project development, that the project be halted and the Research Center contacted at once for a proper assessment of the resource and an evaluation of the impact.

8. If the subject plan approval privileges are not utilized or construction work not begun and carried on diligently to completion of at least one usable unit within two years after the effective date of any plan approval authorization, the plan approval authorization shall become void.

Prepared by:

Anne V. Howell
City Planner

Approved by:

Bob Rogers
Senior City Planner

STAFF REPORT

The Request:

Approve plans and elevations for a 244-space parking structure, as is shown on the location map, Exhibit ZP- 3 and 4 attached.

Proposed Project:

The applicant proposes to develop the property with a 244-space parking structure to replace the existing 56-space parking lot on the site; e.g. to add 188 new parking spaces.

The applicant states that the plans should be approved because:

On January 26, 1984 the City Planning Commission approved the plans and staff report concerning the construction of a Faculty Residence facility on the Mt. St. Mary's Chalon Campus. In the approved staff report and on the plan, there was a reference to the construction of the proposed parking garage.

> "It should also be noted that, at the southern end of the campus, there is a proposed future parking structure. While no new parking is needed at the present time, future changes in enrollment could create a demand for more parking. The future parking structure will be constructed if and when the need for it becomes apparent."

At this time, the Mt. St. Mary's College would like to begin construction of this proposed parking structure. If the current ratio of students to parking available is used, the enrollment on campus could increase to 1037 from 750 with the additional 188 spaces (244-56 existing). The parking garage is being constructed over an existing parking lot at the southern entrance to the campus which will better facilitate "commuter" students traffic from the sourrounding area.

The current siting and configuration of the parking garage is the result of recommendations made at a meeting with City Geology Specialists of the Los Angeles Grading Department of the Department of Building and Safety.

This site is located at the closest possible position to the Academic Center of Campus and any other location would unnecessarily increase traffic to the northern residential end of campus.

General Plan Designation:

The subject property is located within the Brentwood-Pacific Palisades District Plan which designates the property for "Quasi-Public" (private School) use. No zoning designation is indicated on the plan.

Existing Zoning and Land Use:

The subject property is zoned RE40-1-H and improved with Mount St. Mary's College.

Adjoining property is zoned RE15-1-H and improved with single-family dwellings or is vacant.

Environmental Clearance:

In accordance with the Environmental Quality Act of 1970, the subject property was granted a Conditional Negative Declaration.

The environmental review determined that potential impacts could occur from the project's implementation. However, changes and alterations have been required, or incorporated into the conditions of approval or procedural requirements for this project which mitigate or avoid the environmental effects identified in the environmental clearance, including the following plan approval conditions:

1. Preservation or replacement of desirable trees.

2. Protection of any archaeological materials encountered during the course of project development.

Prior Relevant Cases:

The college has existed since 1929 under a zone variance (Zoning Administration Case No. 3066) grant by the City Council. It is considered a "deemed to be approved" conditional use. Subsequent plan approvals permitted expansion of the campus facilities beginning in 1952. The most recent grant was on January 26, 1984 to permit the construction of a faculty residence hall in anticipation of enlargement of the student enrollment. The Planning Commission stipulated in the grant that the college enrollment could not be expanded until adequate parking facilities had been constructed.

Conclusion:

The subject plans should be approved as shown on Exhibits ZP-3 and 4 with conditions as recommended because:

1. The project will enable the college to increase its enrollment consistent with the Commission's action of January 21, 1984 relative to its approval of a faculty residence hall. The Commission required that no increase in enrollment would be permitted until parking facilities had been provided. From the "Site-Line Study" (Exhibit ZP-5)

2. It does not appear that the project will have a visual impact on surrounding developments outside the subject ownership provided that additional trees are planted to screen the parking structure from view of residential properties to the south.

3. The project appears consistent with prior plan approval actions relative to the subject ownership.

4. The proposed parking facility will result in a student-parking ratio of approximately .23 spaces per student.

ENCLOSURE 24

JAMES J. CRISP, M.S
3692 LOWRY ROAD, LOS ANGELES, CA 90027-1436
(213) 661-3312 FA (213) 667-2930

August 29, 1995

Honorable Marvin Braude
Councilman, Eleventh District
Room 275, Los Angeles City Hall
200 North Spring Street
Los Angeles, CA 90012-4801

RE: Revocation - Conditional Use Authority - Case No. CPC 4072 - Mount St. Mary's College

RE: Conditional Use Authority - Carondelet Center - Skilled Nursing Facility (Hospital) in the RE40-1-H Zone

On behalf of the Brentwood Homeowners Association, hereafter referred to as "BHA", and the Bundy/Norman Place Committee, hereafter referred to as "BNPC", I hereby request that formal revocation action be initiated in accordance with the provisions of Section 12.24-J of the Los Angeles Municipal Code to revoke the current conditional use authority for Mount Saint Mary's College on the basis that it has been operated and maintained in such a manner that it:

(a) Adversely affects the health, peace and safety of persons residing and working in the surrounding area;

(b) Jeopardizes or endangers the public health and safety of persons residing and working in the surrounding area:

(c) Constitutes a public nuisance;

(d) Results in repeated nuisance activities including but not limited to disturbances of the peace, loitering, littering, illegal parking, excessive loud noise and traffic violations; and,

(e) Violates provisions of Article 2 of Chapter 1 of the Los Angeles Municipal Code and other city, state or federal regulations, ordinances or statutes.

I further request on behalf of the aforementioned community groups that the operation of the Carondelet Center as a skilled nursing facility (i.e., hospital) on a RE40-1-H zoned site be suspended unless and until a "Reduction in Site" has been issued and, conditional use authority approved for this purpose, all in accordance with the provisions of Section 12.24 of the Los Angeles Municipal Code.

Evidence to sustain the subject revocation request and need for conditional use authority for the Carondelet Center is offered as follows:

Background - Mount Saint Mary's College

On December 5, 1928, the City Council denied a report and recommendation from the Planning Commission under Case No. 3066 recommending that a 33 1/3 acre site be classified in the "B" zone thereby permitting the establishment of Mount Saint Mary's College by right. In lieu hereof, said City Council adopted a report from their City Planning Committee partially stating that "...in view of the special circumstances that attach to the property, and in order to protect the adjoining property to the fullest extent, that the action of said Board (i.e., Board of City Planning Commissioner's) in recommending that the property be placed in the "B" zone be not concurred in and that the City Attorney be instructed to prepare an ordinance under the terms of Section 4 of the Zoning Ordinance, allowing the establishment of said college on the property therein described..." subject to the following condition:

> "...that the plans for the buildings and the location of same be approved by this Council prior to the issuance of building permits..."

On January 3, 1929 the City Council approved Ordinance No. 62642 granting an exception (i.e., variance) from the provisions of Ordinance No 42,666 that became effective on October 19,1921 which classified the City of Los Angeles into five zones ("A", "B", "C", "D", and "E"), with the subject property placed in the "A" zone by the adoption of Ordinance No. 58283 which became effective on September 2, 1927. It is important to note that the "A" Zone only permitted single family dwellings by right.

In concert with the adoption of the Comprehensive Zoning Plan for the City of Los Angeles on June 1, 1946 under Ordinance No. 90,500, said property was classified in the R1 One Family Zone being subsequently changed to the RE40-1-H Zone. Further, Ordinance No. 90,500 placed "Educational Institutions" under the authority of the Planning Commission as a Conditional Use (i.e., see Section 12.24); and, provided that "...any of the uses enumerated in this Section (i.e., Section 12.24) which are legally existing at the time it became effective, shall be deemed to have been approved by the Commission and nothing in this Section shall be construed to prevent the enlargement of existing buildings for such uses if all other regulations of this article are complied with, including the conditions of any special district ordinance, exception or variance heretofore granted authorizing said use."

It is noted that in zoning language this provision granted "deemed-to-be approved" status to legally created land uses which subsequently came under Conditional Use authority at a later date, with this privilege continuing to the present day under current provisions of the Los Angeles Municipal Code (i.e., see Section 12.24-F on Page 369).

On March 7, 1950, Ordinance No. 96,222 was approved by the City Council substantially amending the Comprehensive Zoning Ordinance by permitting expansions and enlargements of existing conditional use sites by plan approval. These provisions remain in effect to the present time (i.e., see Section 12.24-F of the Los Angeles Municipal Code). Said ordinance also permitted hospitals or "special care facilities" by right in the R5 Zone and split conditional use authority for "Hospitals or Sanitariums" between the Planning Commission (over 100 beds) and Office of Zoning Administration (under 100 beds if located in the R1, R2, R3, R4, or C1 Zones).

On May 23, 1952, plans were approved for a 17 acre addition to the existing school site for future expansion and the construction of athletic facilities with City Plan Case No. 4072 issued for this purpose. Of particular importance is Condition No. 3 which partially states that:

> 3. *This grant shall only apply to school use involving educational subjects which are in conformance with the State Educational Code, religious services, or religious educational activities.*

Between this date and 1960 plans for said athletic facilities were approved, a Tract Map was recorded, and plans were approved for an addition to the chapel.

Ordinance No. 117,450, which became effective on December 18, 1960, removed any conditional use authority for hospitals from the jurisdiction of the Planning Commission with the Zoning Administrator retaining conditional use authority for hospitals or "special care facilities" with no limitation on number of beds. This authority is maintained to the present time under the provisions of Section 12.24C-49 of the Los Angeles Municipal Code.

Ordinance No. 128,417 became effective on October 26, 1964 requiring a "reduction of site" if any portion of a conditional use site is "...severed therefrom or utilized for other purposes...". This provision is still in effect at the present time.

Finally, on January 26, 1984, the Planning Commission approved plans for a faculty residence hall with a maximum of three dwelling units or 33 bedrooms, the relocation of 39 existing parking spaces and the construction of a 11 space parking garage with enrollment limited to 750 students; and, on July 12, 1984, plans were approved for a multi-level parking garage for 244 automobiles requiring 1/4 parking space for each student with on-site parking limited to 268 automobile parking spaces. This provision, in effect, limited enrollment to a maximum of 1072 students.

No further actions of record have been undertaken to the present time.

Background - Carondelet Center

As stated previously, on March 7, 1950, Ordinance No. 96,222 was approved by the City Council substantially amending the Comprehensive Zoning Ordinance by permitting expansions and enlargements of existing conditional use sites by plan approval. These provisions remain in effect to the present time (i.e., see Section 12.24-F of the Los Angeles Municipal Code). Said ordinance also permitted hospitals or "special care facilities" by right in the R5 Zone and split conditional use authority for "Hospitals or Sanitariums" between the Planning Commission (over 100 beds) and Office of Zoning Administration (under 100 beds if located in the R1, R2, R3, R4, or C1 Zones).

Further, Ordinance No. 117,450, which became effective on December 18, 1960, removed any conditional use authority for hospitals from the jurisdiction of the Planning Commission with the Zoning Administrator retaining conditional use authority for hospitals or "special care facilities" with no limitation on number of beds. This authority is maintained to the present time under the provisions of Section 12.24C-49 of the Los Angeles Municipal Code.

Finally, Ordinance No. 128,417 became effective on October 26, 1964 requiring a "reduction of site" if any portion of a conditional use site is "...severed therefrom or utilized for other purposes...". This provision is still in effect at the present time.

In direct violation of the aforementioned provisions of the Los Angeles Municipal Code as contained in said ordinances, a 7+ acre parcel of land was removed from the existing school site and transferred to the Sisters of Saint Joseph in California on October 1, 1981 changing a former novitiate to a skilled nursing facility (i.e., hospital) with approximately 40 residents. As a independent entity under separate ownership, this skilled nursing facility (i.e., hospital) is in operation at the present time being identified as the Carondelet Center. While a Parcel Map was approved for said 7+ acre parcel of land being identified as Parcel A of PMLA 4304, said Carondelet Center has no legal right to exist under current provisions of the Los Angeles Municipal Code nor is there any evidence that any authority was ever requested.

Being under separate ownership, a "Reduction in Site" would have to have been approved thereby modifying existing conditional use authority for the college (i.e., see Section 112.24G-2 of the Code on Page 370) before said center was ever established. Following the approval of said "Reduction in Site" a conditional use for said center would have to have been approved by the Zoning Administrator since it is classified as a hospital (i.e., skilled nursing facility, special care facility, etc.). In addition, no assessment of required parking for said Carondelet Center has ever been made as a entity distinct from the college (i.e., see Section 12.24A-4(d) of the Code on Page 242). Finally, parking for the college and Carondelet Center cannot be shared being distinct land uses and separate ownerships (i.e., see Section 12.21A-4 of the Code on Page 239).

Existing Conditions

Mount Saint Mary's College occupies a 45+ acre site of the northerly terminus of Bundy Drive, Chalon Road and Norman Place with the adjacent Carondelet Center occupying an adjacent 7+ acre site being classified in the RE40-1-H Zone. The sites are located approximately 2 miles north of Sunset Boulevard with access restricted to substandard local hillside streets and similar roads such as Barrington and Saltair Avenues. The use and nature of the Carondelet Center has been previously described. At the present time, Mount Saint Mary's College has approximately 576 on-site parking spaces at this location, the Carondelet Center has 103 on-site parking spaces, approximately 1935 students are currently enrolled at the college, over 100 faculty members and administrators are employed and the number of maintenance/service employees are unknown. Classes are taught seven days per week between *7:00a.m.* and *9:30p.m.* and campus facilities are rented/leased for all types of commercial activities ranging from conferences and seminars to workshops lasting in some instances, until midnight. Finally, large busses are routinely used to bring tours, faculty and visitors to and from the site on a regular basis.

Traffic Generation

The local street system is critically deficient serving hillside residential areas being substandard in terms of dedication and alignment. No major or secondary highways serve the subject site and no street is even improved to collector status (i.e., 60 feet of dedication with 40 feet of improved roadway width). In another vein, a conference or seminar with 150 persons attending generates approximately 150 trips with a ratio of two persons per car; and, a four year educational institution such as the college in question generates approximately 2.37 trips per student per day (i.e., consult trip generation factors as issued by the Department of Transportation of the City of Los Angeles). At a student enrollment of approximately 1935 students, Mount Saint Mary's College would generate 4585 trips per day not counting those trips generated by seminars, conference, etc. This amount of traffic impact on a deficient street system raises the potential for accident or injury to an unacceptable level of risk; and, has direct traffic related impacts of accident, injury, noise, lighting and general disturbance on residential properties. While not removing all potential risk and disturbance, it has been suggested that the college voluntarily limit student instruction to day time hours Monday through Friday and terminate all commercial activities, including bus tours, thereby substantially mitigating the problem. However, these suggestions have been routinely dismissed.

Commercial Use of the Site

A review of all the records and evidence in this case indicate that no authority has ever been issued permitting use of the involved site for anything other than a "...school use involving educational subjects which are in conformance with the State Educational Code, religious services or religious education activities..." (i.e., see Plan Approval dated May 23, 1952 as previously discussed). Further, there is no evidence that any variance authority has ever been requested for this purpose.

Yet the college's advertising and publications demonstrate that its facilities are regularly used for such commercial purposes as:

- an 11-day "symphony orchestra camp" for children
- an adult weekend featuring a trip to the Hollywood Bowl and sessions on stress management, nutrition, and exercise habits (cost: $165)
- a 3-day AFL-CIO Institute
- 5-day Yoga seminars which attract up to 500 devotees each day
- local musical theater performances
- 10-day Industrial Areas Foundation conventions
- a 3-day Hugh O'Brian Youth Foundation conference for 200 Central California high-school sophomores

The aforementioned activities and similar use of the property stand in violation of previous grants and authority and would never be permitted by right in this location being classified in the RE40-1-H Zone.

Further, use of the site for commercial use stands in direct violation of past and current provisions of the Los Angeles Municipal Code and there is no indication that any effort to reduce or eliminate these activities is being voluntarily undertaken at the present time. To the contrary, these commercial activities have been consistently promoted and expanded.

Attention to Citizen Concerns

Records and information received from the "BHA" and "BNPC" indicate that individuals and groups from the community have consistently tried to reach some degree of compromise or problem recognition from college representatives since at least 1989. All these efforts have failed with the college representatives taking no initiative to resolve concerns or mitigate potential and very real problems. Further, college representatives continue to ignore physical constraints imposed upon the use by location and the physical capacity of capital improvements to serve it; and continue to avoid any responsibility for conformance with past authority issued for school purposes as well as the legal dictates of the provisions of the Los Angeles Municipal Code which, in theory, equally apply to everyone. As an outstanding example of current management practices, a "Weekend College" program was began approximately 3 years ago offering classes exclusively on Saturday and Sunday. Therefore, revocation action is both needed and necessary with no other form of reasonable dialogue or solution available or acceptable to the parties involved.

Conclusion

In view of the aforementioned evidence, it can only be concluded that revocation action should be undertaken in the subject case since the operation and management practices of Mount Saint Mary's College are:

(a) Adversely affecting the health, peace and safety of persons residing and working in the subject residential area by creating on-street congestion, noise, and disturbance of the peace, early and late night operation and the generation of traffic related impacts raising to the level of an actual invasion of privacy; and

(b) Jeopardizing and endangering the public health and safety of persons residing and working in the subject residential area by increasing the risk of accident or injury to an unacceptable and unreasonable level of risk by generating unwarranted traffic levels on substandard local hillside streets; by use of the property for commercial purposes; and by conducting classes and staging events in the evenings and on weekends; and,

(c) Creating a public nuisance which is having a detrimental economic effect on adjacent residential properties as well as disturbing the normally accepted principle of the right for a peaceful enjoyment of ones property; and,

(d) Resulting in repeated nuisance activities as previously described with no evidence of concern or voluntary efforts of mitigation; and,

(e) Violating past authority and current provisions of the Los Angeles Municipal Code by:

(1) Separating the Carondelet Center site from the Mount Saint Mary's College site without approval of the required "Reduction in Site"; and,

(2) Sharing parking between the Carondelet Center and Mount Saint Mary's College site without authorization being distinct and separate land uses under different ownerships; and,

(3) Utilizing the Mount Saint Mary's College site for commercial purposes such as conferences, seminars, workshops etc. with no variance authority issued for this purpose; and,

(4) Potentially and knowingly violating the Conditions of Operation imposed under a Plan Approval dated July 12, ~~1994~~ 1984 which limited parking on the site to 268 automobile parking spaces and enrollment to a maximum of 1072 students.

Further that any maintenance and operation of the Carondelet Center be suspended unless and until a proper "Reduction in Site" has been approved and a conditional use has been granted by a Zoning Administrator for use of a RE40-1-H zoned site for hospital purposes.

If you have any questions or concerns in this matter, please contact me at any time.

With Respect,

James J. Crisp, M.S.

cc: Brentwood Homeowners Association
Bundy/Norman Place Committee
Attn: David H. Breier, Attorney at Law
Planning Commission, City of Los Angeles
Office of Zoning Administration
Honorable Richard Riordan, Mayor, City of Los Angeles

ENCLOSURE 25

BRENTWOOD HOMEOWNERS ASSOCIATION

"Serving three thousand homes in Brentwood"

November 2, 1995

The Honorable Marvin Braude
Councilman, 11th District
1645 Corinth Avenue
Los Angeles, CA 90025

RE Mount St. Mary's College and Carondelet Center

Dear Councilman Braude:

On behalf of the Bundy/Norman Place Committee ("BNPC") as well as Brentwood Homeowners Association ("BHA"), I transmit herewith the recently received results of a private traffic study commissioned and funded by the residents of the North Bundy/Norman Place area. Both BNPC and BHA believe the results are highly pertinent to your and the City's determination regarding the previously submitted request for revocation of the CUP of Mount St. Mary's College and, further, buttress our contentions, made so often over the years, that the College, in conjunction with the Carondelet Center, are the source of traffic volumes far in excess of what the canyon can bear.

Although the Los Angeles Department of Transportation has done limited studies on occasion, local residents felt that a more extensive study would better reflect the true scope and impact on the neighborhood of traffic being generated by the College and Center.

The results were impressive (or appalling, depending on your point of view!). Between 2,500 and 2,700 vehicle trips through the canyon take place on weekdays as a result of the College and Center's operations. Even on an unremarkable Saturday or Sunday, 1,700 vehicles pour through the neighborhood each day. The volumes mean residents must put up with, on average, one car going by each and every minute of every waking hour and, for many of those hours, well over two cars per minute.

One of the reasons residents felt commissioning a private study was important is that DOT studies, besides being exceedingly limited in the length of the time period sampled, indiscriminately mix College/Center traffic and local traffic so that the amount generated by each source cannot be determined. The counters used in our study were intentionally positioned as close as possible to the College and Center joint entrance so as to avoid inclusion of traffic related to neighborhood residences. This fact makes the data obtained much more meaningful and useful.

The enclosures are (1) the actual 60-page study received from our traffic consultant and (2) a two-page summary of the actual data, accompanied by four tables and a one-page appendix (for which I am responsible).

Post Office Box 49427 · Los Angeles, CA 90049-0427 · Telephone 310.820.4800

I would be happy to answer any questions you may have. I can be reached at 310/476 - 5219.

Sincerely,

Evelyn Stern
Director, BHA

cc: Bob Rogers, Los Angeles Planning Commission [w/encl.]
Bob Janovici, Office of Zoning Administration [w/o encl.]
BNPC: Robert Barnett, David Breier, Esq., Bernard Krakower, Hugh Snow, Esq., Alan Wertheimer, Esq. [w/o encl.]

BRIEF SUMMARY OF RESULTS OF AUTOMATED TRAFFIC COUNT

OF BUNDY/NORMAN TRAFFIC GENERATED BY

MOUNT ST. MARY'S COLLEGE AND CARONDELET CENTER

METHODOLOGY:

Automatic traffic counters were placed on Chalon Road on either side of the shared Mount St. Mary's College/Carondelet Center entrances, so that all vehicles entering and exiting these institutions would be counted. Data was gathered for five consecutive 24-hour periods, beginning midnight, Saturday, October 7, 1995, and ending midnight, Wednesday, October 11, 1995.

As far as is known, Monday, October 9 through Wednesday, October 11 were normal college days. The weekend of October 7-8 was chosen because some seemingly significant events were scheduled for those days. On Saturday, there were to be alumnae reunions on the college campus and on Sunday the celebration of the 70th anniversary of the college's founding. No Weekend College classes were scheduled for that weekend.

North Bundy Drive runs north for approximately one mile from Sunset Boulevard until it splits, the easterly part of the "Y" being Norman Place. Thus counters had to be placed on both the Norman side and Bundy side of the Chalon entrance, and the number of vehicles traversing Norman [denominated "East of Chalon" in the study] were counted separately from those using Bundy [demonimated "West of Chalon" in the study].

However, residences south of the Bundy/Norman "Y" are of course impacted by the total number of vehicle trips; data presented separately for Bundy and Norman do not apply to those residences.

To obtain an estimate of how much of the total automated count is attributable to non-college related traffic, such as local homeowners and their visitors, observers sat near the entrances on different days at times shown to be peak traffic hours by a previous count, manually counting the number of vehicles which did not either enter or exit the college or Center. The amount of this "local" traffic is minor, ranging from 10% on the weekend to 2-5% on regular school days. [See Appendix A.]

This study reviewed here only "caught" vehicle trips related to the college and Center, the few homes in the immediate vicinity of their entrance, and some sightseers and other strays. It does NOT encompass traffic connected with all other residences in the canyon.

RESULTS:

As Table I shows, normal college days result in 2,500-2,700 vehicle trips per day through the canyon. The expectation that the college's 70th

anniversary would be marked by large gatherings turned out to be incorrect. Neighborhood residents reported that it was one of the less disturbing weekends of the year. Despite this, over 1,700 vehicles trips were generated by the college and the Center on Saturday and again on Sunday.

The peak hour analyses (summarized in Table 2) show a general consistency from day to day; obviously peak hours are heavily influenced by the manner in which events or classes are scheduled.

Much more revealing of the way in which the neighborhood is impacted is to look at the minute-to-minute intensity of the traffic passing by each house by analyzing the number of hours during the day when the trip count exceeds a specific volume. For instance, a count of the number of hours each day when more than 60 vehicles pass by, that is, one every minute, reveals that this condition exists throughout the day, every day, even on the weekend, and for an astounding 17 hours a day during the week. (See Table 3.)

If one car every 60 seconds for 17 hours a day does not seem excessive, the same analysis can be done for hours during which one car passes by every 40 seconds (i.e., 90 trips per hour) or every 30 seconds (120 per hour). All those whose address is North Bundy suffer having one car go by at least every 40 seconds all afternoon on Sundays and some evenings as late as 9:00 p.m. (See Table 4.)

ENCLOSURE 26



Office of the President

November 7, 1995

On response never contradicts the enrollment allowed @ 1079

Mr. Bob Rogers
Chief Hearing Examiner
City of Los Angeles
Department of City Planning
221 So. Figueroa
3rd Floor
Los Angeles, CA 90012-2601

Dear Mr. Rogers:

I received your request that we provide you with information regarding a complaint letter sent by James Crisp to Councilman Marvin Braude, relative to Mount St. Mary's College (MSMC). We were surprised to see the requests and claims made in the letter, especially given the many steps that MSMC has taken to address neighborhood concerns.

The College is very appreciative of the special challenges of operating in a residential area. We do our best to minimize the disturbance college-related traffic can cause for a neighborhood, and try to be as responsibe as possible when specific problems are brought to our attention.

A clarification is necessary before addressing the college-related complaints which are noted in the letter sent recently to your office. Carondelet Center and Mount St. Mary's College are two separately incorporated organizations. Issues with the Center need to be addressed separately. I understand that the Center has responded to you concerning issues involving that organization. I might just add here that there is no shared parking between the College and the Center.

College-related comments in the letter are also in need of basic clarifications, beginning with the "Existing Conditions" section. MSMC actually consists of two campuses operating different degree programs. Our second campus, the Doheny Campus, is located downtown near Adams and Figueroa, just down the street from the University of Southern California. Mr. Crisp's failure to note this fact led him to base much of his complaint on erroneous enrollment data. The total enrollment of the College was 1,935 students in the fall of 1994, but students attended different programs split between the two campuses.

Chalon Campus 12001 Chalon Road Los Angeles, California 90049-1599 telephone (310) 471-9500 • fax (310) 471-9028

On the Chalon Campus, the College enrolled 790 students in the weekday B.A. program, 744 of whom were full time. Our Weekend College program enrolled an average of 235 students for the 1994-1995 academic year. The remaining students were enrolled at our Doheny Campus. There is also a misconception concerning class times at the Chalon Campus: classes are taught only five days a week, with a few nursing classes starting at 7:00 a.m. and a few art classes ending at 9:00 p.m. The few evening classes are not held on Friday evenings for obvious reasons. The Weekend College meets only every third weekend when in session.

With regard to rentals, the College rents its facilities, mainly in the summer months, to selected outside groups which have educational purposes. The sole rentals not strictly for educational uses are for weddings and receptions held in our chapel. Normally only alumnae and current employees use our Chapel for weddings. During 1994 we accommodated some additional weddings owing to earthquake damage at St. Monica's church. However, that church has now been repaired and the usage is again restricted to alumnae and employees.

As I read the traffic analysis presented in the letter, I was concerned that the analysis appears to have been completed using an incorrect enrollment figure. As I noted above, the actual enrollment at the Chalon Campus is considerably lower than that of the entire College.

In the interests of good communication, I would like to draw your attention to some of the past and recent actions the College has undertaken in an effort to be a good neighbor and to address citizen concerns. The College:

1. Makes its facilities available for the neighborhood to vote for all elections.

2. Worked with the City of Los Angeles in June of 1995 to add speed bumps along local roads to help control traffic.

3. Worked with the City of Los Angeles in July of 1995 to add a stop sign at the corner of Bundy and Norman Place to help control traffic.

4. Maintains an open campus for all neighbors, which allows access to trails behind the campus as well as the campus itself. In addition, MSMC allows neighbors the use of our athletic facilities, which has resulted in upwards of forty people using our swimming pool and tennis courts on a regular basis.

5. Committed $17,500 of institutional funds to help construct left turn lanes off Sunset onto Saltair and Bundy. MSMC made this contribution in a spirit of support for the local community.

6. Attempted to hire off-duty police to patrol the local streets and to enforce the traffic laws. Regrettably, we were informed that off-duty police officers could not enforce traffic law when off duty.

7. Implemented this past summer a comprehensive plan to address various issues raised by our neighbors. A copy of this plan was submitted to at least two neighborhood representatives, and included:

A. Installation of speed hump-type barriers at the entrance/exit of the college to help move the flow of traffic to the right when exiting the College, in keeping with a traffic flow agreement made with neighborhood groups.

B. Installation of signs and warnings in the parking garage reminding all employees and students to respect the speed limits in the neighborhood and to leave the College via Bundy.

C. Having a member of the LAPD address all new and returning students during orientation concerning the seriousness of driving safely and within speed limits while approaching or leaving the College. The message of that talk is also being reinforced through staff meetings.

D. Increasing the incentives in our AQMD plan to encourage more faculty and staff to ride share or use public transportation. The monetary incentives for the current academic year were increased by 20% over last year. We have added monthly prize drawings as an additional incentive for those who partake in the plan.

E. Regular follow-up on calls from neighbors who report unsafe driving to the College. The College cannot legally punish either students or staff who are observed driving unsafely, but we do counsel them on the potential dangers of such behavior. If a College van is reported as driving unsafely, with enough information to identify the driver, i.e., time of day, direction, location, we take immediate action with that employee. We do not tolerate unsafe driving by College employees while on College business.

I hope that this brief outline of our action plan implemented at the beginning of the current academic year illustrates the seriousness with which MSMC takes its relationship with the local neighbors. It has always been the intention and practice of the College to abide by both the letter and the spirit of the municipal code.

We are grateful to have our College surrounded by this wonderful neighborhood and appreciate the concerns of those with whom our students share their home away from home and with whom our employees share their workplace.

If there is any further information which would be helpful to you please do not hesitate to ask.

Sincerely,

S. Karen McKennelly

Karen M. Kennelly, CSJ
President

KMK:ss

cc: Honorable Councilman Marvin Braude
Eleventh District
Room 275, Los Angeles City Hall
200 North Spring Street
Los Angeles, CA 90012-4801

rogers/s

ENCLOSURE 27

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

CITY PLANNING
COMMISSION

ROBERT L. SCOTT
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(213) 580-1165
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(213) 580-1167

FAX: (213) 580-1176

INFORMATION
(213) 580-1172

January 25, 1996

Honorable Marvin Braude
Councilman, Eleventh District
Room 275, Los Angeles City Hall
200 North Spring Street
Los Angeles, CA 90012-4801

RE: Requested Revocation of use permits - Mount Saint Mary's College and Carondolet Center

Dear Councilman Braude:

This communication is in response to your request to review a letter from Mr. Jim Crisp concerning revocation of the conditional use permit for Mt. St. Mary's College and the Carondolet Center. Mr. Crisp's letter discussed a number of issues and asserted a number of contentions. I have researched the issues and the regulatory history of the site. I have met with staff, the Chief Zoning Administrator and with staff of Mt. St. Mary's College, and have reviewed documents submitted on behalf of the Brentwood Homeowners Association, including most notably a comprehensive traffic study. I have outlined my analysis of the specific contentions and attached them to this letter for your review. Based on my research, there is insufficient evidence to support the initiation of a revocation action.

However, it is recommended that the school meet with residents to try and resolve long simmering traffic issues. Should additional evidence be submitted regarding uses not permitted by the conditional use grants or excessive traffic, this office will give further consideration to initiation of revocation proceedings.

If I can be of further assistance, please contact me at (213) 847-3672.

Very truly yours,

Bob Rogers

Bob Rogers
Principal City Planner

BR:jj

Attachment

cc: Mt. St. Mary's College
James J. Crisp
Con Howe
Robert Janovici

ATTACHMENT
CONTENTIONS

In his letter of August 29, 1995, Mr. Crisp raised the following issues concerning the operation of the two uses:

(a) The uses adversely affect the health, peace and safety of persons residing and working in the surrounding area;

(b) The uses jeopardize or endanger the public health and safety of persons residing or working in the area;

(c) The uses constitutes a public nuisance;

(d) The uses results in repeated nuisance activities including but not limited to disturbances of the peace, loitering, littering, illegal parking, excessive loud noise and traffic violations; and

(e) Violate provisions of Article 2 of Chapter 1 of the Los Angeles Municipal Code and other city, state or federal regulations, ordinances or statutes.

The letter also states that the Carondolet Center at the southern tip of the campus operates illegally as a "skilled nursing facility (i.e., Hospital) and should be suspended until a "Reduction in Site" has been approved per Section 12.24 of the Los Angeles Municipal Code.

Further information was submitted in the Crisp letter as evidence to support the recommended actions relative to the following considerations:

(a) The college has permitted activities not consistent with its conditional use permit authorizations; specifically:

  (1) Commercial use of the campus

  (2) Exceeding of enrollment and parking requirements

  (3) Use of the Carondolet Center portion of the subject property as a "skilled nursing facility"

(b) Failure to file for a "Reduction in Site" on the southern tip of the campus to separate the Carondolet Center from the conditional use site.

(c) Increasing the risk of accident or injury to an unacceptable and unreasonable level of risk by generating unwarranted traffic levels on substandard local hillside streets.

ANALYSIS

A. Commercial Use of the Site

The request for revocation initiation asserts that a variety of classes offered at night and on weekends constituted a commercial use of the subject site, inconsistent with a 1952 conditional use approval for a 17 acre addition to the campus "for athletic purposes and future buildings. (NB: the original conditional use permit dates back to 1928 with another conditional use permit issued in 1984 for a faculty residence and parking garage). The action allows for the expansion with a limitation that the grant is for "school use involving educational subjects".

The request for revocation proceedings cites numerous classes such as a symphony orchestra camp, a three day AFL-CIO Institute and a five day Yoga seminar (see page 6 of James J. Crisp letter attached) as commercial uses of the campus and the frequent use of the school's chapel for weddings.

The educational content of classes at universities and colleges has historically and consistently been broadly defined to not limit intellectual curiosity and inquiry. The fact that a few of the classes cited obviously would not have been intended for undergraduates of the school is not contrary to the fact that such classes are routinely offered at other colleges in the area.

Representatives of the Mt. St. Mary's administration did admit that there were numerous weddings in the chapel for a short period following the Northridge earthquake, pending repairs to a Saint Monica Church. They indicate that weddings are now limited to registered students enrolled in the school's B.A. program or alumni of the institution.

B. Exceeding Enrollment Limits and Parking Requirements

As indicated previously, there have been three conditional use permits granted on the property and numerous plan approvals for compliance with those three permits.

City Plan Case No. 3066 was the original grant in 1928 for a college "subject to plans for buildings and the location of buildings." In 1952, City Plan Case No. 4072 was approved for a 17 acre expansion. In neither case was there a limit imposed on enrollment. Note that in 1952 the enrollment for the school was 650.

In 1984, the City Planning Commission approved a conditional use permit to allow for a three unit residence hall with a total of 33 bedrooms and a parking garage. The Commission did not specifically limit enrollment in its approval, but in approving the plans for the parking structure, they imposed a condition requiring 1/4 parking space per student. In a Plan Approval, dated July 12, 1984, enrollment was limited to 1, 072, based on 268 parking spaces.

In the letter from Mr. Crisp, it is stated that Mt. St. Mary's College has an enrollment of 1,935 students. This number is accurate but only for the combined enrollments of the Brentwood and Doheny (Downtown) campuses. School administrators state that the Brentwood campus has an enrollment of 790 students in the weekday B.A. program of whom 744 are full time with and an average of 235 students enrolled in the Weekend College Program.

A visit to the campus clearly established that there is no problem with overflow parking from the school using Bundy Drive to park. Because of very steep terrain in the area any off campus on-street parking would be at an elevation well below the campus and would require a very substantial uphill hike to the school.

C. Use of the Carondolet Center as a "Skilled Nursing Facility"

One of the contentions regarding the Carondolet Center is that it is used as a "skilled nursing facility". Such facilities require approval of the Zoning Administrator. No such permission has ever been granted.

Our investigation reveals that the facility is not a skilled nursing facility, but rather a convent housing elderly nuns. A letter from the State Department of Social Services, which has jurisdiction in such matters, cites that a convent does not need a community care license to care for nuns of the order as long as the care givers do not provide care for financial gain or bring individuals in from outside the Order to receive care. No evidence has been submitted that such circumstances exist.

D. Reduction in Site

The request for revocation asserts that the transfer of the Carondolet Center to the Sisters of St. Joseph in 1981 required a "reduction in site" from the conditional use permit. The Zoning Code in Section 12.24.G.2 states:

"2. Reduction is Site. So long as the conditional use is continued, the entire approved site shall be retained for such conditional use, and no portion thereof shall be severed therefrom or utilized for other purposes unless the plans for the reduced site are first submitted to and approved by the Commission or by a Zoning Administrator, whichever has jurisdiction at the time."

Staff research indicates the existing convent housing elderly nuns replaced a noviate (training for nuns) in the late 1970's. Then as now, the convent and the noviate would have been considered as incidental to a Catholic college, such as Mt. St. Mary's.

While it is true that the Carondolet Center became separate in ownership, it maintained its use as a convent. The legal separation of the Center and Mt. St. Mary's sites was accomplished in 1981 with approval of Parcel Map LA No. 4304 presided over by the Deputy Advisory Agency, and a Zoning Administrator. This amounted to a reduction of the site.

E. Unwarranted Traffic Generation.

The request for revocation stated that unwarranted traffic generated by the college "increases the risk of accident or injury to an unacceptable and unreasonable level" for residents along the narrow, two mile segment of Bundy Drive, between Sunset Boulevard and the college. The letter states that the school's enrollment of 1,935 is estimated to generate 4,585 vehicular trips per day, not counting seminars, conferences, etc. Based on this, residents are asking that the college limit student instruction to daytime hours and terminate all commercial activity.

As previously indicated, the actual enrollment on the Brentwood campus is currently at 790 during the week and 235 for weekend students. Based on estimates in the Crisp letter of 2.37 trips per student, traffic would be calculated at 1,872, not 4,585 daily trips.

ENCLOSURE 28

The Oracle

of Mount St. Mary's College

December 1996 Volume 2 Number 3

Chalon and Doheny Enter the Computer Age

By Summer Cervantez
Staff Writer

You've heard the noise. You've seen the wires. What is going on? In October the groundwork began for a total reconstruction project on the Mount's telephone, cabling, data port and communication systems. When students, staff, and faculty arrive at the Mount campuses next fall, they should be prepared to walk into a whole new world—a world of limitless communication and learning opportunities.

According to Larry Smith, Assistant Vice President of Information Support Services, who is in charge of the project both at Chalon and Doheny, "infrastructure for the 21st century...a state of the art structure across all disciplines" is being implemented. The cabling that is being laid down now, throughout every building on both campuses, is the first step of the project. The cabling installation, which is expected to be finished by January, is going to create a new improved telephone system. The telephone system, called PBX, will be placed throughout all offices, buildings and residence halls. By the fall of 1997 student telephones will be equipped with voice mail and inter-campus extension dialing. Telephone services will be run through the Mount, not GTE.

Along with the installation of the phone system, data ports should be installed by January. The installation of the data ports means modem access and a system of campus wide internet and e-mail capabilities. Another welcome bonus will be cable T.V. wiring in the residence halls, operational in the spring of 1997.

The potential applications of this technology are limitless. Smith hopes to see "the creation of a closer community between both campuses, albeit an electronic community." Since e-mail access will allow for direct, fast communication, getting in touch with a professor, friend or staff member on either campus will be as easy as finding the nearest computer. "The convenience of e-mail and Internet access makes the campus workable and accessible in ways that have never been possible before," said Catherine Bejerano, a fourth year student.



The wiring installed for data ports and telephones in the Humanities Building at Chalon. (Photo by Mimi Tinsley)

The cost of the project is estimated to be between 1 and 1.5 million dollars. The expense is great but Smith believes that "the only downfall of the project is if we don't do it." The project has been in the minds of the Mount community for several years, and Smith believes that "although the Mount isn't behind in technological advances, if we were to wait even two years to implement this project, we would be."

Cynthia Guerrero, a third year student, asks, "By how much is this going to hike up tuition rates?" The project because it is so extensive, is likely to affect tuition rates. Although finance may be foremost in the minds of some people, others, like Cristina Cox, a first year student, believe that "even if it does raise tuition, it is a valuable thing to do."

Johnson Controls, Bay Networks, and Mitel, all of the companies involved in the project, are highly experienced in what they do and highly experienced in working with colleges. At the Doheny campus, the inconvenience is more extensive than it is at Chalon. The conduits that would enable the installation of data ports must be placed underground. Therefore, there are many trenches on the Doheny campus. On the Chalon campus, the conduits are already there.

The future of the Mount, in terms of technology and full blown access to the "Information Superhighway," is wide open to possibilities.

Neighborhood Concerns Over Traffic to Chalon Causes Formation of a New Committee

By Rosio Garcia
Staff Writer

Why has the Mount asked that we drive up Norman Place and down Brandy Drive? In the early 1990's, a few surrounding neighbors began to voice their concerns through letters and phone calls about the Chalon campus' traffic volume. In 1992 the addition of Weekend College created an increase in traffic. "This was the straw that broke the camel's back," said Jill Perry Director of Public Relations.

In August 1995, the Brentwood Homeowners Association sent a letter to Los Angeles City Councilman Marvin Braude requesting a public hearing to discuss the revocation of the Mount's conditional use permit. The conditional use permit is a city council document that allows the Mount to use its property...as long as it meets certain conditions.

In the letter to Braude, the neighbors showed that they were under the incorrect impression that the entire college population attended classes on the Chalon campus. The letter claimed that the school is not permitted to rent its facilities to outside groups, and charged that the Mount and Carondelet Center share parking.

A response from the City clarified that the students body is split between the Chalon and Doheny campuses, and that the college limits facility rentals to groups with an educational purpose and that the Carondelet Center does not share parking with the college. Principal City Planner Bob Rogers determined in January 1996 that there was "insufficient evidence to support the initiation of a revocation action." The neighbors sent another letter to Braude in June 1996 stating that their concerns were not fully addressed by Rogers. They asked for a hearing on behalf of surrounding neighbors.



The Brentwood neighborhood as seen from the Mount. Chalon Road is seen in the center bottom. (Photo by Mimi Tinsley)

The "Town and Gown" Committee was formed to address the problems of the residents. Town and Gown is the traditional name of committees of this nature that are formed in college towns to find cooperative solutions to problems. The 10 member committee consists of three members of the Brentwood Homeowners Association, two neighbors at large, three college representatives, a representative from the Carondelet Center, and a representative of the office of Councilman Braude.

The committee has met twice. The first meeting provided a chance for members to introduce themselves. The second meeting was focused on establishing issues to be addressed at future meetings and discussing the Mount's plans for the future. "With this committee we are all able to clarify misunderstandings that have arisen over the years, learn to trust one another and agree on solutions that are acceptable to everyone," said Perry. Perry is also a member representing the Mount on the committee. "The Town and Gown Committee is important because the college and the surrounding neighbors need to coexist and when there is tension between the two, this committee is the best way to help work together to resolve the conflict," said Hal Marston, who lives off of Brandy Drive, and a member of the committee.

Marston is very hopeful that the committee will be able to resolve the issues at hand and most importantly be able to address any further issues between the two parties. "It's in the college's best interest to have this resolved, as everyone can move on," says Marston. He feels the Brentwood Homeowners' Association has a legitimate grievance with the college for between the traffic problems it causes out of proportion. Marston himself is not so offended as other neighbors. He claimed that the Brentwood Homeowners' Association is politically powerful and should not be taken lightly.

ENCLOSURE 29

HAPPY BIRTHDAY LOS ANGELES

L.A. LOOKS BACK ON 200 YEARS

Los Angeles, one of the largest metropolitan cities in the world, has played a major role in the development of world history. This year, the city celebrates its Bicentennial with a rich and exciting history of its own.

On August 1, 1769, a Spanish exploring expedition reached the small Indian village of Yang-na. They named the site Nuestra Senora la Reina de Los Angeles for Our Lady Queen of the Angels. The village remained largely undisturbed until 1781, when a small group of settlers arrived and it became the second official pueblo in the territory.

Mexico gained its independence in 1822, and Los Angeles was made a Mexican city and capital in 1835. However, most of the governors preferred Northern California, and Los Angeles was rarely used as the capital.

During the Mexican-American War, the city was split by quarrels between those who favored one side, and their opponents. The defenders of the city fled with the arrival of Commodore Robert F. Stockton and his United States troops. The U.S. flag was raised over the city on August 13, 1846, however, by October, the troops had to withdraw due to a revolt of the inhabitants, and it was not retaken until January of the following year.

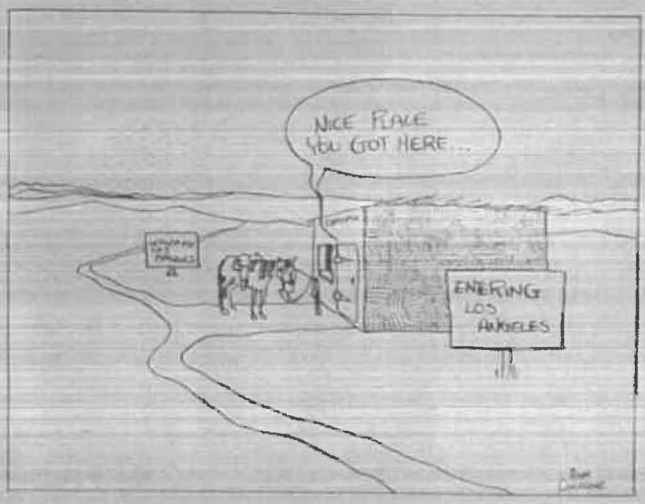
The first English school and church were established shortly after the city was incorporated in 1850. Los Angeles grew rather slowly for the next few years because it was not easily accessible. Many people who came to California were drawn to San Francisco, which was then a larger and better known city.

However, in 1887, the railroad companies became involved in a price war. The fare from Kansas City to Los Angeles was only one dollar. People began to come West in droves, and many of them were poor, illiterate people, with hopes for a better life. Others were criminals escaping the law.

The introduction of the railroad to California also had an impact on commercial interests in Los Angeles. Oranges were one of the first to be sent by rail, and they immediately became a major product of the Southern California region, as they still are today.

Probably the single most important contributor to the growth of Los Angeles besides the railroad was the building of an artificial harbor at San Pedro. It was built between 1899 and 1914 with the help of $2,900,000 appropriation from the United States Congress. Serving both those traveling up and down the West Coast, as well as those going through the new Panama Canal, it soon became a major port. Ever since, Los Angeles has experienced tremendous expansion, both commercially and industrially.

Today, Los Angeles is one of the largest cities in the world, both in area and in population. Thousands of people, attracted by the sunny weather and the many offerings of the city, come here annually to vacation or to settle permanently. Several thousand tourists arrive every day to enjoy such major attractions as Disneyland, Universal Studios, the Rose Bowl, the Huntington Museum, as well as many others. The people of Los Angeles also enjoy such cultural centers as the Music Center and the Los Angeles County Museum of History, Art, and Science.



L.A. FASHION

We've Come A Long Way

by Katrina Woodard

It's celebration time again — Los Angeles' Bicentennial. In preparing for any festivity, one thinks of all those wonderful traditions that have made the occasion special. What better way to see visual changes over a period of time than to look at the evolution of fashion styles?

Fashion has always served as a reflection of a way of living, and as a prediction of future trends. We are what we wear. Contemporary politics, morality, industrial and social progress, as well as economic conditions, determine our wardrobes as much as the whims of designers.

As we would imagine, the L.A. fashion scene of 1781 was fairly well limited to ponchos and sombreros. In America's "civilized" East, though, the fashion world had already grown to a respectable height. In true "melting pot" tradition, Americans were taking on the elegance and flamboyance of the European aristocrats, the exotic decors of the East, and generally stealing visual influences from all four corners, as they saw fit and fanciful.

Of course there was not the wide fashionable variety of today, but there was growing fascination with the new and unusual (so long as it was not too new and unusual).

Times change. "New and unusual" is now the fashion industry's rule of thumb, and our sunny city is having a birthday. The modern Angelinais maybe not too concerned about his/her fashion roots. After all, while our Mexican culture can be traced in architecture and eating habits, our fashion leanings reflect little of that Hispanic heritage.

But like America in 1981, fashion is at a point where it can "steal" not only from the clothing of other countries, but from the past as well. We're not so modern as we proudly think. Take, for instance, the case of Levi Strauss' sturdy invention of 1873 — the blue jeans. The jeans of today are more sophisticated (bearing the signatures of Sasoon, Gloria Vanderbilt, Willie Nelson) but are thinly disguised copies of Strauss' original.

MOUNT CELEBRATES 55th YEAR

by Linda Larrabe

Many students fail to realize that they are members as well as contributors to an historical celebration. During this year of Los Angeles' Bicentennial Celebration we look back on 55 years of expansion, change, and determination which have created what is now known as Mount St. Mary's College.

The history of the campus can be traced as far back as the mid-1920's when the original plans for its formation were introduced. Archbishop Cantwell had asked Mother Margaret Mary, the superior of the Sisters of St. Joseph of Carondelet, to consider the idea of opening an all women's college. The result of this meeting marked the official commencement of classes in September 1925. At this time, the condensed campus was composed of only one classroom and an additional laboratory with an enrollment of 25 Freshmen. Four years later, a new site overlooking the Brentwood Hills was selected by the administrators to serve as the new campus.

By April 13, 1931, Carondelet Sisters, 13 resident students, and 45 commuter students became well situated within the campus. As the number of students gradually increased, so did the desire to structurally expand the college. Over the course of nine to ten years, two additional buildings were constructed — Mary's Chapel in 1940 and Rossiter Hall in 1941.

Throughout a 20 year span, the Chalon campus stood proud and mighty over the city of Los Angeles. But in November of 1961, the raging flames of the Bel Air fire claimed responsibility for the loss of most of the detailed architecture of the fine arts and faculty residence buildings. The original walls of the faculty residence remained and served as a foundation for the completion of Rossiter Hall in 1962. It was later decided to add a humanities building as a means of establishing new opportunities for Chalon campus students. In 1974, the Jose Drudis-Bianda Hall, an art building containing a lecture hall, faculty offices, and art studios was built and dedicated to the College.

The history of Mount St. Mary's would not be complete without the mention of the Doheny campus. In September 1962, the 15 acre site on historical Chester Place was opened. The mansions, formerly owned by Mr. Edward Doheny, remain as one of the last residential squares reflecting the early history of Los Angeles. Today, the Doheny campus has attained much recognition due to the celebration of the Bicentennial.

BERLIN LOS ANGELES
SISTER CITIES

ENCLOSURE 30

Troubles Beset Early Founders

On October 15 in 1650 a small group of postulants first received the habit of the Sisters of Saint Joseph from Bishop Henry de Maupas at Le Puy, France. They were placed in charge of the orphanage there, which became their first convent, and in 1693, when the constitution was printed, the community was established in seven dioceses. The duties of the sisters were chiefly working in hospitals and conducting schools.

With the French Revolution, life for the growing community changed. Godless leaders, in trying to destroy the Faith, scattered and imprisoned members of religious orders for refusing to take the civil oath. **Among those imprisoned were Mother St. John Fontbonne and her companions. As they waited for death on the morning scheduled, the jailer brought word not of the guillotine but of Robespierre's fall and death. The Sisters were free but not happy. Mother and her disappointed Sisters felt that they were unworthy to be martyrs, but God had other plans for Mother St. John.** For she was to be His instrument in reorganizing the broken community at Lyons. From Lyons, houses spread throughout France to other European countries.

By this time America needed religious to teach and care for the sick, and in 1836 Sisters of Saint Joseph left France for Saint Louis. They traveled by river boat from New Orleans and settled in their first houses in Cahokia, Illinois, and Carondelet, Missouri. These institutions grew rapidly and soon spread beyond St. Louis. The first new foundation was at Philadelphia, where work progressed so rapidly that it developed into a separate diocesan congregation under its own bishop. Houses were opened in other parts of the country and to insure union, a general government independent of Europe was adapted to meet the needs of the American community. The mother house was established at Carondelet with provincial houses in St. Paul, Minnesota, and Troy, New York. Pope Pius IX gave full approval to the constitution in 1877.

In 1862 the first convent in California was established at San Diego and seven years later five sisters came to Los Angeles to open Saint Mary's Academy. In 1893 the provincial house was moved there from Tucson.

By 1925 the Sisters of St. Joseph had colleges in several parts of the country, but as yet there was none in the West. In that year at the graduation exercises at Saint Mary's, Archbishop Cantwell asked Mother Margaret Mary to establish a college for women in Los Angeles. The announcement received a tumultuous ring of twenty-five pupils began their college course in one classroom at Saint Mary's.

Buildings on a Hill . . .

Quarter Century Notes Changes—One to Five

Since 1925 Mount Saint Mary's College has grown from one room at St. Mary's Academy with an enrollment of — students, to a group of 5 buildings in the Brentwood Hills with a student body of 501 in 1950, the first graduating class of [illegible] started from the ruins of a [illegible] academy at 1904 Chester Road where the college now stands.

Work progressed and on April 13, 1911, the faculty moved to this site accompanied by 13 resident students and 45 day students.

Two more buildings were added in 1916: Mary Chapel and the faculty residence building.

In March 1931 St. Joseph's Hall, the administration and science building, was dedicated; at present it houses classrooms as well. Also in 1931, the Charles



Committee Chairmen—Dawnie Cobb, bids; Margie Gegg, music; Dixie Peltier, decorations; and Beverly Halpin, refreshments, make final plans for the junior class's Anniversary Ball, October 14, 1950.

Juniors Plan Ball October 14 To Commemorate Foundings

Celebrating the 25th birthday of the college and the 200th anniversary of its sisters, the junior class will present its Anniversary Ball on October 14. About 200 couples are expected to dance to the music of La Verne Boyer and his orchestra from 8:30 to 12 in the Mount Ballroom. Bids may be purchased from any junior for $2.50.

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New Mount Departments Reflect Changing College Curriculum

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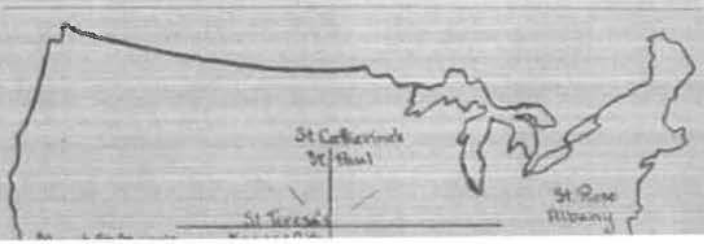
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Additions in the curriculum since 1925 have been elementary learning offered in 1928, pre-nursing, introduced in 1930, home economics, started in 1932, secondary teaching established in 1943, social welfare offered in 1945, cancer research in 1947, physical education as a major, offered in 1948; drama as a major introduced in 1949, and also in 1949, a four-year nursing program leading to B.N. and B.S.

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Dedicated "to give to society women imbued with correct fundamental principles, women who will lead in Catholic thought and action," the five colleges of the Sisters of St. Joseph of Carondelet, dispersed across the United States today stand as monuments to the faith and courage of these Sisters.

The first college founded, the College of St. Catherine, arose in 1905 above the



Seventeen Years Ago Mothers Guild Formed

"The meeting was called to order."—On November 21, 1933, a meeting of the students' mothers was called at the College to organize a club. Mrs. Ralph Long first suggested the idea, and Mother Margaret Mary approved. The first officers were Mrs. R. Long, president; Mrs. J. Flood, vice-president; Mrs. Fred O'Brien, treasurer; and Mrs. W. A. Post, secretary.

The first official meeting of the Mount Saint Mary's Mothers Guild was held on February 5, 1934. The purpose then, as now, was to aid the students and faculty in all their activities and promote the unity of the parents.

May 9, 1934, was the first Mary's Day; from the beginning the girls and their mothers have shared a day devoted to Mary, the Mother of all.

In recent years the Guild has sponsored a scholarship each year, helped in adding furnishings to the school lounge, furniture and tables for dinners—and added the chapel chimes.

Current officers are Mrs. F. Gunther, president; Mrs. Martinez, vice-president; Mrs. H. Rountree, secretary; and Mrs. John O'Brien, treasurer.

For the past 17 years, the Mothers' Guild of Mount Saint Mary's College has been an integral part of College activities.

English Department Boasts Unique Record In Inter-College Creative Writing

Mount St. Mary's, one of the smallest colleges in California, has made a unique record of 70% first places in the annual Phi Beta Kappa Essay Contests for all California colleges. Under the guidance of Sister Marie De Lourdes, Mount students gained seven first awards from 1932-1942.

In 1942 another major accomplishment was the publication of **Until the Day Dawns**, a volume of original poems contributed by students of the English department of Mount St. Mary's College. Of the 48 young poets and their 104 poems contained in the anthology, Martha M. Guild said in a review, "We rarely find so much youth and beauty between the covers of a single book."

First the Blade, an Intercollegiate Anthology of Student Verse, was first published in 1928 by Fullerton Junior College Press, with Mildred Jean Stewart of Whittier College as editor-in-chief. Students from seven California colleges contributed poems to this volume. So successful was this enterprise that subsequent volumes were published each year until 1942.

Mount St. Mary's distinguished herself in publishing the tenth volume of **First the Blade** in 1937. Barbara Williams was editor-in-chief of the anthology of 110 poems submitted by 31 contributing colleges, and Sister Marie De Lourdes was faculty adviser. Among those winning first awards was Anna Jane Marshall of Mount St. Mary's with the best religious poem, "The Vigil Light."

The following is a partial list of the outstanding awards won by Mount students in the field of English:

PHI BETA KAPPA ESSAY CONTEST
(ALL CALIFORNIA COLLEGES)

Helen V. Stuckert	First place	1931
Lila O'Brien		1934
Jan Joyce	First place	1935
Harriet Weaver	First place	1936
(Offered scholarship to Mills College)		
Elizabeth Anne Joyce		1938
Margarita Flood		1939
Helen Powell	First place	1939
Peggy Mahoney	First place	1939
Margaret O'Connell	First place	1939
Teresa (Terry) McNiger	First place	1940
Marie Decker		1941
Jane Durwood		1941
Mary Elizabeth Fenner		1942

UNITED STATES CATHOLIC COLLEGE CONTEST

Wanda Carlson	First place	1939

COLLEGE POETRY ANTHOLOGY, FIRST THE BLADE

Mary Helen Emerson	First place	1940
Laula Genevieve McCullough	Second place	1940
Frances Fierro Armstrong	First place for sonnet	1942
	First place for poem	1942
Wanda Mae Carlett	Honorable Mention	1942
Mary Helen Emerson	Honorable Mention	1942
Genevieve Saavedra	First place	1942
(Offered scholarship to Mt. St. Mary's College)		

AWARDS IN A CONTEST SPONSORED BY THE NATIONAL INTERRACIAL COMMISSION OF THE N. F. C. S.

Betty Jean Dineen	First place—short story	1941
Eugene DeCastro	First place—short story	1941
Dolores Eichfeld	Second place—poetry	1941

ANNUAL ARCHBISHOP CANTWELL AWARD OF $100 FOR APOLOGETICAL ESSAY

Mary Jane O'Connell	First place	1941
Gloria Portela	First place	1942

"TOP PAPER" IN THE ATLANTIC MONTHLY ESSAY CONTEST

Marjorie Jane O'Meehan		1949

TED OLSON POETRY CONTEST

Margaret O'Connell	First place	1941
Mary Rowena Chester	First place	1941

CASSINI LITERARY GUILD CREATIVE WRITING AWARD FOR CATHOLIC COLLEGE STUDENTS OF LOS ANGELES

Theresa Hayami	First place	1941

quiet Mississippi and Minnesota River Valleys. To the nuns such as Sister Mary Blanche Feeney who established in Duluth is no finer testimonial of the endurance of worthwhile things than this college with its complete curriculum and large enrollment of over one thousand a year.

In 1918, under Mother Irene Fitzgerald, the Sisters established St. Teresa's College at Kansas City, Missouri. It deserves mention as being the first institution, either secular or religious, in the entire St. Louis province to attain collegiate rank.

A third college joined the list in 1920, entitled College of St. Rose and located in Albany, New York. It confers the baccalaureate of Arts, Music, and Science degrees and teachers' credentials.

The last to be founded is Mount Saint

ENCLOSURE 31

Troubles Beset Early Founders

On October 15 in 1650, a small group of postulants first received the habit of the Sisters of Saint Joseph from Bishop Henry de Maupas at Le Puy, France. They were placed in charge of the orphanage there, which became their first convent, and by 1660, when the constitution was printed, the community was established in seven dioceses. The duties of the sisters were chiefly working in hospitals and conducting schools.

With the French Revolution, life for the growing community changed. Godless rioters, in trying to destroy the Faith, scattered and imprisoned members of religious orders for refusing to take the civil oath. **Among those imprisoned were Mother St. John Fontbonne and her companions. As they waited for death on the morning scheduled, the jailer brought word out of the guillotine but of Robespierre's fall and death. The Sisters were free but not happy. Mother and her disappointed Sisters felt that they were unworthy to be martyrs, but God had other plans for Mother St. John.** For she was to be His instrument in reorganizing the broken community at Lyons. From Lyons, houses spread throughout France to other European countries.

By this time America needed religious to teach and care for the sick, and in 1836 Sisters of Saint Joseph left France for Saint Louis. They traveled by river boat from New Orleans and settled in their first houses in Cahokia, Illinois, and Carondelet, Missouri. These institutions grew rapidly and soon spread beyond St. Louis. The first new foundation was at Philadelphia, where work progressed so rapidly that it developed into a separate diocesan congregation under its own bishop. Houses were opened in other parts of the country and to insure union, a general government independent of Europe was adopted to meet the needs of the American community. The mother house was established at Carondelet with provincial houses in St. Paul, Minnesota, and Troy, New York. Pope Pius IX gave full approval to the constitution in 1877.

In 1862 the first convent in California was established at San Diego and seven years later five sisters came to Los Angeles to open Saint Mary's Academy. In 1902 the provincial house was moved there from Tucson.

By 1925 the Sisters of St. Joseph had colleges in several parts of the country, but as yet there was none in the West. In that year of the graduation exercises at Saint Mary's Archbishop Cantwell asked Mother Margaret Mary to establish a college for women in Los Angeles. The humble beginnings of fourteen girls of twenty-five pupils began their college course in one classroom at Saint Mary's Academy.

Buildings on a Hill . . .

Quarter Century Notes Changes—One to Five

Since 1925 Mount Saint Mary's College has grown from one room at St. Mary's Academy with an enrollment of 25 students to a group of 5 buildings in the Brentwood Hills with a student body of 561. In 1926, the first graduating class of 17 young women received their degrees at a ground-breaking ceremony at 12001 Chalon Road, where the college now stands.

Work progressed and on April 13, 1931, the faculty moved to this site accompanied by 13 resident students and 45 day students.

Two more buildings were added in 1949: Mary Chapel and the faculty residence building.

In March 1950 St. Joseph's Hall, the administration and science building, was dedicated; at present it houses classrooms as well. Also, in 1947 the Charles



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Mount St. Mary's distinguished herself in publishing the tenth volume of **First the Blade** in 1937. Barbara Williams was editor-in-chief of the anthology of 110 poems submitted by 51 students of 10 colleges, and Sister Marie De Lourdes was faculty adviser. Among those winning first awards was Anna Jane Mansfield of Mount St. Mary's with the best religious poem, "The Vivid Light."

The following is a partial list of the outstanding awards won by Mount students in the field of English:

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ALL CALIFORNIA COLLEGES

Helen V. Shubert	First place	1951
Lila O'Brien		1954
Jan Joyce	First place	1955
Harriet Wagner	First place	1956
(Received Scholarship to Mills College)		
Elizabeth Anne Joyce		1958
Margarita Bland		1959
Helen Purcell	First place	1960
Peggy Mahoney	First place	1961
Margaret O'Connell	First place	1962
Teresa (Terry) Milligan	First place	1963
Maria Dolan		1964
Jane Durward		1965
Mary Elizabeth Fennell		1967

UNITED STATES CATHOLIC COLLEGE CONTEST

Wanda Cachat	First entry	1939

COLLEGE POETRY ANTHOLOGY, FIRST THE BLADE

Mary Helen Emerson	First place	1943
Lucille Chevrolet McCullagh	Second place	1943
Frances Fierro	First place for women	1943
Armstrong	First place for poem	1943
Wanda Mae Cachat	Honorable Mention	1943
Mary Helen Emerson	Honorable Mention	1943
Geraldine Lazenby	First place	1943

AWARDS IN A CONTEST SPONSORED BY THE NATIONAL INTERRACIAL COMMISSION OF THE N. F. C. C. S.

Lily Ann Linares	First place-poem	1947
Patricia McCormick	First place-short story	1948
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Rose Rosenau Clarke	First place	1951

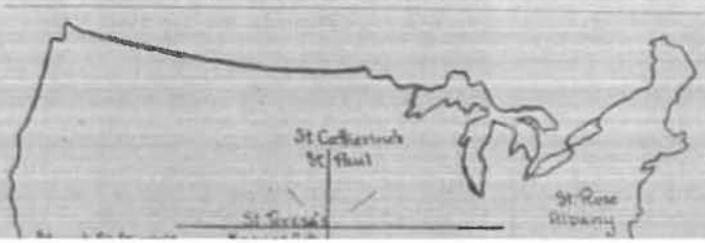
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quiet Mississippi and Minnesota River town of St. Paul, Minnesota, was selected by Bishop Ireland as the site for a college for women. Today, the College of St. Catherine, with its enviable curriculum and large enrollment, is ever one thousand a year.

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A third college joined the list in 1920, entitled College of St. Rose and located in Albany, New York. It confers Bachelor of Arts, Music, and Science degrees and teachers' credentials.

The last to be founded by Mount Saint

ENCLOSURE 32

Mount St. Mary's at a Glance

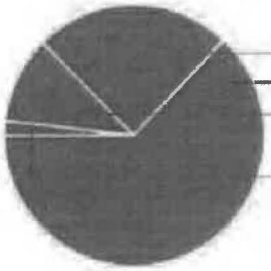
Student Body—Academic Year 1982–83:

Enrollment at Mount St. Mary's during the 1982–83 academic year totaled 1,099 in the fall semester, 1,162 in the spring, and increased to 1,252 in September 1983.

Ninety-six percent of the 1982–83 student body was female and 94 percent resided in California.

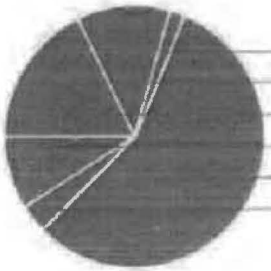
Most undergraduate students (68 percent) were of traditional college age (18–22), while 17 percent were between 23 and 29 and 15 percent were 30 and over.

Program Enrollment



Associate in Arts degree programs	24%
Baccalaureate degree programs	64
Masters/Credential/Enrichment Programs	11
Off-campus programs	1
Total	100%

Ethnic/Racial Composition



American Indian	1.0%
Black	10.7
Hispanic	17.7
Oriental/Asian	9.1
White	58.2
Other	3.3
	100.0%

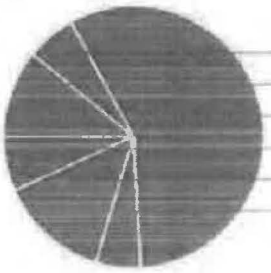
Faculty—1982–83:

Faculty members totaled 132 in 1982–83, compared with 142 in the previous academic year. Forty-seven percent of the total faculty taught full time. Lay teachers comprised approximately 79 percent of the total faculty, and 69 percent of the lay teachers were female.

Degree Programs—1982–83:

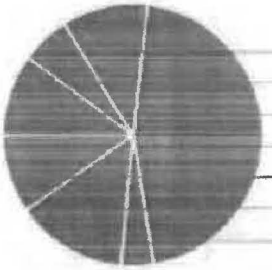
In May 1983, the college awarded 80 Associate in Arts degrees, 191 baccalaureate degrees, and 69 graduate degrees and teaching credentials.

Associate degrees by field of study



Business	5.9%
Liberal Arts	10.5
Nursing	59.7
Physical Therapy Assistant	5.9
Pre-school Teaching	13.4
Other	4.6

Baccalaureate degrees by field of study



Business	9.9%
Education	5.8
Humanities	9.9
Nursing	47.6
Physical Therapy	8.9
Social Sciences	14.2
Other	3.7

ENCLOSURE 33

I think of the Sisters as a living endowment to the college. Without their contribution, it would be very difficult for us to afford the high quality of instruction for which Mount St. Mary's is known.

Branch The percentage of operating income attributed to "private gifts and grants" was smaller in 1982–83 than it was in the previous year. Does that mean these declined?

Becker No. As a matter of fact, they increased, but not all of them were applied to the operating budget. A considerable portion went into the endowment and scholarships for qualified students.

Branch The Resource Development Program Summary (please see page 10) shows the sources for the various types of private gifts. I notice that the alumnae contribution is only about four percent of the total gifts. Isn't that a rather low figure?

Becker Yes, but it's also a misleading figure because it only represents the amounts raised through the annual Alumnae Fund drive and the spring Fashion Show.

Branch Where do other alumnae contributions appear, then?

Becker The answer is under "Friends," but the system has been changed in the current fiscal year. In next year's annual report, alumnae contributions to the annual fund and special gifts will be included in the "Alumnae" category.

Branch Even without the breakdown, you must have a general feel for the level of alumnae participation.

Becker Certainly, and it's improving all the time. There was a 15 percent increase in the number of donors who participated in the fund drive, and 28 percent increased the size of their gift compared with the previous year. The amount donated by individuals exceeded the 1981–82 total by 27 percent.

Branch Are there other categories of donors that could use a little clarification?

Becker Probably. This can be a complicated business at times. You may have noticed that the regents contribution for 1982–83 is less than half of the 1981–82 gift. This is because, from time to time, we ask regents to support special projects. The result is that the size of their contribution may vary from year to year.

Branch The sum received from Independent Colleges of Southern California went up last year, but, as a percentage of total gifts, this contribution was down slightly. Why was that?

Becker As you know, the ICSC fund supports 15 local liberal arts colleges and universities through contributions from the business community. The size of the gift allocated to an individual college is related to the size of the enrollment.

The ICSC gifts are very important to us. That's why we list all of the corporations and individuals who participate in ICSC in our annual reports even though most of them probably weren't thinking specifically of Mount St. Mary's when they wrote their checks.

Branch What kinds of things are included in "Gifts in Kind?"

Becker It varies from year to year. In this past year, someone gave us a collection of stamps and someone else, a collection of paintings. We also received a substantial gift of property, which is why this figure is considerably more than double the 1981–82 amount.

Branch The other item that has more than doubled is the value of the endowment. Is this due to astute investing?

Becker Well, of course, we like to think the endowment is well-managed, but there were other factors, too. I already mentioned the fact that we reinvested all actual endowment income. Also, there were some major gifts to the endowment, such as the Jose Drudis-Biada charitable lead/annuity trust that was described in detail in the Fall 1983 issue of this magazine. Also, the investment climate improved during the fiscal year.

ENCLOSURE 34

Mount St. Mary's College

A T A G L A N C E

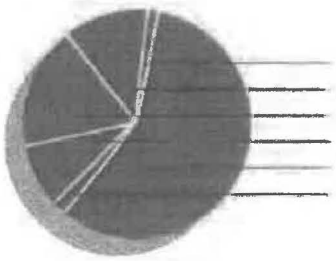
Enrollment—Academic Year 1984–85

Official enrollment for the current academic year is 1,222 students, of which 1,044 are full-time students (carrying 12 or more units per semester). Total enrollment is slightly (2.3%) lower than in the previous year due to the discontinuation of a two year nursing program at the Doheny campus.

Students currently enrolled in baccalaureate degree programs at the Chalon campus total 833, of whom 354 are in residence. The total Doheny campus student population of 325 includes 185 students in the Associate in Arts degree programs and 140 students pursuing various professional credentials and Master's degrees. Completion of the McIntyre residence hall in 1984 has increased the total number of students living on the Doheny campus to 125.

The median age of the student body in the current academic year is 21. Twenty-five percent of the student body is over the age of 25.

Student Body by Ethnic-Racial Group



American Indian	.9%
Black	12.6
Hispanic	18.0
Oriental/Asian	8.8
White	57.3
Other	2.4
Total	100.0%

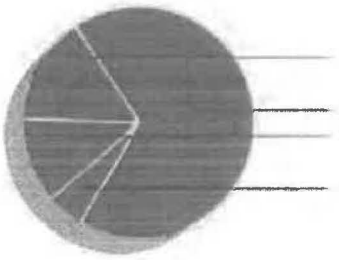
MSMC has the highest percentage of minority students of any independent college in California—according to the Chronicle of Higher Education, December 5, 1984.

Faculty—Academic Year 1984–85

The faculty for the current academic year consists of 141 members. Half of the faculty teach on a full-time basis (24 units per year). Lay teachers account for approximately 78% of the faculty; and 70% of the lay teachers are women.

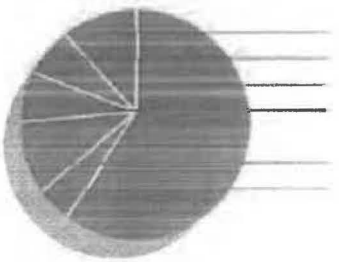
Degree Programs

Program Enrollment	*1984–85*	*1983–84*
Associate in Arts programs	185	255
Baccalaureate programs	831	849
Master's, credential and enrichment programs	147	136
Off-campus programs	64	12
Total enrollment	1,222	1,252



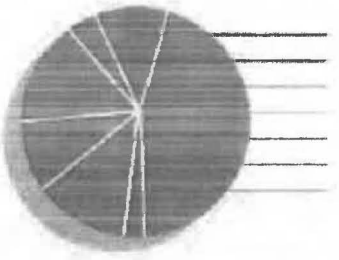
Associate in Arts programs	15%
Baccalaureate programs	68
Master's, credential and enrichment programs	12
Off-campus programs	5
Total	100%

Associate Degrees Awarded:	*May 84*	*May 83*
Business	10	5
Liberal arts	6	8
Nursing	50	48
Physical therapy assistant	6	5
Pre-school teaching	8	11
Other	4	3
Total A.A. Degrees	81	80



	1984
Business	11.1%
Liberal arts	7.1
Nursing	59.5
Physical therapy assistant	7.1
Pre-school teaching	9.5
Other	4.9
Total	100.0%

Baccalaureate Degrees Awarded:	*May 1984*	*May 1983*	*% Change*
Business	22	19	−15.7%
Education	9	11	−18.2
Humanities	29	19	+52.6
Nursing	90	91	−1.0
Physical therapy	19	17	−11.7
Social sciences	24	27	−11.1
Other	5	7	−28.6
Total Baccalaureate degrees	198	191	+ 3.7%



	1984
Business	11.9%
Education	4.5
Humanities	14.6
Nursing	45.4
Physical therapy	9.6
Social sciences	12.1
Other	2.7
Total	100.0%

ENCLOSURE 35

Activities & More

Weekend Program Offers Full Degrees At Reduced Rates

By Mary Ellen Kenny

Mount St. Mary's Weekend College Program continues to grow with next semester's enrollment projected at 200, according to Merrill Rodin, Director of the Weekend College.

The program has grown significantly since its introduction in the Fall of 1992 with 92 students. Rodin noted that there is a huge market of working adults with families. The Program enrollment is expected to reach 400 by the Fall of 1994, up from its current enrollment of 142.

Previously, the Mount tried to accommodate full-time working adults by offering an Evening Program. This was headed by the then Chair of the Business Department, Dr. David Lester. However, the program was discontinued in the summer of 1992 because enrollment was low with only 25 students.

There, in an effort to build a more solid program, the College hired a full-time administrative staff, provided marketing funding and switched to a weekend college format. Rodin said that by offering the weekend courses, the working adults could concentrate on a full day of studies without the distractions and stresses of a work day.

Rodin said the student mix is very multi-cultural. "Ethnically, we have some of everything."

The students range in age from 25 to 65. The program consists primarily of women with full-time careers and families. Most of the students come into the program with some college credits.

The program costs $6,100 a year, an amount Rodin said was competitive with similar weekend college programs at other campuses. The fee is much cheaper than the regular College tuition, which will be up to $11,500 for next year.

Each weekend is equivalent to two and a half weeks of a regular school semester so that students can complete their degree in the same amount of time it takes a full-time student. Given the program's intensity, Rodin said it was definitely geared towards more mature students who, among other things, have learned to manage their time more efficiently.

The adults are a different kind of student because they want to be in school. They are motivated in a different way. They really want to learn and the teachers get very much turned on because of it."

Weekend classes are taught by the Mount's regular faculty. However, the administration is separate. The program has its own director and administrators.

When the Weekend Program began in the Fall of 1992, many of the 25 Evening Program students took advantage of the new time schedule. However, there were a number of students who were unable to make the transition. In an effort to accommodate these students, the Business Department offered a greater number of evening courses this semester.

The Weekend Program, which offers degrees in Liberal Arts and Business, operates on a trimester system. Classes meet on weekends each trimester, earning up to 27 units each year. The students receive the same degree as full-time students and participate in the same graduation ceremony.

Students Enjoy A Night Of Hopping, Bopping And Rocking At Fashions

By Carmen Lopez

At 10:15 on Saturday, February 6, the Mount St. Mary's Residence Halls were bursting with noise. Amidst the sound of blowdryers and the clouds of hair spray resident students ran around the halls getting ready for the long night ahead.

One student yelled out across the hall: "Where's my pink dress?" as her roommate removed black lipstick.

The students were getting ready for an RHA event. "We got together off campus to go out dancing at Fashions, a night club in Redondo Beach. At first we didn't think people would be interested but by the incredible turn out I think it's been one of the most successful events we've had so far", said Vianca Soto, RHA Vice President.

Since it was ECHO night the music was mostly alternative. Morrissey, The Cure, Depeche Mode, and some harder rock such as Pearl Jam and the Red Hot Chili Peppers were among the most heard, but for variety some techno hip-hop and 70's flashbacks were also played.

"It was a great social event with a variety of music and people – especially people who were out of the ordinary, really unique", said Diana Gonzalez, a junior at the Mount.



Saturday night faded as students danced. Some even did their friendly version of "Slam" under the array of multi-colored spinning lights and loud music.

"The most fun came from seeing people I would have never imagined let their hair down, get on their go go boots and do the hand dance to the Village People's 'YMCA'", said sophomore Jackie Lopez.

"It's neat to see students taking time off their routine lives to get together to support college events. I would like to thank everyone who participated and showed their awesome school spirit," said Silvina Gutierrez, RHA treasurer. She added, "This event started as an off-the-wall idea of a resident student named Ximena Vargas. Thanks to her help, the event was a great success!"

Another outing is scheduled for April 17.

Calendar

30 Years Ago

- **Coast Artist In College Post**

Jack Hooper, whose paintings had been shown at the Whitney Museum of American Art in New York, was named Chairman of the Art Department at the Mount.

20 Years Ago

- **Mount St. Mary's Students Serve As Peking Privy**

Now visiting scholars from Beijing visited Mount St. Mary's as college representatives. Talking of a Model United Nations meeting which was held in New York City.

Mount St. Mary's was the only West Coast college present at the week long meeting. The visitors said they raised money for their expenses through bazaars, sales and raffles.

- **Aunt to Fight Disease**

Sister Gerald Lasky of Mount St. Mary's College traveled to Africa to help combat cerebral palsy the next year, wasn't a planned journey. The Lasky's had been invited to speak on the world-wide concern of disease-carrying mosquitoes. Sister was the second nun in the family.

Sister Lasky joined three fellow scientists at the International Center for Insect Physiology and Ecology in Nairobi, Kenya. Her visit was funded by a grant from the Ford Foundation.

10 Years Ago

- **Alumnae Step Out**

Mount St. Mary's Alumnae Association staged its 21st annual scholarship luncheon, called "Steppin Out" on April 23rd on the Grand Ballroom of the Beverly Wilshire Hotel. Actor Burt Reynolds, the guest of honor, toured the campus. Television host Bonnie Teller highlighted the afternoon. Proceeds went to the Mount's Financial Aid for Needy Students Fund for academic scholarships.

Upcoming Events

- May 1 — May's Day
- May 3 - 6 — Final Exams
- May 7 — Laurel's Day
- May 8 — Graduation

Compiled by Patricia Rossi

Top Students Will Be Revealed On Laurel's And Mary's Days

By Karen Carbajal

As the school year draws to a close, faculty and staff are once again singling out students for special recognition.

On Laurel's Day, the Doheny students are recognized for academic achievement and outstanding participation in extra curricular activities.

The highest award, the Estelle DeAjuria Award, is given for an attainment of any graduate. The student is expected to meet the qualifications of one who personifies the characteristics of Christian service, graciousness, and concern". Faculty also explore candidates for their potential to make a significant contribution in his or her area. Nine students are under consideration for this award, according to the administration.

Last year, Karen Jimenez, a 20-year old junior Sociology major who is now a Chalon student, was one of two students who received the award. While at Doheny, Jimenez was involved with Student government, the Halloween Haunted Campus and Campus Ministry. She worked closely with Mary Lynn, having organize dances and planning multi-cultural workshops. Jimenez said her experiences at Doheny helped her develop her leadership skills.

At Chalon, Jimenez continues to be active in campus organizations. Among them she is the secretary for the African American Council of Women.

"Being at Mount St. Mary's College and attending the two campuses has enabled me to [illegible] both worlds," Jimenez said, adding that "this thought has sharpened my appreciation and understanding of myself, skills, culture and other cultures."

Another prestigious Doheny award is the Community Service award, which is given to a student who has demonstrated active leadership in volunteer service for the Los Angeles community. Veronica Cardona, a 20-year old Psychology & Child Development major, received the award last year.

Cardona's fun priority while a freshman at Doheny was her studies and some volunteer work. It wasn't until her sophomore year, started a Psychology club at Doheny. During Thanksgiving, Cardona developed a canned food project collecting donations from students in the dorms and friends on campus.

Now a student at Chalon, Cardona is involved with Campus Ministry and the coordinator activities with the Adopt A Sister Program at the Carondelet Center. This year's events with the sisters have included passing out candy at Halloween, a Thanksgiving dinner and Christmas Eve Kareoke. Cardona is in the process of organizing a school store for the months of April.

Mary's Day, or the Chalon version equivalent to Queen's Day, the Presidential Award and outstanding seniors of the year are two of the many recognitions given out to students who have demonstrated leadership, scholarship and service to the college.

Last year, Tanya Vargas received the Presidential Award, and several other recognitions. Vargas is now a graduate student at Harvard Divinity School. She is in her first year studying the role of religion in the lives of Puerto Rican women in the U.S. Vargas, a former Vargas intern, was very glad she came to Chalon. She said, "I'm glad I had the opportunity to look at the role of religion in women's lives."

Kim Wells, Director of Athletics, said the athletic award is bestowed on the student who has exhibited strong leadership within the department of athletics, maintained high academic standards and was an example in sportsmanship through the mission of the college experience." She said that five students are under consideration for this year's award.

In addition to the student awards, one faculty member is singled out for recognition. While the other awards are determined by faculty and administration, the teacher is picked by students. At the time of ASB officer elections, students write in candidates for the teacher and the award is given to whomever receives the most votes.

Mary's Day is scheduled for Sunday, May 1, at Chalon. Laurel's Day will follow on Friday, May 7 at Doheny.

ENCLOSURE 36

Mount St. Mary's

As the president of one of the three women's colleges in the western United States, I was very pleased to read "Women-Only Decision Works for Mills College" (Feb. 6), focusing on the success of Mills College. It was dismaying, however, that Mount St. Mary's College, the only women's college right here in Los Angeles, was overlooked in the sidebar about enrollment increases. MSMC's enrollment has increased by more than 20% over the last three years. Our total of 1,935 students in associate, baccalaureate and graduate degree programs represents an all-time high!

MSMC distinguishes itself from other single-sex colleges in several important ways. We are among the most ethnically diverse of all the independent colleges, and have for many years been at the forefront of curricular change designed to support the education of culturally fluent students. Mills cites a student body that is less than a third minority; at MSMC, more than two-thirds of our students are Hispanic, African American or Asian American.

And a final note: Our tuition of $12,474 per year makes us a "best buy" in college education, according to Barron's, U.S. News and other college guides.

SISTER KAREN M. KENNELLY
President, Mount St. Mary's College
Los Angeles

LA Times 2-21-95
page B4

ENCLOSURE 37

continued from page 3

Oracle: Do students ever get to participate in any of the shows?

LM: No, the union laws prohibit it; they have to be union members. The production companies bring in their own union extras through a casting agency. The only time it ever happened that students were used was when "O.C." filmed here, and for a couple of days they used students as "walk-through" background atmosphere for the high school scenes.



Oracle: What do you like best about your job?

LM: The job itself is really fun because I meet so many different people. I market our college in order to bring in different resources during the summer. The summertime for me is entirely different. We have groups that come in and hold conferences and workshops, and stay in residence the dorms. From mid-May to the first week of August, I become the campus dorm mother. I have Summer Conference Assistants, students who work and stay on as group concierges during the summer; they live on campus and help care for the guests 24/7. I coordinate the conferences and am here during the day, and the students take care of our guests in the evenings.

Oracle: It almost sounds busier in the summer.

LM: It is, it's intense; there's no break. But that's when I have the opportunity to meet so many different people. We have a really interesting group of scientists coming next summer for a geneticists' conference on X and Y Chromosome Variations. We should have over 200 in residence and I'm really looking forward to meeting this group. Then there's a group coming of about 200 whose mission is to help build a political base within society's rich and complex "third sector" – the sector of voluntary institutions that includes religious congregations, homeowner groups, recovery groups, parent associations, schools and seminaries. So, although most of our summer groups in residence are education-related, they're not the sort of groups we can host during the school year, since all require residency.

Lisa can't always be in two places at once, so she has an assistant, Cynthia Velasquez, who is Events Coordinator at Doheny. Booking film shoots can be problematic in that every script must first be vetted for appropriateness: production companies must submit the proposed scenes and background stories for approval, which process alone loses more business than it gains. Then there are the logistics of parking that puts further constraints on scheduling. Plus, location bookings overall are a little down this year, not so much from the economy but rather the tentative SAG walk-out that never happened last fall. As a result, new film projects are behind. But that doesn't mean Lisa is any less busy. She's still hard at work, coming up with new ways to keep Mount St. Mary's in the spotlight.

An Interview with Lisa Melou

By: Rio Hibler

You've all probably seen Lisa, with her signature long blonde hair capped with a jaunty hat, but how many knew she had the best job at the Mount? At least that's what Lisa thinks, and I think you'll agree. As her title states, it's Lisa's job to manage all the events at both Doheny and Chalon, but "events" means more than receiving visitors and setting up AV and tables. One of the ways that Mount St. Mary's College raises money is by renting its campuses as a location for movies, television and commercials – the Mansion at Doheny is a particular favorite of movie location scouts. As a result, Lisa has had the chance to participate in the making of a number of movies, including "The Curious Case of Benjamin Button," "The Princess Diaries," and "Catch Me If You Can," and television shows, such as "House, M.D.," "Chuck," "Mad Men," and "The Mentalist." As you might imagine, she's also had the chance to meet some stars in the process:

Oracle: What are some of your most memorable meetings with the stars of the movies MSMC has hosted?

Lisa Melou: I remember my initial meeting of Brad Pitt: the guard called me on the radio to say that someone had gone past Security on a motorcycle, headed toward the Mansion. I was near the Mansion, so I went to investigate. The motorcycle was stopped in one of the sisters' spaces and I approached the person getting off the bike, to ask him to leave. I got as far as, "Excuse me ... " when he turned around and smiled and said, "Uh-oh. Am I in trouble already?" Brad got to stay where he was, with the sisters' permission. By the way, the baby "Benjamin," at the end of "The Curious Case of Benjamin Button," was Brad's own child. Another great memory for me is of a music video done in the Mansion with Garth Brooks and Trisha Yearwood. Two sisters and I were sitting in the Great Hall, hoping to get a glimpse of Garth ... He walked in the front door, saw us sitting on a couch and said, "Well, hi! Are you the welcoming committee?" I answered him, "Not only do we welcome you, we're your backup singers for the day." "Well, come on then," he said, "let's get going!" He took us to meet Trisha in the Pompeian Room and let us stay the whole afternoon while they filmed, explaining how things were done and what the final would look like. Although the song was absolutely beautiful, unfortunately the video was never released. But we had a private showing and a marvelous time. Fortunately, he never asked us to sing.

Oracle: I'm surprised, knowing how stressful filming can be and also how, nowadays, most sets are tighter than Fort Knox, to hear of that kind of generosity from the actors.



LM: The majority of actors who come to Doheny or Chalon really enjoy our campuses. They love the special ambiance and respond to that feeling when they come here. They really are, in general, very generous with their time and understand that filming is an interruption to our regular business.

Oracle: We do have beautiful campuses.

LM: The person who was absolutely the nicest was Tony Shalhoub, who filmed a couple Episodes of "Monk" here at Chalon. He was a kick, just charming; he actually asked some students to join him during a break and they had a little film industry discussion about how to get into the business, etc. Another actor who was really gracious was Hugh Laurie from "House, M.D.." During the filming of "¡Three Amigos!," Martin Short not only introduced himself to everybody but did a dance on the top of the Mansion's South Porch balcony wall.

continued on page 5

ENCLOSURE 38

Mount Orchestra Festival



What is your participation status? *

High School Participant ▾

High School Choral Festival



The High School Choral Festival is an annual event at MSMU. Each year hundreds of high school choristers from the Los Angeles area convene for a day of rehearsal and performance. Emphasis is placed on camaraderie and sharing the love the choral art. Our chorus this year is under the direction of Dr.
Sébastien Vallée. Dr. Sebastien Vallée is the Director of Choral Studies at the Schulich School of Music of McGill University in
Montréal, Canada. This year's event will take place **Friday, March 2, 2018** from 9 a.m. - 9 p.m.

In addition to rehearsals and performance, students will have the opportunity to attend the following workshops:

- The Alexander Technique
- Vocal Yoga

A professional audio/video recording of each individual choir performance will be provided by the film and media department at MSMU.

The festival is designed with the intent to promote high standards in choral singing and repertoire. Selected repertoire is expected to have been reviewed by participating choirs beforehand. Further coaching will be take place during rehearsals on the day of the event with the festival choral director. A formal concert is held in the evening where combined choirs perform the prepared repertoire.

Additionally, each school is invited to perform selections from its own repertoire, thus enabling a real sharing of the choral art. **This year's concert will take place in the Mary Chapel at our beautiful Chalon Campus at 7pm.**

Please note the norms relative to individual choir performances:

1. Please send timed repertoire for each group (beginning as well as evening groups) no later than **Friday, February 15, 2018**. Please list the name of choir(s), soloists, accompanist, director, and other pertinent information. Groups from whom this is lacking will have to be excluded from performing singly at the afternoon showcase or evening concert.
2. Time allocated to each school is (6) six minutes and a total of (10) ten minutes for schools with more than one group. This time limitation must be attended to and must be so indicated at the time the program is received at the determined deadline (February 15, 2018). Compliance with this time limitation is essential.

A registration fee of $15.00 should be sent for each student in your ensemble. Checks should be made out to Mount St. Mary's Music Department. If you plan to participate this year, please fill out the registration form below and mail check to the Music Department by **Friday, February 15, 2018.** You may also submit the completed form by mail to the following address:

Mount Saint Mary's University
Department of Music
12001 Chalon Road
Los Angeles, CA 90049

Music Department Concert Series

Scholarship Auditions
January 27 & February 3, 9:00am - 2:00pm
Chalon Campus

High School Choral Festival
Friday, March 2, Concert at 7:00pm
Mary Chapel

Women & Music Festival, with Rhiannon Giddens
https://www.WomenInMusicFestival.com/
Sunday, March 25
Performances and Presentations: Doheny Campus, 12:00pm – 6:15pm;
Evening Concert with Rhiannon Giddens: First AME Zion Church,
7:00pm – 8:15pm

Mount Chorus & Singers Spring Sing
Friday, April 20, 7:30pm
Doheny Mansion

Parking

For events at the Chalon campus, attendees may park in the Parking Structure. We recommended parking on levels 5 and 6.

Parking is available on Chester Place and in various parking lots for concerts held at the Doheny Mansion.

Handicap parking spaces are available in the Circle, as well as the parking lot directly behind Mary Chapel.

Tickets

Unless otherwise noted, all Music Department concerts have the following tickets prices:
FREE for seniors, students, faculty and staff
$10 general admission

Tickets are available at the door 30 minutes before the start of each event.

Chalon Campus

12001 Chalon Road
Los Angeles, CA 90049
310.954.4000

Doheny Campus

10 Chester Place
Los Angeles, CA 90007
213.477.2500

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Concerto Competition for High School Students

Mount Saint Mary's University Concerto Competition For High School Students



The Mount Saint Mary's University 6th Annual Concerto Competition is open to high school pianists, instrumentalists, and vocalists grades 9-12.

First place winners in each category will perform with the Mount Orchestra under the direction of Chet Swiatkowski on Saturday, November 4, 2017 at 3pm. One GRAND PRIZE winner will be selected as the recipient of $500.

Repertoire

Solos must be performed from memory. Applicants will provide their own accompanist. All students are required to attend rehearsals and concerts as arranged with the Mount Orchestra music director.

Pianists/Instrumentalists: One movement from a standard concerto or concert piece with orchestral accompaniment from the late Baroque or Classical periods (circa 1700-1820).
Vocalists: Any aria from a standard opera or oratorio from the late Baroque or Classical periods (circa 1700-1820).

APPLICATION DEADLINE: September 15, 2017

Participants will be notified of their audition by September 19, 2017

Register: www.msmu.edu/concerto-competition/register

To register, complete the online form and mail your $45 registration fee to:

Music Department, Mount Saint Mary's University
12001 Chalon Road,
Los Angeles, CA 90049
Please make checks payable to "MSMU Music Department"
Direct inquiries to Dr. Therese Fassnacht, tfassnacht@msmu.edu / 310.954.4265

Chalon Campus

12001 Chalon Road
Los Angeles, CA 90049
310.954.4000

Doheny Campus

10 Chester Place
Los Angeles, CA 90007
213.477.2500

Inaugural Mt. St. Mary's University Invitational Youth Chess Tournament

Ben Eubanks, Tournament Director, REALTOR®, Aloha Royal Hawaiian Realty, Inc. (310) 968-4459
Saturday, February 28, 2015 from 12:30 PM to 4:00 PM (PST)
Brentwood, CA

Ticket Information

TYPE	END		QUANTITY
RSVP - Inaugural Mt. St. Mary's University Invitational Youth Chess Tournament	Ended	Free	N/A

Thank you for your interest. The event is sold out. We hope you can join us next time!

Who's Going

Connect to see which of your Facebook friends are going to Inaugural Mt. St. Mary's University Invitational Youth Chess Tournament.

Connect with Facebook

Share Inaugural Mt. St. Mary's University Invitational Youth Chess Tournament

Share Tweet Be the first of your friends to like this.

When & Where



Mt. St. Mary's University
12001 Chalon Road
Campus Center, Humanities Building
Brentwood, CA 90049

Saturday, February 28, 2015 from 12:30 PM to 4:00 PM (PST)

Add to my calendar

Event Details

Inaugural

MT. ST. MARY'S UNIVERSITY

INVITATIONAL YOUTH CHESS TOURNAMENT

Organizer

Ben Eubanks, Tournament Director, REALTOR®, Aloha Royal Hawaiian Realty, Inc. (310) 968-4459

Contact the Organizer

View organizer profile

13 past events on Eventbrite

Inaugural Mt. St. Mary's University Invitational Youth Chess Tournament

Things To Do In Brentwood, CA

Tournament Hobbies

"Building Champions One Move at a Time"

Ages 5-16

Mt. St. Mary's University

12001 Chalon Road

Campus Center, Humanities Building

Brentwood, CA. 90049

(Parking Fee for visitors: $5)

Saturday, February 28, 2015

12:30-4:00 pm(Please arrive promptly at 12:30 for check-in)

Swiss Tourney Format

Play 5 Fully timed rounds, play 5 different opponents

Rated and Non-rated

$300.00 IN TOTAL CASH AWARDS!

PRE-REGISTRATION REQUIRED, NO EXCEPTIONS!

Contact Ben Eubanks, REALTOR®, Tournament Director

(310) 968-4459, beeubanks@yahoo.com, (310) 437-6690 Fax

The decision of the Tournament Director is final regarding any and all disputes.

Proudly sponsored by Aloha Royal Hawaiian Realty, Inc.

http://aloharoyalhawaiian.industryaccess.com

Have questions about Inaugural Mt. St. Mary's University Invitational Youth Chess Tournament? Contact Ben Eubanks, Tournament Director, REALTOR®, Aloha Royal Hawaiian Realty, Inc. (310) 968-4459

class notes

'74

Henry A. Alviani has been appointed associate professor of music and director of choral studies at Kutztown University of Pennsylvania. The appointment follows his 11 years as director of choral and vocal music studies at Clarion University of Pennsylvania.

Margaret Avila celebrated her 44th anniversary as a registered nurse and nurse practitioner by completing her doctoral degree at the University of San Diego in 2014. Her dissertation was titled, "Social Justice & Public Health Nursing in California." She continues to practice as a nurse practitioner serving the underserved and uninsured in downtown Los Angeles while teaching in the Accelerated BSN program at the Mount. She was recently elected Los Angeles chapter president for the National Association of Hispanic Nurses.

'82

Lisa (Kimble) Edmonston, Emmy Award-winning broadcast journalist, has been named producer and contributor of The Bakersfield Californian's weekly digital lifestyle show, "Live Well." Edmonston also writes monthly columns for Bakersfield Life Magazine and is the author of the social graces blog, "It Manners a Lot."

'89

Monica (Espinoza) Little is a graduate of the nursing program and has been living in Massachusetts since 1996. Last summer, she attended the Roy Adaptation Model conference held at Boston College. She was able to chat with Sister Calista Roy, CSJ, who presented at the conference. Her niece, Sarah Espinoza, is now a freshman at the Mount.



Photo: Phillip Jordan

Raise a glass!

Alums and friends who attended the "Taste at the Mount" event on June 7 raised nearly $10,000 for the alum-founded Emergency Book Fund. All proceeds from the event will help current Mount students pay for their textbooks.

'96

Kristina (Dam) Chadwick was recently promoted to associate director in toxicology and to therapeutic area head in metabolic diseases and fibrosis for drug safety evaluation at Bristol-Myers Squibb Company.

'97

Krisianna (Trager-Straw) Bock was honored as a Rising Star by the San Fernando Valley Business Journal at its Women in Business Awards in April.

'01

Kathleen (Kavanaugh) Murdy was honored by the Catholic Press Association, finishing in third place in novels for her book "Song of the Dove," a story of Mary of Nazareth, published by ACTA Publications. She earned a master's in religious studies from Mount St. Mary's in 2000.

'02

Natalia Mattan-Hung now works as a patent agent for a law firm in the area of life science/biotechnology.

'05

Nancy Lorenz-Vega published a young adult novel, "The Strength of Ballerinas," in September with Cedar Fort Publishing & Media.

'06

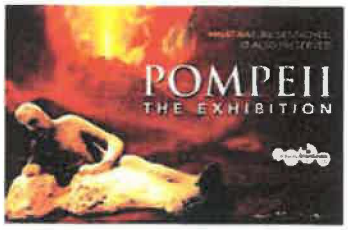
Erica Huntzinger published her first children's book, "Cosmo Finds His Forever Home," in May with Tate Publishing.

'07

Claudia Preza joined the Mount's institutional advancement team as a gift planning officer, engaging alums around our alma mater's mission. She graduated from the Weekend College in 2007 with a bachelor's degree

calendar

JOIN US



The wonders of ancient Pompeii

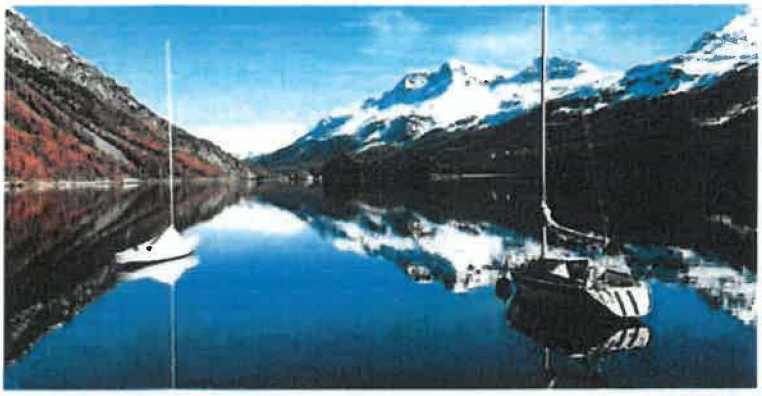
Journey through the ages to the ashes of Pompeii on Nov. 1 through a special "Expand Your Mind" program. Begin the day with a champagne brunch inside the Doheny Mansion's Pompeian Room as Jane Crawford, instructor of history and political science, delights you with the history of this ancient Roman city. Then head to the nearby California Science Center for a self-guided tour of "Pompeii: The Exhibition." Tickets for the brunch and exhibition are $40. To make reservations, visit msmcalums.la.edu/expand2014, or contact Jeanne Ruiz '63, director of engagement and donor relations, at 213.477.2512 or at jaruiz@msmc.la.edu.

Music Department fall events

The music department is holding several concerts this fall. The Nov. 2 concert will feature Tesserae, an instrumental ensemble specializing in music from the early 17th century. Music instructor Ian Pritchard is a founding member of this group.

On Nov. 5, instructor Matt Ennis will be joined by student Alexis Fillingames for an evening of classical saxophone music. Then on Dec. 5, the Mount Chorus & Singers will perform carols at their annual Christmas concert.

For more information, contact Therese Fassnacht, chair of the music department, at tfassnacht@msmc.la.edu.



Travel to the top of the world — the Swiss Alps and the Italian Lakes

Next summer, join President Ann McElaney-Johnson and Mount alums to experience the timeless magic of alpine vistas and glacial lakes. From July 5-14, 2015, the Alumnae Association's annual trip will take travelers to the "top of the world" — St. Moritz, Switzerland. At an elevation of 6,089 feet, this pristine destination has beautiful wooden chalets, lush valleys and snow-capped peaks. Spend time exploring Switzerland by rail, cable car and boat before moving on to the southern side of the mountains to enjoy the lovely lakes of Italy — Lake Como, Lake Maggiore and Lake Orta. The group will take the Bernina Express to Tirano, then visit several sites in Milan: the Santa Maria Delle Grazie church, which holds Da Vinci's masterpiece, "The Last Supper;" the museum at the La Scala opera house; and the opulent Duomo cathedral. Finally, the group will cruise Lake Como, visit the Bellagio resort located on its shore, and explore the Borromean Islands on Lake Maggiore.

These are just a few of the highlights. For a day-by-day look at the itinerary, visit http://mtsmar.ahitravel.com/promolisting.aspx. This program is $3,295 if booked before Dec. 2, 2014. Plane fare is not included. For more information, contact Jeanne Ruiz '63, director of engagement and donor relations, at 213.477.2512 or at jaruiz@msmc.la.edu.

upcoming events

Oct. 11	Homecoming 2014 (Chalon Campus)
Oct. 12	White Mass: Celebrating Healthcare Professionals (Cathedral of Our Lady of the Angels, Los Angeles)
Oct. 25	Mount Orchestra Fall Concert (Chalon Campus)
Nov. 11	Filmfest: A Night of Cinema and Conversation (Chalon Campus)
Dec. 5	Mount Chorus & Singers Carol Concert (Chalon Campus)
Dec. 7	Christmas Magic at the Mansion (Doheny Campus)
March 19	Fourth annual release of the Report on the Status of Women and Girls in California® (Doheny Campus)

This calendar represents only some of the events at Mount St. Mary's College. For up-to-date listings, visit msmc.la.edu. For alum events, visit msmcalums.la.edu.

José Drudis-Biada Art Gallery



The Bridge at the End of the Road

The Bridge at the End of the Road

Current Exhibit
Map of the Art Gallery

The José Drudis-Biada Art Gallery is located on the Chalon campus, set in the foothills of the Santa Monica Mountains, overlooking the LA basin and the Santa Monica shoreline. The exhibition program, was started under the guidance of Sister Ingatia Cordis in 1974.

The Gallery program reflects the current cultural issues faced by artists, collectors, museum curators, students of the college, and the general public. Although the Gallery is located within the college grounds, much of its active audience participation and support is from the outside community.

José Drudis-Biada's artistic contributions and personal generosity have touched many, especially those of us affiliated with Mount Saint Mary's University. His paintings enrich the viewers' eye and remain an inspiration to artists and students alike. When a little boy, his father sent him to study with a local art teacher, Ruiz Picasso, the father of Pablo Picasso. His life has been rich with achievements and is a treasured friend of Mount Saint Mary's University.

José-Drudis Hall, an edifice to excellence in education, will continue to facilitate the students' quest for learning and serve as a center for the appreciation of fine art.

The College Collection consists of 92 works, including oil paintings, watercolors and drawings spanning the long and prolific career of José Drudis-Biada.

José Drudis-Biada Gallery
12001 Chalon Rd
Los Angeles, CA 90049-1599
310.954.4360

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- José Drudis-Biada Art Gallery
  - About José Drudis-Biada
  - Exhibits
  - Hours and Directions
  - Mailing List

Sponsorship Packages



Mount Saint Mary's University, Los Angeles, is the exclusive Southern California partner of Ready to Run® with the Center for American Women and Politics at Rutgers, The State University of New Jersey. At Ready to Run, prominent political leaders and campaign professionals provide education, training and mentoring for women interested in running for political office, working on a campaign or getting involved in public service. As a sponsor, you will receive excellent exposure and benefits, including branding, media placement and access to a diverse audience of community leaders, corporate executives, public officials and more.

Sponsor Now

Click here to view the PDF.

$10,000 Suffragette Sponsor*	• An opportunity to be featured in the event video • Verbal recognition by MSMU President at main event and President's Reception • Premier recognition on event signage and collateral and the MSMU event website (with hyperlink to sponsor's website)

- Ten (10) event tickets, reserved seating and preferred parking
- Optional: Premier Event Expo space (1 table)
- A 25% discount on tickets for additional guests

$5,000 Senate Chamber Sponsor*

- Verbal recognition by MSMU President at main event
- Recognition on event signage and collateral and the MSMU event website (with hyperlink to sponsor's website)
- Eight (8) event tickets, reserved seating and preferred parking
- Optional: Event Expo space (1 table)

$2,500 Assembly Chamber Sponsor*

- Six (6) event tickets and reserved seating
- Recognition on event signage and collateral and MSMU event website (with hyperlink to sponsor's website)

Starting at $30,000 (Annually) Unstoppable Sponsor*

As an Unstoppable Sponsor your company will get three (3) times the exposure to the MSMU community and 2,000 event attendees each year. Starting at $30,000, this sponsorship includes Suffragette-level benefits for each event (including additional perks) or can be customized to suit your needs. The Unstoppable sponsorship covers your support throughout the year at these high-impact events:

THE REPORT ON THE STATUS OF WOMEN AND GIRLS IN CALIFORNIA™
Thursday, March 22, 2018
Skirball Cultural Center
Los Angeles
msmu.edu/statusofwomen

READY TO RUN®
Saturday, April 28, 2018
Mount Saint Mary's University, Chalon Campus
12001 Chalon Rd., Los Angeles
msmu.edu/R2R

WOMEN'S LEADERSHIP CONFERENCE
Saturday, Sept. 15, 2018
Mount Saint Mary's University, Chalon Campus
12001 Chalon Rd., Los Angeles
msmu.edu/WLC

For more information

Heather Schraeder
Director of Special Events and Public Programs
Mount Saint Mary's University

213.477.2761 or hschraeder@msmu.edu

Dr. Jackie Filla
Associate Professor of Political Science
Mount Saint Mary's University
310.954.4419 / 412.551.8496 or jfilla@msmu.edu

*A portion of your sponsorship will be tax-deductible

Chalon Campus

12001 Chalon Road
Los Angeles, CA 90049
310.954.4000

Doheny Campus

ENCLOSURE 39

JANUARY 2016

Chalon NEIGHBOR NEWSLETTER

Mount Saint Mary's University
LOS ANGELES



University President Ann McElaney-Johnson with Councilmembers Bonin, Cedillo and MSMU students.

Mount Saint Mary's University Honored by City Council for 90th Anniversary

On August 28, Mount Saint Mary's University was honored by Councilmember Mike Bonin on its 90th anniversary and for the work that the University does for women and girls in the City of Los Angeles. Councilmember Gil Cedillo, who represents the Doheny Campus of the University, also participated in the presentation at the Los Angeles City Council meeting.

Update on Wellness Pavilion

The Chalon Wellness Pavilion will be a two-story, multi-use facility located at the northern part of the Chalon Campus. It will sit on the existing footprint of the pool, fitness center, student affairs housing, facilities department and security offices. It will incorporate the current parking area into a two-story parking facility.

Currently, due to the small size, only about 150 students a day can take advantage of the fitness facilities. The new facility will provide our students, faculty and staff space for fitness and wellness activities, as well as provide students with an area in which they can socialize and study. By providing these facilities on campus, it will encourage students to stay on campus for their fitness and recreation needs.

The University is preparing for the entitlement process, which will include a full Environmental Impact Report (EIR). As part of this process, there will be several opportunities for public input. Once all entitlements have been received, construction is tentatively planned to begin in the summer of 2017.

MSMU to be Part of Councilmember's Transportation Collaborative

Mount Saint Mary's is proud to be a member of Councilmember Mike Bonin's recently-announced Transportation Collaborative. Councilmember Bonin will host the first meeting in early 2016.

Classes at Mount Saint Mary's Begin on January 11

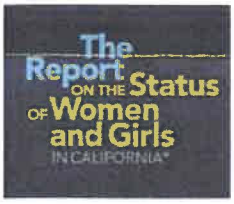
Mount Saint Mary's educates its students on an ongoing basis about safe and respectful driving in the neighborhood through emails, in-person trainings by student affairs and enforcement of University policies. These efforts have been aided by the hiring of a new Community Relations Officer, Tiffany Hall, in the Campus Security Department. She has been actively patrolling at the entrance to the campus, and has been assigned to observe university activity in the

CON'T

neighborhood to assist in identifying students, faculty or staff who are driving in an unsafe manner. If you see Officer Hall in the neighborhood, please be sure to stop and say hello!

Ready to Run™ Campaign Training for Women

The Ready to Run™ program, which provides nonpartisan campaign training for women interested in serving in public office, will be held on Saturday, April 9. Historically held at the Chalon Campus, the event has been moved to the Doheny Campus in downtown Los Angeles in order to help alleviate neighborhood traffic from the event. If you are interested in attending the event, please contact Debbie Ream at dream@msmu.edu.



Report on the Status of Women and Girls Event to be Held at Skirball

The 5th annual release of the Report on the Status of Women and Girls in California® will be held on Wednesday, March 30, at the Skirball Cultural Center. This year the event will honor female pioneers of change. The event, which in past years was held at the downtown Doheny Campus, will sell out fast, and registration is free. To access past reports or to RSVP, please visit msmu.edu/statusofwomen.

Chalon Campus Events

The following events are scheduled to be held at the Chalon Campus during the Spring 2016 semester.

Monday, Jan. 11, 2016: Classes begin

Sunday, Jan. 17: C.G. Jung Retreat (approx. 50 outside guests)

Wednesday, Jan. 27: Cokie Roberts event (approx. 200 outside guests)

Wednesday, Feb. 4: Live at the Mount Admission Event. Annual event held for high school students to introduce them to the college experience. (approx. 280 outside guests, and about five school buses).

Friday, Feb. 19: High School Choral Festival (approx. 200)

Saturday and Sunday, Feb. 27-28: Music Teachers Association of California open house/student evaluations (approx. 600 over two full days, with parents)

Sunday, April 10: Admitted Students Day (approx. 800)

Sunday, April 24: National Coalition of Girls Schools (approx. 150)

Saturday, April 30: Expanding Your Horizons conference (approx. 250)

Thursday, May 4: Last day of classes



CHALON CAMPUS CLOSURES

MONDAY, JAN. 18
Martin Luther King Jr. Holiday
Campus closed

MONDAY, FEB. 15
President's Day Holiday
Campus closed

FEB. 29 - MARCH 4
Spring Break
No classes

FRIDAY, MARCH 25
Good Friday Holiday
Campus closed

QUESTIONS?

FOR QUESTIONS ABOUT THE UNIVERSITY, OR TO REPORT A CONCERN, PLEASE CALL OUR COMMUNITY RELATIONS HOTLINE AT 310.954.4490 OR EMAIL DEBBIE REAM, DIRECTOR OF COMMUNICATIONS AND MARKETING, AT DREAM@MSMU.EDU.

ENCLOSURE 40

Adrian McDonald <AMcDonald@filmla.com>

4/7/17

to me, Danielle

Attached is a list of activity at 12001 Chalon going back to 2008. Please let me know if you have any questions.

Adrian McDonald
Research Analyst
FilmL.A., Inc.
6255 W. Sunset Blvd., 12th Floor
Hollywood, CA 90028
Office (213) 977-8636

permit_#	production_title	location_address	film_start	production_company	type_of_production
F00017715-A	90210	12001 CHALON RD	6/30/2009	CBS CORPORATION	TV DRAMA
F00018089	90210 EPISODE 202	12001 CHALON RD	7/13/2009	CBS CORPORATION	TV DRAMA
F00018585-A	90210	12001 CHALON RD	7/30/2009	CBS CORPORATION	TV DRAMA
F00022273	90210	12001 CHALON RD	11/23/2009	CBS CORPORATION	TV DRAMA
F00023359	90210 EPISODE 219	12001 CHALON RD	1/8/2010	CBS CORPORATION	TV DRAMA
F00024362	90210 EPISODE 222	12001 CHALON RD	2/10/2010	CBS CORPORATION	TV DRAMA
F00024362-A	90210 EPISODE 222	12001 CHALON RD	2/10/2010	CBS CORPORATION	TV DRAMA
F00026644-A	THE MENTALIST EPISODE 223	12001 CHALON RD	4/13/2010	WARNER BROTHERS ENTERTAINMENT INC.	TV DRAMA
F00029540	90210 EPISODE 301	12001 CHALON RD	7/14/2010	CBS CORPORATION	TV DRAMA
F00036402	90210 EPISODE 320	12001 CHALON RD	2/4/2011	CBS CORPORATION	TV DRAMA
F00037184	90210 EPISODE 322	12001 CHALON RD	2/28/2011	CBS CORPORATION	TV DRAMA
F00038576-A	MONIQUE	12001 CHALON RD	4/9/2011	GAY ROSENTHAL PRODUCTIONS	TV REALITY
F00040038	THE PROTECTOR EP103	12001 CHALON RD	5/17/2011	FTP PRODUCTIONS LLC	TV DRAMA
F00040038-A	THE PROTECTOR EP103	12001 CHALON RD	5/23/2011	FTP PRODUCTIONS LLC	TV DRAMA
F00055705	90210 - #508	12001 CHALON RD	9/24/2012	CBS EYE PRODUCTIONS	TV DRAMA
F00060949	MODERN FAMILY	12001 CHALON RD	2/5/2013	TWENTIETH CENTURY FOX TELEVISION MODERN FAMILY	TV SITCOM

F00079834-A	RECOVERY ROAD	12001 CHALON RD	6/4/2014	PRODCO INC	TV PILOT
F00109625-A	GORMANS	12001 CHALON RD	6/28/2016	ARTISTS VIEW ENTERTAINMENT	COMMERCIAL - STANDARD
F00116278-A	THE LAST SHIP	12001 CHALON RD	12/14/2016	TURNER NORTH CENTER PRODUCTIONS	TV DRAMA
F00116278-B	THE LAST SHIP	12001 CHALON RD	12/14/2016	TURNER NORTH CENTER PRODUCTIONS	TV DRAMA
F00116278-C	THE LAST SHIP	12001 CHALON RD	12/15/2016	TURNER NORTH CENTER PRODUCTIONS	TV DRAMA
S00094332	BEST BUY BACK TO SCHOOL	12001 CHALON RD	5/28/2015	ELLE SULLIVAN WILSON & ESW PRODUCTIONS	STILL PHOTO

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Watchlist

Most Popular Titles With Filming Locations Matching "12001 chalon road"

17 titles.



ad feedback

1. Modern Family (2009 TV Series)
   Episode: The Future Dunphys (2013)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

2. The O.C. (2003 TV Series)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

3. 90210 (2008 TV Series)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

4. Monk (2002 TV Series)
   Episode: Mr. Monk Goes Back to School (2003)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

5. Less Than Zero (1987)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

6. Mission: Impossible (1966 TV Series)
   Episode: Operation 'Heart' (1967)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

7. Mission: Impossible (1966 TV Series)
   Episode: The Cardinal (1968)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

8. Mission: Impossible (1966 TV Series)
   Episode: Pilot (1966)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

9. Death Becomes Her (1992)
   Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

10. Falcon Crest (1981 TV Series)
    Episode: For Better, for Worse (1984)
    Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

11. Falcon Crest (1981 TV Series)
    Episode: The Odyssey (1983)
    Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

12. The Glass House (2001)
    Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

13. High Anxiety (1977)
    Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

14. The Winds of War (1983 Mini-Series)
    Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA
    Sandstone Horse Sales - 1666 Hidden Valley Road, Thousand Oaks, California, USA

15. Alex & Emma (2003)
    Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

16. Some Kind of Hero (1982)
    Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

17. Elephant Skin (2012 Short Film)
    Mount St. Mary's College - 12001 Chalon Road, Bel Air, Los Angeles, California, USA

ENCLOSURE 41

Part VIII Statement of Revenue

Check if Schedule O contains a response or note to any line in this Part VIII . . . . . ☐

				(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512-514
Contributions, Gifts, Grants and Other Similar Amounts	1a	Federated campaigns	1a				
	b	Membership dues	1b				
	c	Fundraising events	1c				
	d	Related organizations	1d	80,000			
	e	Government grants (contributions)	1e	3,565,704			
	f	All other contributions, gifts, grants, and similar amounts not included above	1f	7,896,350			
	g	Noncash contributions included in lines 1a-1f $		296,637			
	h	**Total.** Add lines 1a-1f			11,542,054		
Program Service Revenue			Business Code				
	2a	TUITION AND FEES	611710		96,565,418	96,565,418	
	b	FOOD SERVICE	721310		4,507,329	4,507,329	
	c	HOUSING	721310		4,151,709	4,151,709	
	d	DA CAMERA SOCIETY	611710		689,547	689,547	
	e	FILM INCOME	611710		100,517	100,517	
	f	All other program service revenue			23,617	23,617	
	g	**Total.** Add lines 2a–2f			106,038,137		
Other Revenue	3	Investment income (including dividends, interest, and other similar amounts)			2,004,330		-297,036	2,301,366
	4	Income from investment of tax-exempt bond proceeds						
	5	Royalties						
			(i) Real	(ii) Personal				
	6a	Gross rents	388,264					
	b	Less rental expenses	271,571					
	c	Rental income or (loss)	116,693					
	d	Net rental income or (loss)			116,693			116,693
			(i) Securities	(ii) Other				
	7a	Gross amount from sales of assets other than inventory	24,275,292					
	b	Less cost or other basis and sales expenses	23,205,710					
	c	Gain or (loss)	1,069,582					
	d	Net gain or (loss)			1,069,582			1,069,582
	8a	Gross income from fundraising events (not including $ _____ of contributions reported on line 1c) See Part IV, line 18	a					
	b	Less direct expenses	b					
	c	Net income or (loss) from fundraising events						
	9a	Gross income from gaming activities See Part IV, line 19	a					
	b	Less direct expenses	b					

Part VIII Statement of Revenue

Check if Schedule O contains a response or note to any line in this Part VIII ☐

				(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512-514
Contributions, Gifts, Grants and Other Similar Amounts	1a Federated campaigns	1a					
	b Membership dues	1b					
	c Fundraising events	1c					
	d Related organizations	1d	245,000.				
	e Government grants (contributions)	1e	4,347,571.				
	f All other contributions, gifts, grants, and similar amounts not included above	1f	15,407,178.				
	g Noncash contributions included in lines 1a-1f $		24,941.				
	h Total. Add lines 1a-1f		▶	19,999,749.			
Program Service Revenue		Business Code					
	2a TUITION AND FEES	611710		90,853,038.	90,853,038.		
	b FOOD SERVICE	721310		3,971,798.	3,971,798.		
	c HOUSING	721310		3,862,681.	3,862,681.		
	d DA CAMERA SOCIETY	611710		674,461.	674,461.		
	e FILM INCOME	611710		93,387.	93,387.		
	f All other program service revenue	611710		23,505.	23,505.		
	g Total. Add lines 2a-2f		▶	99,478,870.			
Other Revenue	3 Investment income (including dividends, interest, and other similar amounts)		▶	2,027,137.		-125,911.	2,153,048.
	4 Income from investment of tax-exempt bond proceeds		▶				
	5 Royalties		▶				
		(i) Real	(ii) Personal				
	6a Gross rents	235,210.					
	b Less rental expenses	309,331.					
	c Rental income or (loss)	-74,121.					
	d Net rental income or (loss)		▶	-74,121.			-74,121.
		(i) Securities	(ii) Other				
	7a Gross amount from sales of assets other than inventory	25,624,759.					
	b Less cost or other basis and sales expenses	22,863,900.					
	c Gain or (loss)	2,760,859.					
	d Net gain or (loss)		▶	2,760,859.			2,760,859.
	8a Gross income from fundraising events (not including $ _____ of contributions reported on line 1c) See Part IV, line 18	a					
	b Less direct expenses	b					
	c Net income or (loss) from fundraising events		▶				
	9a Gross income from gaming activities See Part IV, line 19	a					
	b Less direct expenses	b					
	c Net income or (loss) from gaming activities		▶				
	10a Gross sales of inventory, less returns and allowances	a					
	b Less cost of goods sold	b					
	c Net income or (loss) from sales of inventory		▶				
	Miscellaneous Revenue	Business Code					
	11a MISCELLANEOUS INCOME	611710		519,470.			519,470.
	b ADMIN RECOVERY	611710		96,789.			96,789.
	c						
	d All other revenue						
	e Total. Add lines 11a-11d		▶	616,259.			
	12 Total revenue. See instructions.		▶	124,808,753.	99,478,870.	-125,911.	5,456,045.

Part VIII Statement of Revenue

Check if Schedule O contains a response to any question in this Part VIII . . . . . ☐

			(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512, 513, or 514
Contributions, Gifts, Grants and Other Similar Amounts	1a Federated campaigns	1a				
	b Membership dues	1b				
	c Fundraising events	1c				
	d Related organizations	1d	85,450			
	e Government grants (contributions)	1e	4,819,822			
	f All other contributions, gifts, grants, and similar amounts not included above	1f	5,580,959			
	g Noncash contributions included in lines 1a-1f $		122,468			
	h **Total.** Add lines 1a-1f		10,486,231			
Program Service Revenue		Business Code				
	2a TUITION AND FEES	611710	79,754,931	79,754,931		
	b HOUSING	721310	4,184,766	4,184,766		
	c FOOD SERVICE	721310	4,004,841	4,004,841		
	d					
	e					
	f All other program service revenue					
	g **Total.** Add lines 2a-2f		87,944,538			
Other Revenue	3 Investment income (including dividends, interest, and other similar amounts)		1,609,015		-47,110	1,656,125
	4 Income from investment of tax-exempt bond proceeds					
	5 Royalties					
		(i) Real	(ii) Personal			
	6a Gross rents	269,813				
	b Less rental expenses	264,021				
	c Rental income or (loss)	5,792				
	d Net rental income or (loss)		5,792			5,792
		(i) Securities	(ii) Other			
	7a Gross amount from sales of assets other than inventory	17,584,919				
	b Less cost or other basis and sales expenses	14,087,592				
	c Gain or (loss)	3,497,327				
	d Net gain or (loss)		3,497,327			3,497,327
	8a Gross income from fundraising events (not including $ _____ of contributions reported on line 1c) See Part IV, line 18	a				
	b Less direct expenses	b				
	c Net income or (loss) from fundraising events					
	9a Gross income from gaming activities See Part IV, line 19	a				
	b Less direct expenses	b				
	c Net income or (loss) from gaming activities					
	10a Gross sales of inventory, less returns and allowances	a				
	b Less cost of goods sold	b				
	c Net income or (loss) from sales of inventory					
	Miscellaneous Revenue	Business Code				
	11a DA CAMERA SOCIETY	611710	535,540	535,540		

Part VIII Statement of Revenue

				(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512, 513, or 514
Contributions, gifts, grants and other similar amounts	1a	Federated campaigns	1a				
	b	Membership dues	1b				
	c	Fundraising events	1c				
	d	Related organizations	1d	318,300			
	e	Government grants (contributions)	1e	3,708,331			
	f	All other contributions, gifts, grants, and similar amounts not included above	1f	4,290,295			
	g	Noncash contributions included in lines 1a-1f $ 1,288,041					
	h	**Total.** Add lines 1a-1f		8,316,926			
Program Service Revenue			Business Code				
	2a	TUITION AND FEES	611710	71,892,119	71,892,119		
	b	HOUSING	721310	3,761,087	3,761,087		
	c	FOOD SERVICE	721310	3,607,752	3,607,752		
	d						
	e						
	f	All other program service revenue					
	g	**Total.** Add lines 2a-2f		79,260,958			
Other Revenue	3	Investment income (including dividends, interest and other similar amounts)		1,248,300		-45,053	1,293,353
	4	Income from investment of tax-exempt bond proceeds					
	5	Royalties					
			(i) Real	(ii) Personal			
	6a	Gross rents	102,778				
	b	Less rental expenses	161,438				
	c	Rental income or (loss)	-58,660				
	d	Net rental income or (loss)			-58,660	1,393	-60,053
			(i) Securities	(ii) Other			
	7a	Gross amount from sales of assets other than inventory	8,844,703				
	b	Less cost or other basis and sales expenses	6,832,023				
	c	Gain or (loss)	2,012,680				
	d	Net gain or (loss)			2,012,680		2,012,680
	8a	Gross income from fundraising events (not including $ _____ of contributions reported on line 1c) See Part IV, line 18	a				
	b	Less direct expenses	b				
	c	Net income or (loss) from fundraising events					
	9a	Gross income from gaming activities See Part IV, line 19	a				
	b	Less direct expenses	b				
	c	Net income or (loss) from gaming activities					
	10a	Gross sales of inventory, less returns and allowances	a				
	b	Less cost of goods sold	b				
	c	Net income or (loss) from sales of inventory					
	Miscellaneous Revenue		Business Code				
	11a	DA CAMERA SOCIETY	611710	758,722	758,722		
	b	MISCELLANEOUS INCOME	611710	416,468			416,468

Part VIII Statement of Revenue

			(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512, 513, or 514
Contributions, gifts, grants and other similar amounts	1a Federated campaigns . . 1a					
	b Membership dues 1b					
	c Fundraising events 1c	336,510				
	d Related organizations . . . 1d	276,451				
	e Government grants (contributions) 1e	3,653,336				
	f All other contributions, gifts, grants, and similar amounts not included above 1f	4,775,519				
	g Noncash contributions included in lines 1a-1f $	197,080				
	h **Total.** Add lines 1a-1f . . . . . ▶		9,041,816			
Program Service Revenue		Business Code				
	2a TUITION AND FEES	611710	67,989,520	67,989,520		
	b HOUSING	721310	4,052,499	4,052,499		
	c FOOD SERVICE	721310	3,581,070	3,581,070		
	d					
	e					
	f All other program service revenue					
	g **Total.** Add lines 2a-2f . . . . . ▶		75,623,089			
	3 Investment income (including dividends, interest and other similar amounts) . . . . . ▶		1,361,760		-1,407	1,363,167
	4 Income from investment of tax-exempt bond proceeds . . ▶					
	5 Royalties . . . . . ▶					
		(i) Real	(ii) Personal			
	6a Gross Rents	101,945				
	b Less rental expenses	162,439				
	c Rental income or (loss)	-60,494				
	d Net rental income or (loss) . . . . . ▶		-60,494		10,453	-70,947
		(i) Securities	(ii) Other			
	7a Gross amount from sales of assets other than inventory	20,139,768				
	b Less cost or other basis and sales expenses	16,135,532				
	c Gain or (loss)	4,004,236				
	d Net gain or (loss) . . . . . ▶		4,004,236			4,004,236
Other Revenue	8a Gross income from fundraising events (not including $ 336,510 of contributions reported on line 1c) See Part IV, line 18 . . . a	33,790				
	b Less direct expenses . . . b	234,746				
	c Net income or (loss) from fundraising events . . ▶		-200,956			-200,956
	9a Gross income from gaming activities See Part IV, line 19 . a					
	b Less direct expenses . . . . . b					
	c Net income or (loss) from gaming activities . . . ▶					
	10a Gross sales of inventory, less returns and allowances . a					
	b Less cost of goods sold . . b					
	c Net income or (loss) from sales of inventory . . ▶					
	Miscellaneous Revenue	Business Code				

ENCLOSURE 42

Archives
MSMC

THE ORACLE

Mount St. Mary's College

"Keeping the Mount informed...from campus to campus"

April 28, 2003

12001 Chalon Road, Los Angeles, CA 90049
10 Chester Place, Los Angeles, CA 90007

Volume 9
Issue 5

Diversity Counts -

Survey the Results

Campus Diversity Survey Results Come Up Sunny

Erica Carroll, News Editor

The results are in from the college-wide Student Diversity Climate Survey from November of last year. Results include high praise for the Mount's commitment to diversity as well as a near consensus that interactions with students of different racial groups on campus are generally positive (95% agreed.) While the amount of student respondents is somewhat lower than ideal (only 22% of students responded), the distribution of respondents closely mirrors the overall distribution of students, making the results statistically viable. Interestingly, 82% of those who responded have been at the Mount 2 or fewer years.

The survey included a variety of diversity related questions, and thus a variety of results. First, 87% of respondents felt that diversity was very important to them, especially students from minority backgrounds. The first set of questions involved whom students thought the Mount was welcoming to. Overall, 92% of students "strongly agreed" that MSMC is welcoming to female students, 62% felt the same about students of color, 59% felt that white students are welcome, 37% about students of disability, 34% felt that lesbian, gay, and bisexual students are welcome, and 23% "strongly agreed" that male students are welcome. This petering off of agreement that disabled and gay students are encouraged is one point that suggests weakness in the college. However, the very high marks in other categories suggests that Mount students are quite satisfied with the school's welcoming of a wide range of races and ethnicities.

The next set of questions dealt with students' comfort level on campus. An overwhelming 93% of respondents feel accepted by students, faculty, and staff whose background is different from their own. Students also feel very comfortable with fellow students regardless of their ethnicity, gender, sexual orientation, disability status, age, and religious affiliation (see figure 5). When it comes to discussing race and ethnicity, overall students are "moderately comfortable," however, interestingly, white students are significantly less comfortable than students of color.

> *only* 34% felt that lesbian, gay, and bisexual students are welcome
>
> This point suggests an area of weakness in the college.

Continued on page 2



Solitude Lost in Campus Transformation?

By Jenny Kane

We deal with our share of hassles living on a campus this far out in the middle of nowhere, on a mountain, alone to commune with the howling coyotes.

And I don't mean to complain or sound ungrateful for the occasional obstacles to my solitude and quiet interludes in between classes. These things are to be expected, or at least I have grown used to the lawnmowers and vacuum cleaners going off at eight in the morning. Maybe I've been spoiled. I like it when I can walk outside the residence halls and look out at the Pacific Ocean and see Catalina island and how the wind works with the waves on a clear day. But on Sunday morning, March 30, I walked outside Rossiter and found myself confronted with a deconstructed frame of a ford Taurus, cut in half. A movie prop I was told. Oh, great.

-continued on page 8

Multi-Cultural Night

A Tradition of Diversity Celebration

When MC's Laura Herrera and Erica Carroll took the stage of the Little Theater April 3rd, the crowd was already rowdy with sorority and club chants, cheers, and applause. The acts that followed only drew more energy from a packed house.

First, the ladies from the Residence Hall Association presented a hilarious rendition of various Disney tunes, singing and dancing and acting all the way. This Disney montage was broken up by the stand up comedy (impressions) from Saturday Night Live given by one of the members. Kappa Delta Chi members followed, dancing in an act called, "Shoo Fly, Don't Bother Me," in which "fly girls" danced first and then handed the stage off to their frog-costumed counterparts who danced, hopped, and cheered their way through the rest of the act.

> " Pi Theta Mu took home the Gold "

-continued on page 8

Human Rights Advocacy

Mount Students Host Film Festival

By: Cristen Ferguson

On April 8 and 22 the Mount hosted its first film festival. The topic: social justice. The first evening went off so well that the Little Theatre was packed to more than its capacity.

The turnout was a pleasant surprise to Sociology 131, the class that had organized the event. With the high tide of apathy that has flooded the campus, it was refreshing to see so many students in attendance. Although many came for extra credit and because friends in the class had poked and prodded them into attending, the post-screening response was overwhelming.

After the film *Afghanistan Year 1380*, students became concerned about the problem of land mines plaguing the country. One of the Sociology 131 class did not show the film with the intention of depressing the audience, it was the goal of the class to educate those in attendance.

> "Through education comes awareness, and through awareness comes advocacy."

Someone once asked me "Why care so much? It's not as if one person can really change very much."

I don't see it that way. Much like the infamous MSMC t-shirts, I feel we are "in the world to change the world." As for one person not being able to effect change, change starts with individuals. If no one cared

Inside this Issue:

Discovering Art.....page 3
Relaxation 101.....page 7

Prisoners of Paradise?

These days I don't know what to believe anymore or even what to listen to without having to question the source and unspoken biases of the informants and reporters. The idea of being a prisoner in a society which is perceived as some sort of heaven in the eyes of many across the globe, forces me to reexamine everything I was once told about this safe, free and democratic nation.

What we are fed is supposed to nourish both mind and body, but what happens when the food is poorly prepared, tainted by someone far removed, yet intrinsically involved in the distribution of indispensable resources for an entire population? The word pawns comes to mind. When I realize, in certain situations, that at some point I was misinformed, or that I was allowed to continue believing in something that doesn't exist or was based on a lie, I consider myself a mindless robot, responding to life (not living it for myself), being told what to say, how to act, without the capacity to think objectively about anything, unable to come up with anything original , subject to the slightest change in weather or economic balance of the world or the next trend in fashion. Ultimately, it's a feeling of helplessness, an inability to do anything, to even begin to see changes in the world.

Inside me, there exists a desire to know what's really going on in the world, to experience everything first hand, to feel the atrocities endured by the world's innocent victims of apathy and warmongering. But on my way out the door to catch my plane headed anywhere else in the world except here, I realize that I have nothing to complain about. Why would I give up my warm bed? I ask myself a thousand related questions - why give this up, for what? For truth? For a lifelong redmark from the persistent slap in the face, as I wake up to the way the rest of the world really lives.

There are those people, like myself, who have to keep the nuts and bolts of capitalism running "smoothly," we can't all be running off to join the peace corps and giving up our desk jobs and construction contracts to go work on human rights' campaigns and documentaries and grassroots movements to improve the living conditions for the rest of the world. We have to take care of ourselves, right? Maybe we can go on living with the propaganda, being ok with the shopping malls and the nail-bitingly unoriginal Gap commercials. The McDonald's golden arches, the comforting sight of a Starbucks right across the street from the one you're sitting in. Leave all this behind? Nah, I wouldn't dream of it.



"...living a grotesque and shameful lie."
We don't all have to be prisoner of this paradise

OR would I?

Even spending just a week away from a city setting, surrounded by nothing bu the raw materials of life – a lonely beach, a deserted meadow, blanketed forest – sends shock waves through the electric vibrations, running rampant through veins unaccustomed to fresh air and a lack of public restrooms at every turn. In such solitary moments I find myself wrapped in the natural state of my existence, and I begin to wonder how I can actually function in Los Angeles.

How can I go on living in such an environment in which I am constantly subjected to an incessant flux of advertisements and slogans intertwining themselves with my unsuspecting brain waves. And I wonder why I have a hard time sleeping at night... what do I have do in the morning, what didn't I get done today, I wonder what's gonna happen on the next episode of... and on and on. I wonder why I can't sleep.

And so, here I find self-deception and prescription drugs go hand-in-hand. In America, we like to believe we have a cure for everything. Just check out the self-help sections blossoming at your nearest bookstore.

We have the answer for your entire assortment of closet organizing needs. The propaganda of consuming is so overwhelming, no wonder it feels like we have no time for ourselves. Who are we anymore, except the product of the brand labels we wear and the next "best-for-you" food you eat and car you drive and job you have friends, oh you're so lucky to have such a wonderful house - for your stuff - what's that you're wearing it's intoxicating.

Well actually, it's suffocating me, clogging my lungs and brain, so that I feel I am unable to think for myself anymore.

I'd like to question all of this that the film *Prisoner of Paradise* has brought up for me. I believe we are, indeed, prisoners of our own paradises. We create them, erect our lives in their midst and worship the security of our presupposed happiness.

But what is the foundation of that happiness? Will it all vanish once the show is over and the movie had ended?

Or will many of us simply go on "...living a grotesque and shameful lie." Too enchanted with our own fairytale images and lives of storybook endings to upset the delicate balance and willing suspension of disbelief.

We don't all have to be prisoners of this paradise. It's a paradise if you believe in it, and the prison can be exposed. Simply open your eyes. Don't be lulled into complacency. Turn off the television and learn to think for yourself.

Monk Set on Campus

continued from page 1

The television show, MONK, seemed to invade the entire campus. The lawns were littered with cables and ladders, the church steeple became a clock tower, the Mary statue in the circle was covered up for three days - she never saw the light of day.

Crews arrived at six in the morning the first day, seven the next. Rattling generators and crashing equipment were unwelcome early morning wake-up calls. Even worse was the situation with parking, and not to mention the portable toilets parked in front of the fitness center. Yes, that's exactly what I want to look at and smell when I'm enjoying an afternoon by the pool.

Cut! Rolling! and still at eleven o'clock Tuesday night – the crews kindly asked

I talked with residents who had to move entire beds in order to get to the blinds and shut them. It was a beautiful evening. I wanted to stare outside and watch the stars come out as usual, allow the breeze to air out my room. I could leave, granted, take a walk, but it is my room.

The one question I would like to ask is could this not have been done over spring break, or at least on the weekend? Whose schedule are we working around? Does a television show and its truck-loads of props and people take priority on a college campus, which is supposed to pride itself on its beautiful campus?

Mutli-Cultural Night

continued from page 1

Sigma Lecieux, ladies from an off-campus multicultural sorority, followed up with a step routine and dance that encouraged a barrage of sorority spirit in the audience. Next, the girls from Na Pua O Ka 'Aina (the Hawaiian club) presented a Hula to music from Lilo and Stitch that soothed and pleased the crowd. Latinas Unidas followed them with modern dancing to "Latino Beats."

The African American Council of Women, competing at MCN for the first time, came next with a dance to assorted soul and hip-hop music. As they left the stage to a hail of applause, FASA came on to a high-energy mix of "modern and traditional" dance which included a semi-traditional routine by the two men in the act. Finally, Pi Theta Mu stepped their way to the stage to perform a modern step and

graphed routine hit a snag when technical difficulty prevented their music from playing, but the ladies graciously stayed on stage until the problem was fixed to finish their first place winning routine.

Judges Dr. Symeonette, Sr. Terrera, Adriana Salazar, and Lisa Villa tallied their results, and the winners were announced to a very enthusiastic audience and group of performers. Pi Theta Mu took home the gold, first-timers AACW earned second place honors, and FASA took home the third place trophy. All in all, it was an evening of excitement and energy.

ENCLOSURE 43

Gmail

Weekend Update 12.09.2016

1 message

Brentwood Homeowners Association
<info@brentwoodhomeowners.org>
Reply-To: info@brentwoodhomeowners.org
To:

Sat, Dec 10, 2016 at 6:04 AM

BRENTWOOD HOMEOWNERS ASSOCIATION

Mansionization



The LA City Council voted this week to hold the line on large scale homes on R1 Zoned lots. While the revised, more restrictive ordinance will not take effect until early next year, the vote affirms their commitment to stopping the tide of "McMansions."



Further to our warning from last week, online retailers are now asking shoppers to beware. If you have a vacation planned, please remind everyone in the household to note when packages are set to arrive, and ask friends or neighbors to clear the porch daily!

MSMU Filming



Next Wednesday and Thursday (Sept 14 & 15), there may be *simulated gunfire* associated with filming taking place on the campus of Mount St Marys University. This is not associated with last week's report of gunfire in the Kenter Canyon area, which we understand may have been fireworks.

ENCLOSURE 44

MOUNT ST. MARY'S
ARCHIVES

Mount St. Mary's College

The Oracle

12001 Chalon Road
Los Angeles, CA 90049

February 2, 1998

Volume III, Number VII

Reaping the Benefits of Carpooling

By Veronica Aguilera
Staff Writer

Tired of looking for parking spaces or of taking the bus to school everyday? Well, now your frustrations can come to an end because the Mount has started the Student Carpool Program.

According to the Mount's Student Carpool Program brochure, the purpose of the carpool program is to "reduce parking congestion on the Chalon campus in a way that is beneficial to everyone."

Marie Tanner, one of the program's coordinators said that the Student Carpool Program provides students with benefits such as reserved parking spaces on the fourth floor (this only applies to Commuters), reduced parking fees, discounts and a guaranteed ride home.

Students who are part of the carpool program receive a carpool permit, which one of the carpoolers must display along with a Mount parking decal in their window. Every carpooler receives a $15 discount from the regular parking fee, and an extra $15 is also added to their on-campus munch money which each carpooler can use in the Deli. Tanner explained these benefits apply to both residents and commuters. In addition, students who carpool to campus have a guaranteed ride home in case they need to leave home due to an emergency. Students are reimbursed up to $50 per ride and get three emergency rides per semester. The student, whether a resident or commuter needs to save the receipts, fill out a Guaranteed Ride Home form and turn it in to Student Affairs or Residence Life.



Anna Intharathut and Sylvia Alvarado register interested students in the the Campus Center. (Photo by Mona Demby)

Although the Student Carpool Program was initiated last fall, "students have responded really well," said Anna Intharathut who is a third year student and of the carpool program coordinators.

Intharathut continued, saying students do not have to pay any fees in order to become part of the carpool program, they just receive the benefits. In order for students to receive their benefits every semester, commuters must register their carpool every semester and carpool two or more times a week. Residents on the other hand, only have to carpool to campus once a week from home and also register their carpool every semester in order to receive the same benefits.

If anyone is interested in becoming part of the Student Carpool Program, forming a carpool or obtaining more information about the program, contact the Carpool coordinators—Marie Tanner, Anna Intharathut, Sylvia Alvarado and Sheryl Favioga—or Student Affairs for more information. Students can also call the Carpool Hotline at (310) 954-4003 to get further assistance.

Athena's Guide to What's Inside

Page Two...

•Check out Upcoming Events on Campus in the *Mount News Flash.*

Page Three...

•Link Up With the Entertainment Scene Around L.A.

Page Four...

•How much do you know about Date Rape Drugs?

Page Five...

•Tips for an Inexpensive Valentine's Day

Page 8...

• *The Oracle's* Tribute to Black History Month

UPCOMING EVENTS for the Getty Center during the Month of February:

•February 11, 7:00pm
Getty Center Auditorium, The Getty Center Panel: Sites of Origin and Marketplaces of Identity: Part I
Olvera Street Panelists: William Estrada, El Pueblo de Los Angeles Historic Monument,
Charles Briggs, University of California, San Diego,
Diane Ghirardo, University of Southern California
Reservations are required; please call (310) 440-7300

•February 18, 7:00pm
Getty Center Auditorium, The Getty Center Lecture: The Geography of Time: The Nile Mosaic and the Library at Praeneste
Professor Gloria Ferrari Pinney, University of Chicago
Reservations are required; please call (310) 440-7300

•February 19, 7:00pm
Museum Lecture Hall, The Getty Center Lecture: Ruins of the New and Monuments of the Past

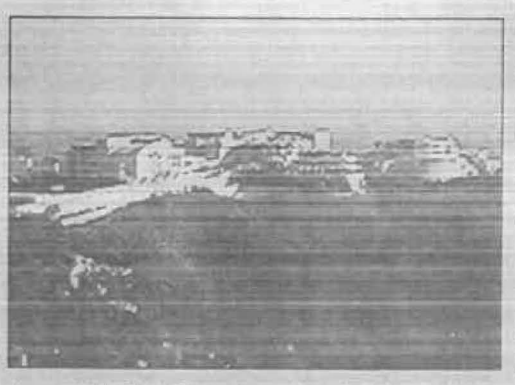
The Long Awaited Opening of The Getty Center

By Norma Marquez
Staff Writer

Where can you experience breath taking views of the L.A. area and still have the opportunity to observe European paintings, decorative arts and many more priceless works of art?

Your answer is sitting on a hilltop in the Brentwood area of Los Angeles, overlooking a gorgeous view of the Los Angeles area, the Santa Monica Mountains and the Pacific Ocean. The answer is also visible from the Mount. It is the J. Paul Getty Center. The Getty was opened to the public in December of 1997 after years of construction. The Getty was designed by architect Richard Meier and is under the direction of John Walsh Jr.

The Getty is, in and of itself, a work of art, since it provides a



A view of the Getty Center as seen from the Mount. (Photo by Mona Demby)

you enter the museum you will find fourteen galleries of French furniture, four 18th century paneled rooms, paintings by Rembrandt, Monet, Renoir, Cezanne, Vincent Van Gogh, Michelangelo drawings, and much much more. Many of the organizations of the J. Paul Getty Trust: the J. Paul Getty Museum, the Getty Research Institute for the History of Art and the Humanities, the Getty Conservation Institute, the Getty Education Institute for the Arts, the Getty Information Institute and the Getty Grant Program.

According to the Getty Education Institute for the Arts, "The Getty Center promises to bring the arts to new audiences throughout the nation with programs devoted to arts education, art and cultural heritage, scholarship, and conservation."

The Getty is open Tuesday and Wednesday from 10 a.m. to 7 p.m., Thursday and Friday from 11 a.m. to 9 p.m., and Saturday and Sunday from 10 a.m. to 6 p.m. Admission to the Getty is free, but a $5 parking fee

Whatever!

Ideas for Valentine's Day Gifts

By Lisa Coleman
Staff Writer



In the words of Biz Markie, "it's spring again" and love is in the air... well, at least when the smog has cleared. Anyway, the day of love has once again ambushed us while we are still trying to regroup our wallets from the money sucking holidays. But never fear, I am here to give you some great gift ideas for Valentine's Day that are relatively inexpensive, but do not have to look like they are. Who knows? Maybe your gift recipient may even think you spent a lot of money on their gift and get you something that *really* is expensive. Either way it goes you win.

• Silk

Just a little sexy something for the sensous lovers out there. Boxers, nightgowns, robes, bed sheets, are just a few silk items. Whatever you choose your special someone will definitely melt, especially into you.

• What To Do

Go to an exclusive department store and get it wrapped there, they will never know.

• The Spot

T.J Maxx, Ross, Strouds or other discount department stores

• Flowers

This is a great gift for that special guy in your life, especially if he is new on your team. Sunflowers, tulips, orchids, etc. are a sure hit. Roses are still nice, but get over it. Oh yeah, kill the baby's breath, way too tacky! This gift is definitely out of the norm, you will have your fly guy blushing like a little boy.

• What To Do

Purchase gold cellophane wrapping paper and ribbon, wrap each flower individually. He will think you spent a small fortune.

• The Spot

Farmers Market, local flower shops, grocery stores.

• Personalized Gift Baskets

There is no way you can lose with this gift because it is filled with everything you know your honey likes. You could fill it with favorite fragrances, lotions, aftershave, candy, books etc. Fill this basket of love with all their fancies.

• What To Do

Purchase a lovely basket of your choice and transparent cellophane wrapping paper. Wrap each item individually, then wrap the whole basket.

• The Spot

Wherever your honey's favorite things are located at. You can purchase baskets at places like Kmart, Pic and Save or other discount department stores.

These gift ideas are sure to get you smooches and more smooches. Think of it this way, your pockets will still be fat and you will end up getting a gift that nine times out of ten will be more expensive then what you gave them. True, it is the thought that counts, but who cares, they will never know. Well, I hope I made your Valentines' Day stress free. Just remember I am trying to help YOU out!

Mucho Amor Para Todos
Much Love To Everyone
xoxoxoxoxoxoxoxoxoxox

The Oracle is now seeking individuals interested in applying for the position of

Managing Editor.

Responsibilities include:

- Developing an Ad Program
- Making contacts with Businesses and Corporations in the L.A area
- Enhancing **The Oracle's** Classified Ad Program
- Handling the day-to-day budget of **The Oracle**

*previous newspaper experience NOT required, only a sincere interest and willingess to commit

THIS IS A GREAT OPPORTUNITY FOR INDIVIDUALS INTERESTED IN GETTING REAL WORLD BUSINESS EXPERIENCE

(will your degree be enough, or do you want to get a foot in the door?)

Please contact: The Oracle
12001 Chalon Rd. Box #52
Los Angeles, Ca. 90049
(310) 954-4122
e-mail: oracle@msmc.la.edu

Are you interested in:

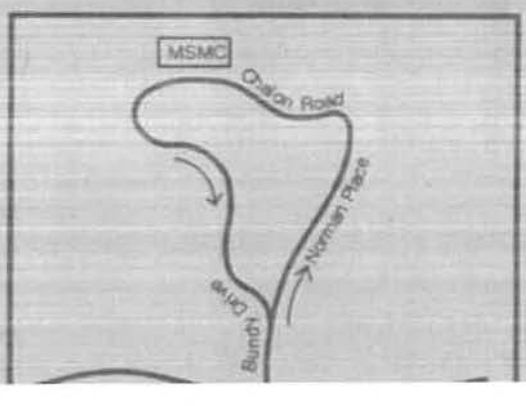
- Photography
- Journalistic Writing
- Graphic Design/Newspaper Layout

OR IN BECOMING A CONTRIBUTING WRITER (THIS INCLUDES ALL STUDENTS, FACULTY, STAFF AND ALUMNI) OR A CONTRIBUTING PHOTOGRAPHER?

The Oracle welcomes you to become part of the staff. We are a bi-monthly newspaper, committed to reporting issues affecting the Mount Community and the world beyond.

Please contact: The Oracle
12001 Chalon Rd. Box# 52
Los Angeles, Ca. 90049
(310) 954-4122 or e-mail at oracle@msmc.la.edu

We meet EVERY Tuesday and Thursday from 6:30 to 7:30 in the Student Activities Office. Feel free to stop by!



All vehicles traveling to the Chalon Campus of Mount St. Mary's College, 12001 Chalon Road, Los Angeles, must turn north on Bundy Drive from Sunset Boulevard, RIGHT ON NORMAN PLACE, left on Chalon Road and right into the Mount St. Mary's College driveway.

When exiting the College, all vehicles must turn RIGHT ON CHALON ROAD and left on Bundy.

The speed limit is 25 mph on these streets.

This traffic route has been made in agreement

ENCLOSURE 45

Mount Saint Mary's University
Student Handbook

Chalon Campus
12001 Chalon Road
Los Angeles, CA 90049

Doheny Campus
10 Chester Place
Los Angeles, CA 90007



This student handbook belongs to:

Name: _____

Telephone: _____

Email: _____

You may search this handbook electronically by entering keywords:
On a PC: use "Ctrl+F" and enter the term you wish to search in the search bar.
On a MAC: Use "Command+F" and enter the term you wish to search in the search bar.

OFF-CAMPUS BEHAVIOR

MSMU students have a responsibility as members of both the Mount community and as keepers of the CSJ tradition of caring for "the dear neighbor" to demonstrate respectful and civil behavior both on and off campus. This means that MSMU obliges all students, both resident and non-resident, to demonstrate responsible citizenship in the local community.

Therefore, MSMU reserves the right to refer any student involved in disruptive, disorderly, or destructive behavior, or any behavior that is illegal or in opposition to generally accepted standards as expressed in the Athenian Promise, to the Student Conduct Board.

PARKING ON CAMPUS

Parking on campus is a privilege. For the safe control of traffic and parking on Mount Saint Mary's University (MSMU) Chalon and Doheny campuses, the following parking regulations apply to all students, faculty, staff, and visitors, and are subject to change.

Adherence to Expectations, Rules, and Regulations

All members of the community are expected to drive in a safe, quiet, and courteous manner, in strict compliance with applicable traffic guidelines, regulations, and traffic laws, throughout the University campuses, and in neighborhoods adjacent to the campuses. Unsafe, loud, and/or discourteous driving may result in fines and/or loss of on-campus parking privileges. As members of the University community, we must drive in a manner that is both responsible to and respectful of the neighborhoods in which we live.

The registration of a vehicle on campus and purchase of a parking permit does not guarantee a parking place, but affords the registrant the opportunity to park in designated parking areas when space is available. Parking on campus throughout the year, including break periods, is by permit only. Parking permits are non-transferable and can result in loss of your parking permit.

The University is not responsible for losses due to theft and/or damage(s) to vehicles while on, traveling to or from University property.

Everyone pays for parking There is no free parking – everyone Is required to pay to park on MSMU campuses. This rule applies and may be enforced seven days a week, 24 hours a day, nights, weekends, and even holidays. Vehicles must display a current and valid permit at all times.

Reserved spaces Unless otherwise noted or specifically marked on the space itself – parking lots and spaces marked "Reserved" or with an individual's name are reserved at all times: 24 hours a day, seven days a week, 365 days a year. Do not park there at any time, for any duration of time, for any reason.

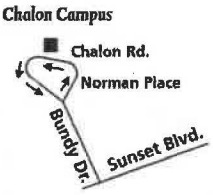
Parking Permits
A University issued parking permit entitles the registered permit holder(s) to park in any legal space designated for that permit type is: a) space is available, b) the permit is displayed properly, and c) the vehicle is parked in accordance with the guidelines and regulations. Information regarding purchasing of permit and permit prices are available on the Transportation and Parking Portal.

All vehicles operated and parked on University property by students, faculty, and staff must be registered with Business Office and/or Transportation Department (University-owned vehicles are exempt). Vehicles are registered by obtaining a parking permit and are valid for the period specified thereon.

Abuse of privilege Persons who provide false vehicle information or uses a lost, stolen, forged, altered, photocopied, or counterfeit parking permit is subject to parking citation(s), immobilization, loss of the right to hold a permit in the future, and/or referral to Student Affairs for conduct review – daily parking permits included. Refunds will not be issued.

Chalon Loop
In agreement with the neighboring community, all members of the University community (students, faculty, staff, guests) must comply with the official established traffic-flow pattern when entering and exiting the Chalon Campus.

Established traffic-flow When approaching the Chalon campus, drivers must go North on Bundy, and then North on Norman Place to Chalon Road (making a right turn into campus). When exiting the Chalon campus, drivers must take Chalon Road to South Bundy, so as to avoid going South on Norman Place (making a right turn out of campus).



No left turns. Left turns entering and exiting Chalon are not permitted at any time for any reason, and will result in a parking citation. Failure to comply with the official traffic-flow pattern will result in $75 citation(s) and/or loss of parking permit privileges.

Neighboring communities. In addition, we ask that students not bring cars to campus with the expectation that they can be parked on the streets or public areas of our neighboring communities within a two mile radius of the Chalon campus only. Mount Saint Mary's University requests that Chalon commuter students refrain from parking in the neighborhood, including along Chalon

Road, Norman Place and Bundy Drive for the safety of the community. MSMU works with its neighbors to reduce traffic flow and parking in nearby neighborhoods. As a member of MSMU's community, students are expected to be active participants in the University's good neighbor policies.

Overnight Resident Student Parking. Chalon resident students and their guests are not permitted to park their vehicles overnight on any public street surrounding the campus – including Chalon Road, Norman Place and Bundy Drive. Resident students are required to purchase a parking permit and park their vehicle **on campus** in spaces designated for resident students.

Parking Permits and Allocation of Parking Lots
Parking on Chalon and Doheny campuses are required to have a valid parking permit displayed 24 hours a day, 7 days a week (holidays and weekends included).

Handicap parking spots. Parking in designated spaces reserved for disabled vehicles must have a state-issued disabled license plate/placard, or temporary permit distributed by Campus Events. Those who do not have the appropriate identification will incur a parking fine.

Where to park All permits allow the permit holder to park at both campuses

	Chalon Campus	Doheny Campus
General	Parking structure A Lot J	AAA Lot Ken Skinner Parking Pavilion (must obtain access) Figueroa Lot
Resident Student	Lot I	
Faculty/ staff	Lot B Lot D Lot E Lot F	Chester Place St. James Ken Skinner Parking Pavilion (must obtain access)
Reserved	Lot C (reservation and handicapped parking only)	Behind B7 Behind Building 745 (designated parking)

ENCLOSURE 46

Subject: RE: From Stef Michaels
Date: Wednesday, September 26, 2012 at 10:12:43 AM Pacific Daylight Time
From: Adventure Girl Query
To: 'Debbie Ream'

Thank you Debbie for the update.

Stef

From: Debbie Ream [mailto:DReam@msmc.la.edu]
Sent: Tuesday, September 25, 2012 2:01 PM
To: Adventure Girl Query
Subject: RE: From Stef Michaels

Hi, Stefanie, I just wanted to get back to you and let you know we were successful in identifying two of the three vehicles you noted below, and the students have been referred to Student Affairs.

Thanks again!

Debbie Ream

From: Adventure Girl Quer
Sent: Friday, September 21, 2012 4:26 PM
To: Debbie Ream
Subject: From Stef Michaels

Hi Debbie,

Hope this finds you well.

I have a few cars to report coming down Norman. Two today- the other a couple of days ago.

Here goes.
5ML are first few on the license plate- I believe it was a Black (Toyota)- not sure on the make- was going a bit fast- but it was a male driving.

Today- 4:15 pm. Two Toyotas- both with MSM tags

1 Red – first few numbers/letters on plate: 6BZA
1 Silver following- 6UWK is the start on the plate.

Hope you have a nice weekend,

Stef

Subject: Re: Out of Office: Car turned onto Norman
Date: Friday, April 12, 2013 at 8:19:26 AM Pacific Daylight Time
From: Stefanie Michaels
To: Debbie Ream

Hi Debbie-
Two more this morning.

6tk was all I could grab as the black car blew through one of the Norman stop signs on the way up the hill

And 6mq silver small car who almost hot me as she turned down Norman and I was turning back into my driveway.

What more can be done to stop this Debbie? These are dangerous situations- especially since I was almost body injured a couple of months ago and now turning into my own drive way- my vehicle was at risk.

We're being patient, we're working with you all, but at the same time- feeling frustrated.
Also- no security vehicle from MSM has been spotted lately- what is happening with this?
Thanks.

Sent from my iPhone

On Mar 26, 2013, at 1:15 PM, Debbie Ream <DReam@msmc.la.edu> wrote:

> I will be out of the office the week of March 25, returning to the office April 1. If you need immediate assistance, please contact Pia Orense at porense@msmc.la.edu. Thank you.

Subject: Accident on Norman
Date: Thursday, October 31, 2013 at 6:45:41 PM Pacific Daylight Time
From: Stefanie Michaels
To: Debbie Ream

Hi Debbie,
Hope this finds you doing good.

This morning at 6:30 am, we heard a crunch. Sure enough two students, one coming down Norman, one going up, Crashed into each other.
Phil went out to make sure everyone was ok, and it seemed so and amicable as they exchanged information.

Just thought I'd give you the heads up. It's dark and poorly lit up here now at that time in the a.m.

Not sure how you can make these kids understand why they shouldn't speed, or turn down Norman?????

Thanks Debbie.
Stef

Subject: RE: Bundy Residents
Date: Thursday, February 4, 2010 at 2:04:34 PM Pacific Standard Time
From: Debbie Ream
To: 'Stefanie Michaels'

I've checked with Security, and there were about 4 trucks that left our campus about that time. Do you recall what type of truck it was, so we can follow up with the appropriate vendors. Any additional information you can provide will help us as we talk to them.

Thanks so much for your help.

Debbie Ream

-----Original Message-----
From: Stefanie Michae
Sent: Thursday, February 04, 2010 10:35 AM
To: Debbie Ream; 'Robin Stevens'
Cc: 'Ellen King'; 'Julian Keeling'; 'Jessyca Avalos'; 'Nancy Gettelman'; 'Raymond Klein'
Subject: RE: Bundy Residents

Debbie,

I just caught the HUGE Semi-truck heading down Norman right now. It seems nothing has changed and the disrespect to our neighborhood continues.

Whether it came from MSM or Carondolet- it needs to stop. The truck is too massive, the hill too steep for it to come down on Norman.

AGAIN, please handle this.

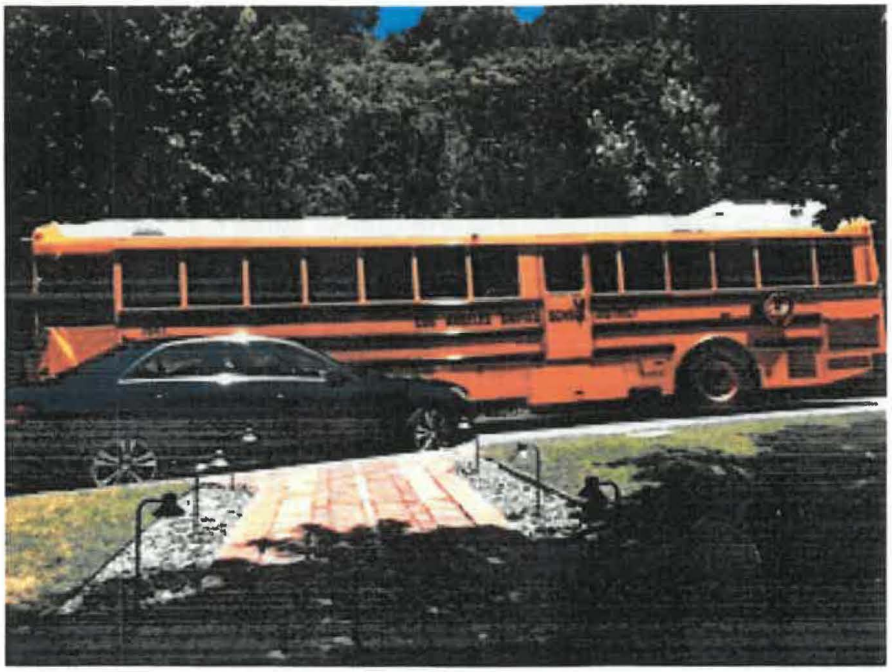
Stefanie

-----Original Message-----
From: David Diaan [mailto
Sent: Saturday, July 25, 2015 1:09 PM
To: 'dream@msmu.edu' <dream@msmu.edu>
Subject: MSM special Olympics event !!!

Dear Debbie,
Please look at the photo attached.
This bus driver going through Saltair today had no idea he had to take Bundy.
He then told me... " Many more buses are scheduled to go through to MSM today!"
You should inform the homeowners of such events and you should make sure these buses do not come through streets like Saltair.
This is careless behavior especially now that you are fully aware of our complaints about these issues with MSM.

Sincerely,
David Diaan

-----Original Message-----
From: David Davoodian [mailto:
Sent: Saturday, July 25, 2015 1:00 PM
To: David
Subject:



From: Debbie Ream <dream@msmu.edu>
Date: February 26, 2016 at 2:22:19 PM PST
To: 'Stefanie Michaels' <
Subject: RE: Can you tell me why

Stefanie, just wanted to follow up. I received this information from our Campus Security. A Sysco truck broke down on campus in the early afternoon on Monday. At around 3:30pm, a tow truck from Sysco brought up another truck to connect to the trailer that had broken down earlier. Then, it turned out that the second truck Sysco brought would not start. So two Sysco trucks were broken down. One at the entrance, blocking the roadway and facing the wrong direction, and the other towards the upper end of the campus. A third Sysco truck had to be sent from Ventura, where the company was based, to assist. The first truck was able to be towed down Bundy Drive, but the third tow truck that had to take the second tow truck and the first broken down truck and trailer couldn't turn around, and went down Norman. It was a calamity of errors, and Sysco is well aware of the problems this caused for the neighbors. The university regrets the problem, I believe Sysco will be issuing their own apology to the neighbors, and I will pass it along when I receive it.

Hope that you have a pleasant weekend.

Debbie Ream

-----Original Message-----
From: Stefanie Michaels
Sent: Monday, February 22, 2016 11:20 PM
To: Debbie Ream <dream@msmu.edu>
Cc: Joanne Solov <[redacted]>; Mary Burton <
David Diaan <
Subject: Can you tell me why

At 11:15 pm at night waking us up, was one of your Sysco delivery trucks was being towed down Norman Place, complete with flashing emergency lights from another 18 wheeler truck that was towing it, again DOWN Norman? They barely made the turn and past our cars parked on the street.

Ridiculous.
How much more can our neighborhood take?

Stef

Sent from my iPhone

David Diaan 4/10
/16

to Adventure, Debbie, Joanne, me

Last week a large FOOD SUPPLIER truck came through Sunset and the next day a huge bus was unable to get through!

Sincerely,
David Diaan

-----Original Message-----
From: Adventure Girl [mailto
Sent: Sunday, April 10, 2016 2:13 PM
To: Debbie Ream <dream@msmu.edu>; Joanne Solov < >; David Diaan
< >; Wright Zofia <
Subject: MSM buss

It's Sunday at 2:08. 8c94 first on the plate of a MSM truck going 50 miles an hour on Bundy past us just now, so it's not just the students speeding, although a truck of that size can't stop easy at those speeds making it a very very dangerous co diction speeding on our streets.

Stef

Sent from my iPhone

ENCLOSURE 47

Perspective

To the Editor:

Do you know that a part of "The Crew's Nest" in the last issue of THE VIEW exposed, unintentionally, a very serious situation here at the college. Adelaide said about the girls who drive cars, "help smooth the macadam and **terrorize the inhabitants along Bundy.**"

Such an accusation, though it was not meant to be such, is not funny, and it's all too true. The Mount girls drive fast; they drive much too fast along Bundy.

This letter is directed toward the girls—boarder and day student—who drive cars to school. Do you realize the murder that you have in your hands? Do you really think you're good enough to drive like a fool and still avoid an accident? We've been lucky this year; only two little dogs—family pets—have been killed; but unless something is done, unless you slow down, it won't be too long until a child follows his dog into the street—then the score, thanks to you—will be three dogs and one child.

Bundy is a residential street, not a speedway. Why should the Bundy residents—mothers especially—be terrorized because of our selfishness? And it is selfishness.

I won't soften this letter by saying that all of the girls don't drive too fast, for all of us are guilty at one time or another. I ask the girls who drive to SLOW DOWN! Action other than this will come from the police department at the request of our Bundy neighbors. And, truthfully, could you blame them?

—Regina DeCoursey

Note: I have spoken, personally, to several men and women residents on Bundy and Bowling Green who represent the families living below us, and I feel their complaints are justifiable. They fear for their youngsters; and as anxious parents ask again, we hesitate before dashing up to the Mount. Also, let's allow some extra traveling time so we won't be racing up the hill on Friday and Saturday nights to meet that one o'clock deadline.—JAH

* * * *

To the Editor:

We had a swell time at the "Plaid Platter Party." All the girls showed hospitality idea and the male contingent seemed to appreciate the fact. The music was perfect—thanks Barbara Gunning—and it was good to see cider and donuts instead of the usual cookies and punch.

A lot of boys asked us when the next Mount dance would be. Let's have more informal dances at the Mount.

Catherine Hogan
Mildred Lerch
Kathleen Reeun
Dolores Bowler

Note: We agree! Informal dances are by far the most fun, and Mary Carroll and her W.A.A. gals deserve a pat on the back for the well-organized party. As for more dances, it's pretty much up to us to plan our fun! Here's for more informal times!

* * * *

To the Editor:

I have enjoyed reading M. Munneman's column, "The Magazine Rack." As a matter of fact, I look for it more and have felt that the column was overdue in title and that Miss Munneman was a clever and alert reader with an excellent commentary on what's what in magazines. When our friends and subscribers at Bessell Tech came out with a column in the Nov. 4 issue of the Lexican called "In the Magazine Rack," I wondered whether this is originality on the part of the Lexican staff.

—Madelaine Heller

No! Don't think we aren't wondering! Do tell!

Teacher Speaks "De Sanctitate"

A small bonnie chiel appeared on the classroom of Penniwood School recently at the office of student teacher Varella Brennan.

"Are you a teacher?" the question came.

"Yes I am," was the modest reply.

But this wasn't BIG enough for the youngster. "Are you a GOOD teacher?" he persisted.

Miss Brennan, with a twinkle in her eye, replied that she thought she was.

"Well, I'm not," the boy declared. "I'm a bad boy."

Editorial View . . . .

FIRST THANKSGIVING

"Our harvest being gotten in, our governor sent foure men on fowling, so that we might after a more special manner rejoyce together, after we had gathered the fruit of our labors; they foure in one day killed as much fowle as with a little help beside, served the company almost a weeke, at which among other recreations we exercised our Armes, many of the Indians coming amongst us, and amongest the rest their greatest King Massasoyt, with some ninetie men, whom for three days we entertained and feasted, and they went out and killed five deere, which they brought to the plantation and bestowed on our Governor, and upon the Captain and others."

So wrote Edward Winslow to an English friend on December 11, 1621.

* * *

Have you done your part for the student relief fund? Get on the handwagon for our European friends.

* * *

THIS THANKSGIVING

The word "vacation" on the college calendar and the sight of the pumpkin and turkey orders on the grocery list tell us that Thanksgiving time is here. With the fourth Thursday of November nearing we think of the many gifts for which we must remember to give thanks . . . for the comforts so many are in need of today . . . for the one-day cessation of wind that came on the day of the Sepulveda fire . . . for all the times we prayed and You said, "Yes" . . . for the times we asked "if it's for the best" and You said "No" . . . and thanks that all the people who said last Thanksgiving, "Another year and we'll be at war again" were wrong.

—Ann Hall

* * *

Our Lord holds "open house" in the chapel every day, all day. Let's see some more visitors.

* * *

SMOKE GETS IN YOUR EYES

So they croon "Smoke, smoke, smoke that cigarette" over the radios and jukeboxes, but they also add, "smoke, smoke, smoke; yeah, smoke yourself to death"

"L.S.M.F.T." . . . "Know your smoking A.B.C.'s" . . . "Mild and Mellow" . . . look how the ad-men slave to get you to buy that coffin nail. Go ahead, smoke; we don't care. But let's stop smoking on campus.

From the corner of Bundy and Sunset to the sign saying **Mount Saint Mary's College, Private Property**, yellow placards cry in ebony letters: "Fire Area . . . No Smoking in or out of Cars . . ." We can read and it doesn't mean running down into the grotto or, worse yet, up the fire break to beat a weed. Lady, it's a federal offense and who cares to pay a five hundred dollar fine or spend a term of indisposition in the county bastille.

But worse than breaking down health or defying John Law and Joe Fireman we're fighting against our own moral code of honor. The Sisters and our student government have asked that we please refrain from cigarettes on campus. We've been placed on our word.

The Sisters know what they're talking about. They listen to people—visiting dignitaries, our parents, friends, young men and women—praise the stand they have taken on the smoking ban. We have gained a reputation for the college that's different in many ways. And not having a smoker on campus or allowing smoking while attending our college makes us a little unique and more than a little refined in this fast moving world of "so round, so firm, so fully packed" and "so free and easy on the draw."

We knew the rules when we were choosing a college back in our junior-in-high school days. We read those rules in the college handbook. When we sent in our application and signed our names, we knew that meant accepting the college standard and rules for our own. As a refresher course, Rule Number 11 reads thusly, and I quote the good book: "Students are not permitted to smoke on the campus or in the area adjoining the campus." Need I say more?

—Julie Anne Hall

Mount Delegates Report Racial Prejudice Shown During I.R.C. Meet

We delegates to the recent I.R.C. conference in San Diego came away impressed with the fact that we have the answers to the world questions discussed—but—can we give those answers in a fearless, logical, convincing way?

The conference might be summarized as an earnest attempt to right the world's wrongs nullified by an almost pathetic dependence on purely human means. Communism was generally accepted as merely an economic system with no recognition of religious issues involved.

A very dramatic speaker, also a professor, began his talk by expounding our "democratic ideals" policy, but waiting to stimulate our attention to what the subversive theories were, he gave a pointed description of everything we are against. As we clapped about the room, we noted that all—including the grown men—were hanging on every word so enunciated. Our friend inverted to "our" thinking again, but the fire of his delivery had burned (as I feel he must have planned) the glowing picture of "democratic-communism" into our minds.

One of the most striking features of a Conference designed to promote International Relations through education is [illegible]

The View Reviews . . .

Boys' Town Choir

[illegible] to a recital by the world famous Boys' Town Choir, directed by Fr. Francis Schmitt. The choir was presented at the Philharmonic Auditorium to an audience of Los Angeles patrons of the arts and music lovers.

[illegible] and his boys rank among new and different in the line of musical entertainment which surpassed some of the critics who expected another Vatican Choir. The program presented variety not only in selections but in rendition.

Among the numbers which included liturgical, folk and popular music the best received were "Ave Canta," "O [illegible]" and "Adeste Fidelis."

This was the first appearance on the West Coast of the Boys, whose ages range from six to eighteen.

Intelligence and a beautiful command of the English language, and he was endowed. Not only was he denied hotel privileges, but he was refused service during the official Conference luncheon.

What did we succeed in doing? At one round table discussion Mount delegates were able to correct mistaken ideas of work done by missionaries in the South. And we did give the group a [illegible]

Present Tense

Great Britain followed several European countries in changing from left-of-center to conservative in recent municipal elections. Conservative party spokesman Winston Churchill called for an immediate national election. However, Britain's constitution does not require that a national election be held until 1950 unless there is a major defeat suffered in Parliament. Officials of the Labor party claim that the election is not a major defeat but only a temporary setback.

* * * * *

President Truman announced that he intends to ask Congress to give $3,000,000,000 outright to countries of western Europe. The president's Economic Commission reported that by continuing present tax rates and with a partime return to wartime controls, the United States can safely support the Marshall Plan.

* * * * *

Rep. Knutson (R., Minn.) plans to open a drive in Congress for a $1,000,000,000 tax reduction. He says, "I hope it will be the first major piece of legislation passed by the special session." President Truman vetoed two similar bills this year.

* * * * *

Congressman Rankin of Mississippi, champion of white supremacy who threatened to out-Bilbo Bilbo, was decisively defeated in a special election to fill Sen. Bilbo's seat.

* * * * *

According to George Gallup the Marshall Plan is gaining in popularity. His poll shows a 2-1 acceptance. Acceptance is in ratio to understanding of the plan. More people favor the plan because of Communist threats than because of economics.

* * * * *

Sen. Vandenberg (R., Mich.) advocated a separate peace with Germany if the Council of Foreign Ministers fails to agree. While he subscribes passively to the Marshall Plan, he says that "Germany's restoration to autonomy is the core of Europe's rehabilitation." He says, however, "It is infinitely preferable for the Council of Foreign Ministers to come to united terms."

Columnist Walter Lippman says "If we make a separate peace with Western Germany, we shall lose sight and control over the settlement of the German question . . . the one thing we should not do is to make a final break."

* * * * *

The British government announced the plan to draft unemployed men from 18 to 51 and women from 18 to 41 and workers employed in nonessential jobs in order to avert economic collapse. Among those classed as nonessential are professional gamblers, night club employees, and street vendors. Drafters have their choice of working in coal mines, the textile industry, or agriculture.

* * * * *

"The people of the United States are all left, right, or indifferent." Walter Winchell.

—Kay Mackin

In The Magazine Rack

by Maryann Munneman

This November brings the **Atlantic** celebration of its ninetieth year of publication. And the **Atlantic** greets its birthday with a galaxy of big-name authors guaranteed to satisfy every taste.

Albert Einstein writes of "Atomic War and Peace," committing himself unconditionally on the crisis which involves the atomic bombs—the U. S., Russia, and ourselves!

W. H. Auden, whose poetry is often obscure, sometimes inspired, usually entertaining contributes a poem to the issue. The reader may form his own conclusions as to its worth.

An excerpt from Bill Mauldin's new book, **Back Home**, appears in the "Boots and Men" section. Mr. Mauldin speaks of immigration, prejudice, and national defense in vigorous language.

For the type of college girl, all too frequent here at the Mount, who gives one a blank stare at the mention of a

ENCLOSURE 48

Attention Wanted-- All Mount Drivers

"Drive carefully; the life you save may be your own. Don't learn the traffic laws by accident." Would a sign such as this be beneficial on North Bundy? Would the Mount drivers heed it? It would not seem so judging from recent occurrences.

Mount students fail to realize the responsibility of safe driving that has come upon them in the last few years. They do not regard Bundy Drive as a hazard, but merely as an obstacle course. Bundy is not an open country road.

Today students drive a road bordered with residences; they dodge children who spring from behind bushes at the shoulder of the road and dogs that dash in front of cars.

Isn't it about time for the Mount driver to shake that air of indifference? Talking to someone in the back seat or studying while driving only results in serious accidents, possibly death. Disregarding courtesy or charity completely, it would seem that even selfish motives dictate observance of certain precepts for safety. With the reader's permission, I will mention but two of these precepts:

> Unless otherwise indicated, on a curve where you cannot see the roadway one hundred feet ahead, the sped limit is fifteen miles per hour.
>
> You may not cross to the left side of the highway and pass another car if you are approaching a blind curve, an intersection, or the top of a hill.

Mount drivers with lead feet might take these simple rules to heart and at the same time do a little research on how long it takes to stop a car, even under ideal conditions. Your reaction time might be wonderful, but how are your brakes? Or vice versa?

Safety in driving cannot be too strongly emphasized; we can't afford to disregard it. An accident might easily result in an injury or in death. Don't play games; the road is no bowling alley.

Drive carefully; then nobody will need saving.

—Carol Krommer



Freshmen Lois Steckman and Cecilia Lucente demonstrate what can happen when safe driving regulations are not observed on Chalon Road.

FANS HAIL NEW ISSUE OF GREAT KENTON HITS

Paying tribute to Stan Kenton's contribution to modern music over the past fourteen years is the new record album Kenton Era on Capitol label. The album contains new releases of old songs showing Kenton's progress over the past years.

Kenton who began making a name for himself at the Rendezvous at Balboa Beach in 1941, has caused much talk and controversy. His style of music which he now terms progressive jazz is most original.

Working as a sideman in various [illegible] after graduation, Kenton gained musical and radio experience. In June 1940 he formed his own band and opened at the Rendezvous. After a four months run he moved to Hollywood and the Palladium.

Over the past fourteen years but especially during the last seven there has been a terrific amount of opinion expressed about Kenton's style of play; much of it has been unfavorable. His music has been described as painful and "the emptiest and loudest sound in American music," but Stan's music has its fans—I for one at least.

National Tour

In 1956 Kenton set the average modern music lover on his ear with a cross country tour aptly called "The Innovations in Modern Music," which also is the title of one of his albums. His band at that time included such men as Shorty Rogers, Maynard Ferguson, Shelly Mann, Art Pepper, Bob Cooper and Pete Rugualo. All of these with the exception of Rugualo, who has done some fine arranging for the record companies lately, have started on their own at such places as the Lighthouse in Hermosa Beach, Zara's in Hollywood and the Haggie in Los Angeles. Another bright star in this group was June Christy who has done quite well for herself as a single.

Sincere

Despite all that people may say about Stan Kenton and his music there is one thing everyone will say about him, he is one of the most sincere musicians ever to step to the podium to lead a band. Some day, possibly through this album, his musical ideas will come into their own and be appreciated.

—Nancy Hevner

Lumia, Color Music, Most Promising New Art Form

(This is the fourth in a series on modern art forms.—Eds. note.)

Within the last twenty years a little-known, entirely new type of art, lumia, has been developed. It has been described as the "beginning of the greatest, most spiritual art of all."

Color

Color music, as it is sometimes termed, consists of multicolored lights projected onto a translucent screen placed between the source of light and the audience. The constantly moving colors are generated by an organ-like console equipped with sliding keys.

A clavilux, the name of this instrument, has three sets of keys that control the form, color and motion. They are connected with a projection which provides a strong beam of light from an incandescent lamp. The keys alter the beam so that it is projected on to the screen as one of more mobile images.

Painting and Music

Colors can be produced with an intensity that the eye can hardly stand. A single color and its shape establishes the theme of the composition. Like painting this new art appeals to the aesthetic sense through color, form and line. Like music, it produces a sensation of movement, of the flow of time, and it can effect a feeling of detachment and ecstasy.

Lumia was invented by an American named Thomas Wilfred. He exhibited it at the International Exposition in Paris in 1937, then took it to the New York World Fair in 1939. Using an original system of notation, he composed several pieces for this color music.

Although technical difficulties and lack of financial backing delayed the spread of lumia, there will someday be opportunities for the use of other clavilux trained players and regular composers. Lumia will be able to adopt and adapt useful ideas from the fields of painting and music, still retaining its individuality as one of the most promising of the modern arts.

—Betty Weber

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ENCLOSURE 49

THE VIEW

PUBLISHED BY THE ASSOCIATED STUDENTS OF MOUNT ST. MARY'S COLLEGE LOS ANGELES, CALIFORNIA Volume XLV Fri., Dec. 13, 1957

BILL OF RIGHTS WEEK DECEMBER 9-15

Brief History of Bill of Rights

When the first Congress of the United States convened on March 4, 1789 the members had before them 103 amendments to the Constitution submitted by the States, 42 amendments proposed by minority groups within the States, and bills of rights submitted by Virginia and New York. After deliberating on these proposed amendments Congress reduced them to 12, which were submitted to the States. Two failed of ratification; the others became the first Ten Amendments. They went into effect on Dec. 15, 1791, and are known as the "Bill of Rights."

The phrase "Bill of Rights" was originally a popular designation for an act of the British Parliament in 1689, which, after the abdication of King James II, condemned his unconstitutional practices, and restated principles of civil rights and political liberty. The British act provided, among other things, that Parliament was to be elected freely and was to meet frequently; that members of Parliament were immune from civil and criminal proceedings in the courts in connection with their utterances in Parliament; that British subjects had the right to petition the Crown. But excessive bail and fines and unusual punishments were prohibited; that juries were to be impartially chosen; and that penalties imposed before conviction were illegal.

With these ideas incorporated into our "Bill of Rights" the citizens of the United States are guaranteed against interference by the government with important rights and privileges. They are prohibitions against governmental negligence in denial of fundamental rights.

Dorothy Schaefer

National Drive for Books Benefits Foreign Missions

The Catholic Library Association is joining the Mission Secretariat for the Propagation of the faith in a nationwide drive for books for the foreign missions. Shipments are being made to Burma, Indonesia, Japan, Korea, Malaya, the Philippines, Thailand and Vietnam. The quota for Mount Saint Mary's College is 200-250 volumes. We would like to reach and perhaps exceed this quota. This is possible if each student will donate one book.

Any book in good condition which is still usable in Catholic colleges and seminaries will be greatly appreciated. Those acceptable are:

Almanacs and Yearbooks since 1940.
Dictionaries, especially bilingual
Catholic Encyclopedia and Dictionary
Other Encyclopedia and Dictionary (since c1930)
Theology, especially sets
Philosophy, especially sets
St. Thomas Aquinas, all writings
Papal documents
Spiritual readings and meditation
Canon Law, since 1918
Social sciences, since 1935
Physical sciences, since 1945
Mathematics
World literature, including good fiction
History
Fine Arts
Technology and Practical Arts

Books will be collected in the library.

—Sister Catherine Anita

Belles, Bales At Soph Stag

In the midst of all the preparations for the holiday season, the sophomore class is looking ahead to Friday, January 10, 1958, the date of the sophomore stag dance. The sophomores invite the student body to try the charm of southern belles and have chosen a Dixieland theme for the dance.

Diane Nelius and Kathy O'Laughlin will turn the social hall into a southern port, complete with bales of cotton and a showboat landing. Judy Sibert and her refreshment committee are searching old family recipes for some delectible delights to nibble during the evening, and Mary Ann Keehan, chairman of the entertainment committee, promises very danceable music.

Y'all remember Friday, January 10, the sophomore stag.

Authorization Note

No material may go out from Mount St. Mary's College without authorization of the Department of Public Relations, Mrs. Hackett, in the Senate Mezzanine.

Council Initiates Safety Committee

Recent incidents on Chalon Road have called the Student Council to establish a Traffic Safety Committee. The structure of this committee, which was presented to the student body last week, operates on the following:

Traffic Squad

The Traffic squad will be composed of three members per 100 students. At present enrollment this means 19 members, seven as officers.

1. Chief appointed by the student Council.
2. Upper and Lower Division Representatives.
3. Two aides and assistants.
4. Three members elected by each class.

Members chosen for the Traffic Squad must have driver's licenses and the elected members should be day hops.

The authority of the squad extends from the bottom of the hill up to the circle and around the circle to the Science Building. Members of the squad will be identified by white helmets and white arm bands.

Violations of the traffic regulations will be reported to the Traffic Court. The Court will consist of the Chief of the Traffic Squad, the Dean of Students, and the President of the Student Body. Penalties will be assigned by the Court.

Mount Given Health Grant

School of Nursing, Mount St. Mary's College, has been awarded as an active five year grant by the National Institutes of Mental Health to assist in the training of psychiatric and mental health concepts in the nursing program.

The '57-58 grant of $12,500 is financing the pilot program. Mrs. Frances Peterson, R.N., is the nurse faculty member on the training the program. Walter Toal, PhD., Los Angeles psychologist and specialist in group dynamics will assist the faculty in further developing skills in human relations. Theresa McNeal, M.D., is psychiatric consultant.

Gestapo Cry Of Mock Day

On December 9, first day of Bill of Rights week, the freedom of press was taken from Mount students. For one day the College was run as if there were no Bill of Rights. All the freedoms which were set down in the first ten amendments were denied.

A Gestapo was organized to run the school.

All students gathered in groups of three or more were arrested.

All students caught by spies in the act of speaking against the school government were arrested.

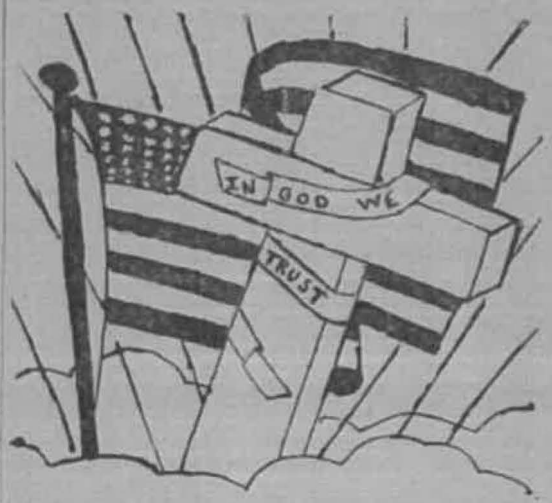
All students must watch their speech in classrooms. Spies were listening.

The flag was taken down.

Offenders were tried without juries.

The Mount was under a totalitarian government.

This was just a taste for us of the horror of living in a police state but for the people behind the iron curtain the police state is a daily thing always present, where thin hunger is pain.



Bill of Rights

We, the students of Mount St. Mary's College do reaffirm our faith in the Bill of Rights. We resolve to uphold:

1. The right to practice the religion of one's choice.
2. The right to vote according to one's conscience.
3. The right to assemble, politically or socially.
4. The right to a jury trial for offenders.
5. The right to freedom of speech even if our own views are opposed.
6. The right to freedom of the press.
7. The right to petition the government for a grievance.
8. The right to be secure in person, home, papers, and effects.

Respectfully submitted,
The Associated Students of Mount St. Mary's College

Mount in Local Contest

December 9-15 has been set aside as national Bill of Rights Week during which time Americans commemorate the adoption of the Bill of Rights on December 15, 1791. In the Los Angeles area a special Commemoration Committee has been organized for the purpose of encouraging college participation in the Bill of Rights Week activities.

This year the theme the committee wishes to stress is personal responsibility for preserving freedom. In addition it seeks to create in citizens an awareness of the rights and duties and assurances in the Bill of Rights and amendments to the Constitution.

Many entries are being received in the contest's two years of competition, among them are the Oral chairman's Mayor Poulson, Mgr. Patrick Dignan Hon. John Anson Ford, and Hon. Joe Scott.

Thirty-seven colleges and colleges in California which are Commemorative Team in their respective Areas will be judged by the committee on the following:

1. Best editorial on the Bill of Rights in a college paper. Award: a gold cup presented to the school.
2. Best Bill of Rights week program on a campus. Award: $500.00 scholarship presented to a student of the winning school at the discretion of the administration.
3. Best essay on "My Personal Responsibility for Freedom under the Bill of Rights."

Awards will be given on December 15 at the Los Angeles Biltmore Hotel.

Sr. Rose Gertrude Affirms 'Elevator Is Not Broken'

[illegible] the elevator in the Residence Hall is not broken. Sister Rose Gertrude thanks all the girls who have called to her attention the delay in the elevator's arrival when summoned. However, this failure is not due to any mechanical defect.

According to state law, the elevator is inspected once a year by the Otis Company. Its records are then corrected by the company. The inspection made note of the difficulty in the last inspection three months ago. The response mechanism is weakening and it takes an extra [illegible] when the button is pushed before the elevator is ready to leave its floor.

Furthermore, waiting a few extra seconds will save time and confusion.

The Committee of the Bill of Rights Program extends its appreciation to the faculty and students who have cooperated on this program by essays, editorials, scrapbooks, and by participating in the

ENCLOSURE 50

Our New Road; High, Wide and...

BY MARY LANNERT

The Mount has a new road. Now that may not seem to be a very profound statement, or one that is likely to change your way of thinking. But the implications contained therein are multifarious.

One of the most impressive things about this new road is its newness. It hasn't yet been subjected to hard rains and other forces of nature which tend to create chuckholes, cracks, and gorges in otherwise perfectly good roads. The blacktop is still beautiful (if one can describe blacktop as being beautiful) and smooth.

Its width is another remarkable feautre of the new road (the name of which, incidentally, is Norman Place). Why, it's wide enough for two cars to pass each other with the least amount of strain and perturbation on the part of the driver.

But without a doubt the most noteworthy thing about Norman Place is its relative straightness (absence of sharp curves). This straightness is, of course, in comparison with Chalon Road, the curves of which are sufficiently unexpected and hairpinny to gray the hair of the most well-controlled and collegiate young man brave enough to travel its winding path to the Mount. No such worries await the young adventurer as he travels up Norman Place however.

The road is smooth, wide, and straight to allow him to mercilessly grind his car's accelerator into the floor and zoom up the hill at the moderate pace of 70 or 80 mph. (He's really in a hurry because of the attraction at the top of the hill which lures him on—the chapel of the House of Studies which is so conveniently built over the road and under which he joyously honks his horn and screams appropriate phrases like "Long Live the King" and "Happy Tibetan Day of Independence.")

As he is on his flight up the hill, the pilot suddenly encounters another vehicle racing toward him. His first thought is, "Ye gods, she's in my lane!" but then comes the realization that they are both in the middle, so a quick swerve to the right is executed by both parties.

The Mountie coming down the hill is also in a hurry. There are some children who live at the bottom of Norman Place, so, not being accustomed to the fact that their once quiet, peaceful street is now a direct routed freeway from Bundy Drive to the Mount play in the aforesaid street.

If the Mount girl hurries, she may get there in time to kill one of them. After all, a really astute and observant driver can gain 25 points for each moving object he or she is able to wipe out of existence.

Actually, it's an ordinary road, when driven in an ordinary manner. (Or perhaps the problem is that that's the way it is being driven.) I just wanted you to realize the implications contained in my first statement so you wouldn't think I was unaware of them.

NFCCS Sets Foreign Tour

The tenth annual student travel program of the National Federation of Catholic College Students was announced this week by the Washington headquarters in the National Catholic Welfare Conference.

Four tour itineraries, which include travel through England, Ireland, Holland, Germany, Austria, Italy, Switzerland, France, and Spain, are offered in the 1960 summer travel program. The rates range from $687 for the forty-three day tour to $1087 for the sixty-seven day "Grand Tour of Europe."

Students and college alumni between the ages of 17 and 25 are eligible for enrollment of an NFCCS tour. More than 5,000 students have benefited from this service since its beginning in 1950, the Holy Year.

Trans-Atlantic tourist class accommodations on the first class ocean liners as well as good hotels three meals daily, sightseeing fees and tips, and the services of an experienced English-speaking guide and an American Priest-Chaplain are all included within the tour rate. This year air travel has been included for a faster and more convenient arrival.

For the NFCCS Travel Chairman the spot campus for more information.

. . . to men of goodwill

Modern Christmas cards reverse the phrase sung by the angels to read: "Peace on earth, good will to men."

But is this not a perversion of the real greeting: "On earth peace to men of good will?" (Luke 2:14)

The two variations are not arbitrary changes in just wordings. Each conveys a meaning very different from the other.

The first evokes a nice, secure feeling: "Now is the time for God to shower us with blessings and all will be well."

The second is startling: "Is it possible that God is placing a condition on this 'peace' of which the angels sing?"

Man has an intellect and free will. Modern men are continually being offered "peace plans" but large numbers of men refuse to accept any of them. They talk peace but have not the "good will" to do peace.

"Peace on earth, good will to men" presumes that God will present us with these miracles because it's Christmas and everyone gives presents.

"On earth peace to men of good will" is a covenant. Its fulfillment entails mutual response.

Father Says...



By Father O'Reilly

The inequality with which the goods of this world are distributed by God is proof positive that it is not they that matter but rather the goods of the spirit. It is notorious-ly the fact that the wicked can prosper and the virtuous can starve, and that death can overtake each in his condition. It must be, then, that it is no necessary part of God's plan that we should enjoy material abundance in this life. It may so happen in some instances, but it does not have to be so. The fullness of life is of another sort.

What Is Your Cross?

The history of God's dealings with Israel shows with what persistence He strove to make this truth clear to them though always with patience for their earthy ways. At one time He draws them by the promise of some worldly happiness, at another, He sends hardship and exile. The mystery of the Cross is thrust forward gently—that only by being emptied of self can we be filled with God, that to be filled and sated with created things is to be forever empty of the uncreated.

Great Things Hung in the Balance

With difficulty did Israel comprehend—witness the perplexity of Job—and all the while the day of God's great visitation approached. Would they have learned the truth by that time? Would they have understood, too, that this visitation was not exclusively for them but for all mankind? that it would mark the beginning of a new creation? Knowing as we do now what great things hung in the balance we tremble as we recall the approach of the first Christmas night. It would see the birth of a child set for the fall and resurrection of many in Israel.

Consider Your Own Life

It is with the same tremulous thoughts that each one should view his own life during this season of Advent. Has the lesson come home to me that to be filled I must be emptied first of many things? Do I yet know what it means and knowing, am I prepared to say "Be it done unto me according to thy word."

Student Teachers May Secure Aid

True to their belief that a good educational program is of vital importance to our State, the California Congress of Parents and Teachers has again allocated $210,500 to assist young people with loans and scholarships. The following educational student aid is offered by the C.C.P.T.:

Student Loan—For the current school year, $145,500 has been allocated to assist students with loans of $400 a year (payable $200 per semester). No interest will be charged if repayment is made over a period equal in length to that for which the loan was granted. Any balance remaining at the end of that period shall carry a four percent interest charge until the debt has been cleared. The C.C.P.T. Student Loan Committee meets bi-monthly throughout the year, beginning in July, and considers applications at each committee meeting.

Scholarships and fellowships offered by the California Congress of Parents and Teachers for the 1960-61 school year are as follows:

Elementary Teacher Education Scholarships—Forty-eight awards of $400 each for upper division and graduate students training to teach in the public elementary schools of California. Available at many colleges including Mount St. Mary's, grants carry a commitment to one year of teaching service immediately after graduation in the public elementary schools of California. Application is made to the scholarship committee of the school.

Secondary Teacher Education Scholarships—Forty-eight awards of $400 each for upper division and graduate students training to teach in the public secondary schools of California. Grants carry a commitment to one year of teaching service in the public secondary schools of California immediately following the year's graduate study. Application should be made to the scholarship committee of the school of the student's

(Continued on Page 7)

What Really Happened?

From Mary Grimmett's 4th grade class at Brentwood School come these contributions at Christmas:

CHRISTMAS

I will tell you the real story of Christmas. It all happened in Jerusalem. The King said all the people have to pay their taxes. So Mary and Joseph went to Bethlehem to pay their taxes. Mary was not feeling so good and it was a long journey.

When they got there the inns were full, so one kind man said you can stay at the stable. (The stable was cold.)

Meanwhile some wise men were out with their sheep when some angels appeared and said, "the King is born." They went and found the Baby wrapped in cloth. When they came they brought presents and rejoiced.

Our new King is born!

* * *

MY CHRISTMAS STORY

Who's Who

(Continued from Page 1)

in majoring in bacteriology and minoring in chemistry. Kathleen's offices include Student Body Treasurer, Lower Division Representative, and Freshman Class President. She is a member of the senior honor society, Delta Epsilon Sigma and of Tau Alpha Zeta sorority. In her freshman year, she won the General Chemistry Award.

Judy Schaab, a graduate of Bishop County High School, is an English major and an Education minor. Judy has been Junior Class President, NFCCS Junior Delegate, and Student Body Social Chairman. She belongs to Gamma Sigma Phi sorority, the Parnassians, CSTA, the Intercollegiate Public Relations Committee, and the Student Affairs Committee.

Dolores Schiffert, a graduate of St. Mary's Academy, is a mathematics major and a physics and art minor. Dolores is editor of the Mount and has held the positions of Treasurer, Secretary and Business Manager of the Marquers. She is also a member of Kappa Theta Mu, the science club.

Mary Lee Vorderkamp, a graduate of Pueblo Carmelo High School, is a home economics major and a chemistry minor. Mary Lee is Sodality Prefect, and is a member of the Home Economics Club and of Tau Alpha Zeta Sorority. She was awarded the Home Economics scholarship for 1958-59.

Judy Weber, a graduate of Corvallis High School, is an English major and a history and education minor. Judy is Editor of The View and president of Lambda Iota Tau. She has

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ENCLOSURE 51

Eusebian Debate

THE VIEW

FBI Lecture At Loyola

Mount St. Mary's College Los Angeles

Vo. XVII No. 2 Tuesday, October 4, 1960

Eusebians-IRC Host Loyola In Debate

The Eusebians-IRC will host a debate with Loyola's IRC on October 12. The subject will be "Should There Be A Change in United States Foreign Policy?"

Mount participants will be Diane Weston and Judi McHugh; Loyolan debaters will be Dave Roberti and John Farrell. The debate will be held in the Lecture Hall at 7:30 p.m.; refreshments will be served afterwards. All students are invited to attend. "The subject should be one of interest to everyone," says Colleen Wilson, Euschian-IRC president.

The Eusebians are also planning a program for United Nations Day, Oct. 24. A speaker is scheduled for the 12 to 12:30 period; a bulletin board in the cafeteria and an exhibit in the library will carry the theme throughout the week.

Luau Time Looms Near

"Get your grass skirts, ukeleles, and coconut shells ready for the Luau Oct. 8," says Dorothy McGowan, Junior Class president. The Empire Room of the Beauville Club in Santa Monica will provide the native atmosphere from 9 p.m. to 1 a.m.

The Esquires, well remembered by Mounties for their performance at Frosh Frolics, will supply the music.

Planned annually, the Luau raises money for Junior-Senior Prom to be held May 6.

Luau bids are on sale in the circle for $3.00 to members of the student body.

Mount Receives Chemistry Grant

The Chemistry Department of the Mount has been given a grant of $10,000 by the Public Health Division of the Department of Health, Education and Welfare for research work.

This grant will be used for a study on enzymes for a two-year period. The problem which will be investigated is titled Chymotrypsin Catalyzed Hydrolysis of p-nitroanilides. It was stipulated that the money should be used for the equipment and supplies necessary to carry out this project which is the first in a long range program of study and research on enzymes.

Dr. Hallie F. Bundy, new assistant Professor of Biochemistry, is the responsible investigator. She is a former graduate of Mt. St. Mary's Class of 1947 and has also received her Masters and Doctors Degrees from the University of Southern California. Dr. Bundy has previously taught at Mt. St. Mary's and was a part-time teacher in the Chemistry Department last year. She was also a former member of the VIEW staff.

See *Inside:*

Mount's Own Nixon-Kennedy Debate

What on Ex-President Does

What the College Seal Means

A Fresh Views Green

Careless Drivers Censured

On September 21, Officer Leo Long of the West Los Angeles Police Department came up to the Mount to inform the administration of the many complaints being received at the police station concerning the careless and rapid driving of the Mount students along Bundy, Chalon, Bowling Green and Norman streets. Residents of the area have observed the students speeding around school buses in the morning and in the afternoon. Particularly heavy are the complaints from the Norman Place area where the children play on the street for lack of backyard.

Officer Long further stated: "The parents are incensed over the driving of the students. They blame the school girls entirely. We don't want to have

Colleges to Hear Lecture On Communist Challenge

Loyola University president Father Charles Casassa, S.J., has extended an invitation to Mount students to attend a lecture on Oct. 7, given by Chief Inspector William C. Sullivan of the Federal Bureau of Investigation. Chief Inspector Sullivan, from the National Office in Washington, D.C., has been scheduled by the local bureau of the F.B.I. to give a lecture entitled "Communist Challenges to College Students".

FOREMOST AUTHORITY

Chief Inspector Sullivan, a veteran of 19 years in the F.B.I., and now in charge of F.B.I. research and analysis relating to Communist subversion, intelligence, and espionage activities, is the foremost Federal authority on this subject. "He has lectured to practically all branches of the Federal Government, to all the United States military academies and to many large universities on the Eastern seaboard," says Father Casassa.

CATHOLIC COLLEGES STRESSED

According to Father Casassa, the local Federal Bureau of Investigation is most anxious to have Catholic colleges take the lead in enlightening the Southern California community regarding the serious nature of this communistic infiltration, especially in view of the recent demonetration of communistic activities occurring in a number of the colleges and universities around the country.

The lecture will be given at 11:00; to facilitate student attendance, Friday classes will be as follows:

8:10 period	8:10 to 8:50
9:10 period	8:55 to 9:25
10:10	9:40 to 10:15

Leave immediately for Loyola. Return from lunch by 1:30

11:10 period	1:30 to 2:00
12:30 period	2:05 to 2:35
1:30 period	2:40 to 3:10
2:30 period	3:15 to 3:45
3:30 period	3:50 to 4:20

Music Department Sponsors Concerts

The Music Dept. is sponsoring a new series of concerts every Wednesday from 12:05 to 12:25 p.m. in the Lecture Hall.

The first concert, which was held on Wednesday, September 21, featured vocalists Carmen Tejada and Gloria Left. Mary Lee Polchow, pianist, played a Fugue from Ludus Tonalis by Hindemith.

This series of concerts is being sponsored with the hopes of stimulating musical interest among the Mount students and also to give all music students an opportunity to make frequent appearances before an audience.

In the coming weeks you will be hearing these performers: Maryvon Laumann, vocalist, who will sing works of Pergolesi, Schumann, Godard, and Jerome Kern; Georgina Foerst and Erlinda Caluag will also vocalize.

(Continued on Page 2)



Mary Lee Polchow, Carmen Tejada, and Gloria Left pictured at first of the new Wednesday Concert series.

As We Go to Press . .

Sister Mary John, a sister of the Holy Family, will be offering a class every Wednesday at 12:30 in the Lecture Hall on the Contraternity of Christian Doctrine. All girls wishing to earn a

The next issue of the VIEW will be published Oct. 25; all articles and news items must be in the Publication Office by 3:00 Oct. 24.

Prince Otto of Austria-

Honor System Progresses

The Honor System during the past few weeks has become more and more a reality, with the Honor Committee busy working out a functional plan for use. Realizing that the system will only be workable if it is understood by all students, the Honor Committee has given a panel discussion for incoming freshmen, distributed questionnaires to all faculty members, spoken to all classes, and is presently mimeographing information sheets on the Honor System which will be given out at the Student Body meeting next Monday.

FORMAL PLEDGE

ENCLOSURE 52

'80 Anna Toth works in Uganda with InterAid, a private development program in basic agriculture, gardening, special education and health.

'81 Barbara Kucia received an M.S. in library science from CSU San Jose and is working at Apple Computer, Inc. in Cupertino. She enjoys Silicon Valley lifestyle and occasional skiing.

'81 Corinne Ising Dodge lives in England where her husband is teaching.

'81 Melissa Hayes works in the coronary intensive care unit at Daniel Freeman and just enjoyed a month of travel in the British Isles.

'81 Julie Taguchi is an intern in internal medicine at Kaiser Hospital in L.A.

'81 Diana Rivas Vasquez is a public health nurse for the health department in Valencia.

'82 Lo-Gina Ramos House is nursing in pediatrics at Kaiser Hospital in Walnut Creek since she and her husband have moved to northern CA.

'82 Eroston Price attends the University of Pittsburgh School of Medicine.

'82D Susan Van Buren is teaching kindergarten in Lomita, CA.

'82 Susan Verode was accepted as medical educator for Torrance Memorial Hospital.

'82 Dorothy Bimber Worley was named director of children's ministry and parish visitors at her church.

'83 Ann Albertoni is stationed at the Naval Hospital in Okinawa.

'83 Kim Cianciotto enjoyed a 2 month trip to the Far East, Australia and New Zealand.

'85D Irma Balderrama was named to the National Talent Roster which recognizes outstanding community college graduates.

'85 After successfully passing her state boards, **Patricia Cribbs** works as a staff nurse at L.A. County Medical Center on a pulmonary medicine ward.

'85 Karen T. Graves is in the M.S. in nursing program at UCLA and is specializing in pediatrics.

'85 Lenor Ramirez accepted a full scholarship at George Washington University's National Law Center in Washington, D.C. She speaks Spanish and French and plans to become an international lawyer.



MARY FILES

Three Years of Challenge

What a joy to think about my years at the Mount! I transferred in as a junior and then spent senior year and one more to receive my teaching credentials.

We cared: the times we stayed awake all night quizzing each other for tests; the traffic jam up Chalon Road on Saturday night so our dates could get us in before lock-out; the crazy skits; marathon bridge games in the smokers; the phone ringing and hoping he was calling.

We were challenged: to grow, to learn, to write well (Oh, those Blue Books!), to experience new thoughts, and once they were mastered to understand how they invariably led to other new thoughts.

Linda Williams DiNoto '67

Tea Dances Etcetera

My reflections: riding the school bus for a dime from old St. Mary's Academy on Stanson, all over Central L.A. enroute to the Mount and arriving almost awake for the 8:30 a.m. history of philosophy class. Field trips and excellent training in the social welfare department with the capable Dr. Mary Stanton. The brilliant and well-versed Sister Hortensia, who could expound on any subject. The firm but fair Sister Rose de Lima, a dean always available for consultation and advice. Father Vaughan's stimulating guidance in logical thinking, that we did not fully appreciate at the time. Developing an ability to organize and verbalize in Sister St. Helen's freshman English class. Those Tea Dances with Loyola and UCLA, so awkward but so needed. Expecting a great part in the school play and ending with a silent role as statue of sorts. Climbing up the endless steps in the old Bowl to receive my degrees from the then Archbishop McIntyre. And the warmth of belonging when I return to campus even after 38 years.

Pearl Butler Henzgen '48

ENCLOSURE 53

Mrs. Parker Recalls Early Chester Place

by Pat Foley

Chauffeur-driven limousines in the afternoon and the companionship of three older experienced secretaries was the world Mrs. Fatricia Parker entered when she was eighteen. It was at this time she became secretary to the late Mrs. Estelle Doheny.

Today Mrs. Parker, assistant registrar of the Downtown Campus, can be seen in Number 2 Chester Place, amidst jangling telephones and stacks of mail, always smiling and competent. The Mount thinks of her as a gracious reminder of the fortune that once reigned at Chester Place. A St. Mary's Academy graduate, Mrs. Parker received her twelve years of education from the Sisters of St. Joseph of Carondelet.

Looking back at her days with Mrs. Doheny, Mrs. Parker fondly remembers a luncheon for the Notre Dame football team, held at the Los Angeles Country Club.

A simple day in Mrs. Doheny's secretary consisted of ordering food, handling personal accounts, and sending numerous contributions to charity.

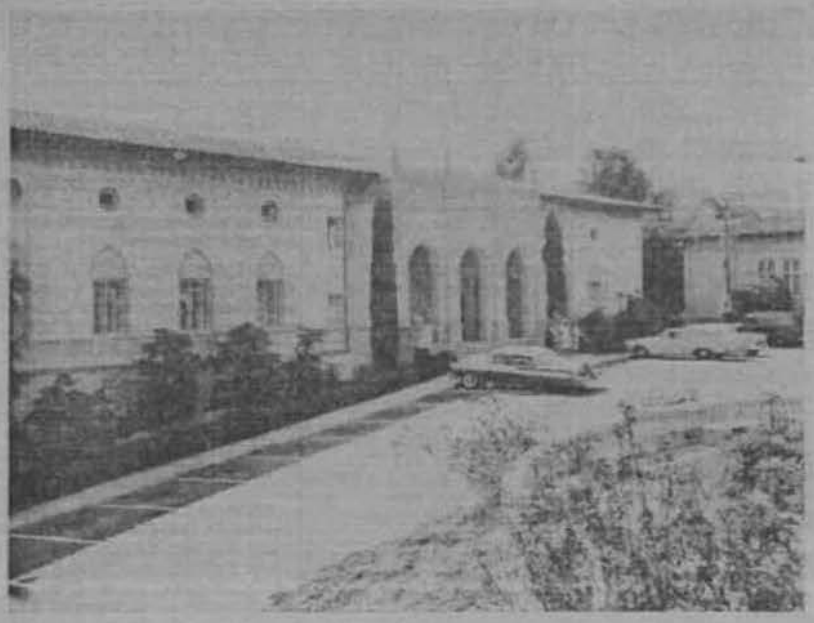
Mrs. Doheny is remembered by Mrs. Parker as a generous, deeply religious woman loved by those who knew her, and held in awe by those who visit Chester Place today. Mrs. Doheny remembered birthdays and holidays with special gifts for everyone, but according to Mrs. Parker that is a small example of the great woman she was.

Mrs. Parker's brown eyes sparkle when asked for her opinion on the creation of a college campus at the Doheny Estate. "I think it's wonderful," she replied. Estelle Doheny was very interested in education even at seventy-six. Each Christmas she gave great volumes to college libraries."

The rooms of the Downtown Campus are to be educational for the role they will play as wives, mothers, and professional women. The changes at Chester Place will be noticeable, but Mrs. Parker hopes Mrs. Doheny's life of service will affect the Mount Downtown Campus graduate.

The Sisters of St. Joseph wish to thank the VIEW staff, the members of the Executive Council, and the Student Body for their recognition of Founders Day and for their expression of loyalty to the Community and to the Mount.

The Case of Purloined Periodicals



The impressive "tower of truth" at Count Libratious in the tiny kingdom by the sea called Montus Stmarius.

by Ann Kilgore

Not so many years ago in the tiny kingdom by the sea deftly called Montus Stmarius, there lived a group of happy, well-scrubbed young ladies. These young ladies were either ladies of the resident caste or errant-ladies; nevertheless, whatever their position, they all had common bonds in the pursuits of sundry things: knowledge, young men, truth, etc. etc.

In this distinguished kingdom there loomed the impressive "tower of truth" or, technically, Comes' Libratious. This was a marvelous place for the young ladies to pursue knowledge —as they had a generally regular habit of doing. In order to make this pursuit as easy and pleasant as possible, the little old tower keeper allowed the ladies to wander throughout the entire premises and to search through all the books and periodicals, be they in the principal room (maius-readibus) or in the valuable research room (starkest). This freedom was usually unheard of in the surrounding castles, but after all, this was a very special place, with, as we are told, very special (honorable-wise) people.

Pain! For although it was strictly forbidden in the Syllabus of Regulations to remove these special books and periodicals from the tower of truth, many of these young ladies became quite adept at doing just that! Soon another pursuit was added to the growing list of student goals. The pursuit of periodicals and reference books. In vain were warnings sent to the ladies. Spurn the Syllabus! Spurn the special privileges! And they went right on snitching and sneaking.

And so it came to pass that the tower of truth became rather barren ground for all these searching for truth. Relieved and exhausted, the little old tower keeper (that is, librarianess) decided to make it HARD, you hear me, HARD for any young damsel to make off with the valuable materials. Soon she got some rope, and a little table (and a Duncan Phyfe chair from the Treasure Room) and she set up a (shudder) CHECKPOINT through which all the young ladies would have to pass when they left the tower. There, they would be searched, like (shudder) common thugs and thieves, to make certain that they were not disobeying the rules.

(Dum! Things did not go really with the checkpoint round. Students slipped into their classes late. Appointments were missed. Everything seemed to be slowed down to a crawl. Finally one day we had the only way to prove the hideous theory by the (shudder) (honorable-wise) ladies of Montus.

So what can be done? What could have been done? Methinks it is up to the young damsels to think about the situation (in effect, October 29). The moral of this story is who knows? Methinks that we shall have to think about that, too.

Loyola Presents 'Inherit the Wind'

One of the greatest courtroom scenes in courtroom drama will be enacted on the stage of Loyola University's Saint Robert's Auditorium, when Loyola's Del Rey Players, under the direction of Mr. Warren Sherlock, present **Inherit the Wind**.

Written by Jerome Lawrence and Robert Lee, the Broadway play ran for two seasons with its stars Paul Muni and Ed Begley, and was later made into a motion picture which starred Spencer Tracy and Frederic March.

The basis of the play is the famous "monkey" trial of John T. Scopes, a twenty-four year old school teacher who had taught Darwin's theory of evolution in his classes. For this he was accused of violating a Tennessee statute which refused the right to teach any theory that contradicted the story of divine creation as depicted in the Bible.

The play is neither a historic account of the trial, nor is it a character study of the two famous lawyers involved. Rather, it is a dramatic portrait of the conflict of two brilliant men, Matthew Harrison Brady and Henry Drummond, whose prototypes were Bryan and Darrow.

Among the Del Rey Players starring in the production, under the moderation of Reverend R. A. Reed, S. J., are John Derr as Brady, Dennis Weaver as Drummond, Phil Hinson as Cates, Mary Jo Tiesi as Rachel Brown, and Mike Flanigan as Hornbeck. Publicity for the event is being handled by Pat Kappa Theta sisterhood.

Performances will be on two successive weekends, November 8, 9, and 10 and November 12, 13, and 17, at 8:30 p.m. General admission is $1.25 and only 50c for all students. Tickets may be purchased at the door or ordered by calling OR 0-1370, extension 242 or 251. Tickets will also be sold on campus starting November 5.

Speeder Pays

by Michele Mayotte

Two policemen had to leave their posts on the most dangerous stretch of road in Los Angeles to catch a speeder on campus one Saturday ago.

The speeding on Trinity Drive was Norman Chow, but have no fear, as to prompt residents of those streets to withdraw to the Los Angeles Police Department.

There was a shortage of officers in the department and they complained, "It's necessary for the few on duty to accident certain areas in order to take care of others."

The four mile stretch of Stradella from Sunset to Mandeville is the most dangerous road in Los Angeles. There have been eight persons killed there already this year and countless more have been injured.

The Stradella night speeder was not only doing 65 mph in a 25 mph zone, he was also preventing others from preventing another death or accident.

That's an awfully expensive duty isn't it?

Less Than 50-50 . . .

Since it's already the eighth week of school, we thought we'd celebrate it's home week and check up on some of the favorite haunts of yesteryear. There are quite a many favorites so we split up and half of us took the favorite haunt of yesteryear and the other half took the favorite haunt of yesteryear.

The results were both gratifying and disappointing. There are no longer at least two tables of bridge going in the caf. As a matter of fact we were hard pressed to find a fourth. All seem to be in the library, as were the students. The pool is still teeming with life both within and the swimmers variety. This is mainly due to the weather, which is an unpredictable as ever.

One thing bothers us about the empty caf: why people who usually aren't attending lectures and functions, are not in the library, and not in the caf. Where do they go???

Doheny Day . . .

(Continued from Page 1)

Downtown Campus' second registrar.

After the death of Mrs.

ENCLOSURE 54

GUEST EDITORIAL

Rationalize

One of the characteristic traits of human beings is -- that for better or worse they tend to generalize. When they see a delinquent teenager they assume "all teenagers are delinquent." When they see a flighty woman driver, they assume "all women drivers are flighty."

So too when people see one girl or boy from Mount St. Mary's College deliberately disobey and disregard the personal appeal made by Sister Rose Cecilia concerning the speed limits and the traffic conditions peculair to streets leading to the college -- they tend to generalize. These people, the residents of this area, generalize in three different ways:

1. ALL the students of Mount St. Mary's continue to break the traffic regulations;
2. That the students of Mount St. Mary's have no respect for authority;
3. That Catholics are not obedient to their superiors.

Whether we think that these generalizations are fair or logical does not matter. What does matter is that they do exist. They exist because there are enough disobedient, selfish and inconsiderate students at this college to feed this opinion to the people who are residents on Bundy, Chalon, Normandy and Barrington.

I would say that the situation is pretty serious when the people who live on these streets have to register formal complaints to the college. Formal complaints because the students persist in speeding, persist in turning left where a sign explicitly says right, persist in disregarding constituted authority. And I would say that the situation is a lot worse when parents have to organize mothers to stand by groups of children to protect them from the drivers who are rushing to the college in pursuit of higher education.

I am taking this stand not only as a student of the Mount, and as a student who used to speed up these streets, but as a student who financially cannot afford to pay $450 a semester to a college which, if this situation keeps up, will have no reputation worth repeating.

I appeal to you as students of a fine college -- a college which has a good reputation, a college which does not deserve any other kind of reputation because of a handful of selfish and inconsiderate students.

I am not a mother so I cannot tell you exactly how those parents feel. But I do have two nieces whom I love and I know what I would feel like if they were needlessly run down.

The time for talking is over. The time for action is now at hand.

I appeal to you not to sit back with the self-satisfaction of "Well I don't speed so that's all I can do." No! No, that is not all you can do. Along with this you can talk to your friends and your friends' friends. Ask them. Plead with them to observe the rules.

If the present situation keeps up a child may be hurt, maimed, or killed. If this should ever happen all of us will be responsible. No amount of rationalization will take that sick, nauseating feeling away from us. That sick feeling will keep repeating -- "Perhaps if I had done something, said something, this would not have happened." For that feeling there is no remedy.

There is a way to prevent this awful thing from happening. Together we can prevent any further discredit to the college and to ourselves. The choice is ours. And it is up to us to decide Mount St. Mary's reputation.

Louise Inez Del Arroyo

Ed. Note: The opinion expressed in this article reflects not only the opinion of Miss Arroyo, but that of the VIEW staff.

Great Pumpkin Wanted

Once upon a time in the days of the Great Pumpkin when I was a young child confronted with a frustrating situation I would inevitably say, "I don't want what I want."

Things are different now. I know what I want. I want to communicate information and ideas. I want you to communicate with the college community and with me. I want you to tell me what your club, what your department, what you, yourself are doing and thinking. I want the VIEW to encourage the students to become thinking individuals and articulate members of the community.

But before you are able to communicate your opinions and your news you must be informed of the VIEW deadline. A note on the blackboard opposite the cafe proclaimed the deadline for this issue. The notice was not too effective, but it was all the VIEW staff could do.

I wanted to communicate the deadline date by using our newly-purchased poster paper and colorful felt pens.. Somehow that stack of poster paper and six felt pens disappeared

Letters...

To The View:

These are the [illegible] beautiful [illegible] the view. We enjoyed [illegible] and [illegible] [illegible]

Thank [illegible] Bernard [illegible] Mary's Academy

[illegible]

Two States of Life

There are two admissions which mankind must make about the world in which he lives, namely, that creation is good, and that creation is fallen. Because creation is good, man must live gladly in it. He must learn from it to know God, he must make out of it something of beauty, he must have hopes and dreams for it. Because creation is fallen, man must draw back from it. He must weep over it, he must suffer with it, he must pray over it, he must have hopes that if not altogether by means of its own power -- grace too is needed -- yet not without its collaboration, creation may one day find its perfect consummation.

The two admissions are not contradictory, but they are, in a measure, contrary. The same people cannot fully embody both admissions in a single way of life. Some must adopt a way of life that more fully admits the goodness of creation. Others must adopt a way of life that more fully proclaims the helplessness of creation. Between them they void the whole truth.

One way of life issues in the "lay" state in which the rule is that one engage in human enterprise, seek human love and parenthood, exercise independence and freedom. The other way of life issues in the "religious" state where the rule is that one renounce trade and industry, forego partnership and parenthood, renounce liberty. The two ways of life, united in worship and prayer before God, proclaim the crossed character of the present time in which the wonder of creation is intersected by the tragedy of the Fall. Hostility between the two states of life makes about as little sense as does the battle of the sexes. Each has its place.

FATHER O'REILLY

SQUARE

I am a square.

Actually I'm not asking too much -- just a little understanding.

You see, I have this problem...modern society.

I don't like the rat-race, pre-fab existence being forced upon college people today.

I don't like the rah-rah, fraternity party, T.G.I.F. existence currently symbolic of college students.

I'm tired of seeing people sacrifice their beautiful personalities in an "escape" into bottled oblivion. I want escape too -- but why into something so insignificant.

I'm tired of labels which turn individuals into a "frat man," a "loser," or a "cool head."

I want time to put away the Ban the Bomb posters; to closet the Kool-Aid-Yucka-pyuch set; to silence this screaming freeway civilization.

I want to be able to express my opinion quietly, removed from the "protest in pursuit of notoriety" cliques.

I enjoy quiet Friday nights in the companionship of a good book; dates spent over a cup of coffee, learning of the majesty contained in another human being; long walks on the beach alone, removed from the rush of life, yet not lonely; time to see, not merely look; time for realization.

Some weekend when I say, "No, I'm not going to the party," don't stare quizzically at me and offer me a blind date. Perhaps I don't want one. Perhaps I have chosen my escort for the evening -- a depth author.

I'm a square.

Don't laugh, just tolerate me; don't persecute in your ignorance; don't try to pare

ENCLOSURE 55

Catastrophe

Human history becomes more and more a race between education and catastrophe. If the student fails to commit himself to free inquiry, then this catastrophe may explode into a civil rights crisis in our country.

Our liberal arts colleges are the vanguard of the advancement and development of human thought. The development is nourished through free inquiry, that is, by carefully examining all sides of a question. This free inquiry concept is crucial to education. We are now in a formal educational structure, but this structure is simply a catalyst in our search for the meaningfulness of man. As students we are engaged in the personal discovery of the ideas of man and the things of his world. We are gaining insights into man's nature through classroom lectures and books. Our commitment in the college community is to achieve that delicate balance of standing critically apart, yet maintaining a relevance to our democratic society.

The Mississippi situation is a direct inverse of free inquiry. The prejudice, the racial immorality that exists in Mississippi could not flourish if Mississipians believed in seeking the truth in a spirit of free inquiry.

As college graduates we cannot shrug our shoulders and say, "Things are rough in Mississippi." We are in a brief period now of standing critically apart. But the total experience of education is more than this. Our student role is to delve into the nature of man. Once we know what man is, we can perceive the relationships between man and government and man and man. After we recognize these relationships, we must judge and act.

Free inquiry expands from the formal educational structure to a life time commitment of open-mindedness. Seeking truth through free inquiry can inspire an unprejudiced society. You may choose either free inquiry or complacency. Your decision may decide the catastrophic race.

mcg



Micropolitics

One of the desirable features of a small college is that many problems of learning, teaching and administration can be approached for the most part informally, on the personal level, without bureaucratic and legalistic apparatus, formality. This happy possibility tends to disappear when students are numbered in the thousands, faculty in the hundreds, and administration in the tens. Questioning is replaced by the questionnaire. Argument gives way to rule/statutory Procedure. Personal decision moves in the direction of judicial process. The particular problem is strained through the general sieve. All the apparatus of the forum and the courts invades the academy, where people should learn to be human they are taught to be juridical.

A small college is dedicated to the difficult proposition that the tools and weapons which are a necessity for justice in the outer life of the city are better left outside the door of the home, the school, the place of work, the Church. Not that formal procedure is abandoned but that its rule is minimized. A Catholic college is dedicated to the still more difficult proposition that the failure, real or imaginary, to find justice or love at the interpersonal level - always a possibility in the small society, can any wife or husband, father or child, teacher or student - can just as well be a redemptive instrument to be grasped at as a destructive blow to be averted by recourse to quasi-legal structures.

How foolish, then, it would be to model the structure of academic society at Mt. St. Mary's after the pattern, say, of Berkeley, the small, the personal, the Christian after the large, the impersonal, the secular. How delightful to hear - from Santa Cruz - of the reemergence of small colleges on a state campus.

father o'reilly

Clarification

The library policy regarding lost or overdue books and unpaid fines that are not cleared by final exam time is similar to that of most institutions of higher learning. This policy is that grades or transcripts will not be issued from the Registrar's office until such accounts are cleared. This is a protective, that is necessary and is used by other colleges and universities across the country. We regret that this kind of action is needed but until the honor [illegible] will remain [illegible]

sister catherine anne

Views reviewed

Dear Editor:

Happened to see the December 11, 1964 issue of your paper and was delighted to see the fine article that Miss Caggiano wrote regarding our Red Cross College Board. The Mount certainly deserves recognition for the many fine projects it has undertaken and the countless people it has helped.

I was especially thrilled to see the names of Sheila Le Blanc and Ann King mentioned.

As you probably know, Ann was the 1964 Blood Drive Chairman and is responsible for the very successful drive you had on campus last December.

Sheila has been active with Red Cross since high school, has been a representative from the Mount for three years, is presently serving as secretary overseas. Her devotion to helping others and her involvement in the community has set a fine example for others, and we share your pride in having such an outstanding young lady on your campus.

Enclosed you will find a synopsis of your proposed Red Cross Campus Center which is being considered at the Mount. We would be very interested in your ideas and suggestions and those of your fellow students.

We appreciate the fine job done by your staff, and look forward to working with you in the future.

Sincerely,

(Mrs.) Rae Gruber,
Field Representative
Red Cross Youth

Dear Editor:

In your November 24 editing you printed a provocative letter from Sister Catherine Anne in which she invited a Mount or at least a date to study and debate the ideas in Friedan's Feminine Mystique and McGinley's A Sequence in her Shoe.

In my naivete I simply sat back to wait for the rush of at least the English majors who would be battling for the opportunity.

Just where are all these individuals of various fields who are overlamingly bemoaning about the lack of intellectual stimulation on campus? I have discovered in my years of existence that one can always find time for that which one sincerely desires - so don't tell me there was no time!

The alternative? You figure it out.

Sister Patricia Clare

Traffic again...

Traffic lawlessness can become an epidemic at the Mount. Last November the VIEW staff joined with Louise del Arzaga in urging students to drive cautiously through the residential areas.

Today we remind you again that speed laws and stop signs are reasonable demands. Twenty-five miles per hour is the speed limit in a residential area -- even if you are late to class or in a hurry to get home. Stop signs mean stop; they are not yield signs. Police officers have reported that Mounties have trouble reading the sign at Saltair -- it says stop.

Although driving to and from the Mount takes a very small portion of your day, this is the only time that the residents of Dundy, Norman Place and Saltair see you. They have no way of knowing the delightful things about you -- that you smoke their brand of cigarettes or that you are an avid James Bond fan. They see you briefly as you zoom past their homes and they form their judgement of you and of the Mount from the brief encounter.

Let your observance of the traffic guides convince our neighbors that we are concerned

World-mindedness urged through planned reading

Catholic Book Week

From February 21 to 27 is Catholic book week this year. Its theme is "Books, Yes, as the World." College students have the opportunity to browse through thousands of books which would widen their horizon. Books on Bible to celebrate books in some ways. Catholic book week, [illegible] library week, etc., we should act as a reminder to read more, more and to read in various areas. Discovery does consume a great part of a student's time but perhaps will carried planning a certain quantity time could be set aside, if not every day, during the week for [illegible]

[illegible]

Brown, R.E.
Commentary on Romans

Colby, V.
American Culture in the Sixties

Lansing, M.H.
Directions and Answers on Communism

Rand, C.
Black, White and Gray

Rodman, F.
Latin American Church and the Council

Lucas, J.
Letters from the Peace Corps

Ward, Barbara
Women in the New Asia

Willcox, W.B.
India, Pakistan and the Rise of China

Zahn, G.C.
In Solitary Witness

ENCLOSURE 56

Do You Have a Right to Turn LEFT?

Officially, there is no law that you have to drive down from the back of the chapel at a certain speed. The "No Left Turn" sign at the bottom is not mandatory. You could ignore it; the vast majority do. Very few realize that there is an unwritten law that you go up Norman Place and come down Chalon. This is to prevent congestion. Very few know it.

Again, I say you have not broken any local laws. But WE HAVE violated the laws of safety and courtesy. Norman Place is not the Indianapolis Speedway. There will be no prize at the end. Maybe you will make your class on time - - MAYBE!

There have been more near-fatal accidents at the two blind curves on Norman than any other place. How many times have you gasped at the racing car pointed at you driving around the curve? How many times has he at you?

It's not as if you or I had violated these courtesy laws a few separate times and that's it. But **everyone** has done it. What happens when one day we all do it together.

We are beginning our future at the Mount. Let's not end it there!

Letters From Vietnam

Would you be interested in writing to a young Vietnamese boy or girl? Kathy Kimball, editor of the VIEW, has received the names of six young Vietnamese who want to learn more about America and improve their English through correspondence. For addresses and hints about their varied interests and personalities, contact Kathy in the VIEW office.

Their names are:

Le Van Dong	Age	(25)
Phan Minh Bong	Age	(19)
Bui Can	Age	(18)
Nguyen-Thi-Hong	Age	(13)
Hoang-Thi-Phuong	Age	(17)
Dao-Thi-Minh	Age	(19)

Letters From QUESTING COUNCIL

By Carole Herrick

Hardly have we dusted off the remnants of summer before new ideas visit us. And ideas don't come alone, they bring questions. In student government, now in full swing under its new management, the question is: how effectively is the new merger between Campus Council and Student Board working?

Background

In May of last year an overwhelming majority of voting students were in favor of effecting bi-monthly joint meetings of Student Board and Campus Council. Previous to this time Student Board, which consists of the class and student body officers, met alone to determine student policies by legislative vote. Meanwhile Campus Council, in which all the club presidents on campus participate, simply expressed opinion and aided each other in communication. The only link between the two groups was the Vice-President who presides over Campus Council. It was her duty to bring back the opinions of the members to Student Board.

However because of infrequent meeting times and indecisive policies concerning the council, its members were largely ill-informed on campus issues and uninterested in expressing views.

It was hoped that bi-monthly meetings of these two political bodies would provide for better coordination and interest. The effect of the first meeting has been dramatic. Interest was definitely aroused as tempers flared and the previously unheard voice of Campus Council rang out.

Initiation

September 8th the meeting began quietly. The members of both groups arranged a circle of chairs in a classroom.

As evaluation of the Academic Convocation began the meeting. Very few members of Campus Council felt urged to voice thier opinions. Several lines further down the agenda was the main interest of the clubs. For the first time they could voice their views about their budget requests. MUN and the Mount Singers presented request for significant increases. Undeniably, the clubs were in need of money - - but should it be given to them by the student body? If so, are the funds available?

Following a heated discussion was a cool decision to continue with the agenda, leaving the ultimate decision to the voting members of the Board.

Was this first meeting a success? Were the issues and viewpoints sufficiently aired? Student reaction varied greatly.

Response

Marie Vat Ilaricom, president of SCTA, expressed approval. She regarded it as her first experience of so many people and issues on the campus. Although

(Continued on page 8)

McLuhan Electrifies Man

Excerts from "New Technology" By Marshall McLuhan

My friend, F. John Culkin S.J., has pointed out that although we do not know who discovered water, it was almost certainly not a fish. Anybody's total surround, or environment creates a condition of nonperception. At the same time it creates a clear image of preceding environment or situation. It is the preceeding environment that is taken to be the present situation. It has been said that the "future of the future is the present." Only the artist, however, has the courage or the sensory training to look directly into the present. Wyndham Lewis said years ago, "The artist is engaged in writing a detailed history of the future because he alone is capable of seeing the present."

At present we are on the verge of a large change-over in our entertainment industry. Like many large changes, much has been hidden from view until the 11th minute. The American public is about to enter the entertainment industry as a participant. While attention remains riveted on the rear-view mirror of audience ratings and packaged programs, the audience in fact has moved ever closer to an active role. Vision of this spectacular flip has been obscured by many factors including a misunderstanding of the quiz shows and their fate. A few years ago the American public had a sense of involvement in the quiz shows. Suddenly they learned that the shows had been "rigged" and that they had really been left out of the act all along.

Quiz Kids

With the aid of punch cards and computer processing, it is now possible for millions of people to participate directly in programs in prime time. That is to say, large audiences can be hyped in prime time in top problems in the sciences. Robert Oppenheimer is fond of saying, "There are kids playing here on the sidewalk who could solve some of my toughest problems in physics because they have modes of sensibility and perception that I lost forty years ago."

The greatest scientific discoveries appear quite simple in retrospect. The greatest differences in science would appear equally simple in two or three members of an audience of thirty millions. What eight or nine itself becomes an actor in the show. For some time the world of business has taken on the character of showbusiness. The idea of the audience as passive is a good bit of rear-view mirror **hindsight**, a **sort of derriere pensee.**

Quite apart from the entry of the audience as work force to end all rating systems, there is a similar reversal that is becoming apparent in the educational establishment. After centuries of stress on instruction, we have begun to move into a world where education becomes a form of discovery. Today it is the environment itself that is made of information. The world outside the classroom is so loaded with data that Jacques Ellul has observed that the twentieth-century child works harder than any child who ever lived. Sheer data processing confronts the ordinary child with a situation of information overload for which the instinctive response is mythic pattern-making. That is to say, the ordinary young person in our electronic environment moves naturally into a habit of myth-making as a way of coping with an environment made up of information. It is this habit arising from a deep need that is so strangely at variance with the world of the classroom and the curriculum where knowledge is still arranged in unrelated categories.

The psychic strategies needed to cope with information overload make the curriculum and the classroom seem ludicrous and remote to young people accustomed to TV and the electronic environment. What would seem to be indicated is that instead of undergoing a process of stencilling and instruction, the student population is ready to turn to the arts of discovery and investigation. Small teams of students can be assigned to look into large varieties of problems that concern the entire community. The techniques of Peace Corps are quite as relevant for our own world as for distant places. What is so magnificently right about the Peace Corps is that it is a totally involving process. If our classroom and educational procedures were extended to the Peace Corps, it would collapse at once.

The world of the Happening out that he was the criminal.

Under electric conditions the seamless web of human involvement becomes as obvious to specialized men as to tribal men. An electric world is an all-at-once world. That is to say the world in which the meaning is a Happening. Back in the 1920's there used to be much concern about the "meaning of meaning." At that time the discovery that the meaning was not statement so much as the simultaneous interaction of many things came as an exciting surprise.

"Medium is the message"

When I say that "**the medium is the message**," I am merely stating the fact that the "meaning" is a Happening, the multitudinous interplay of events. I have found sometimes that it helps to say: "The medium is message," because the medium is a complex set of events that roughly handles and works over entire populations. It changes their postures and their outlook.

The human need to learn by going from the familiar to the unfamiliar, brings us into a trap whereby we are unable to make direct contact with the unfamiliar except by pretending that it is something we have already experienced. The consequences of this form of self deception were severe enough in simpler ages when events moved at a relatively slow pace. In our instant age the rear-view mirror approach is as impractical and pointless as it would be in a space capsule. One of the effects, therefore, of the great speedup of change in human arrangements is well expressed in the popular

(Continued on page 8)

FEEDBACK

what's your opinion?

Now that classes are an hour long instead of the usual fifty minutes, a ten minute "pause to refresh" is hardly adequate when a student or teacher has three or even four classes in succession. Therefore, I suggest a twenty minute break from 10:10 to 10:30. Since there are no classes scheduled from 12:30 to 1:50, it seems that ten minutes subtracted from this time period would not impose an in-

Keep It Cool

By Father Hayes

The appearance of a stranger in this space need not be cause for alarm. As you know, Father O'Reilly is engaged in a contest with his medics and has conceded one point to them by cutting back on some of his activities. So this space in the VIEW will have, from time to time, some visitors. Actually this column was supposed to have been Father Kelly's offering, but his heart has not recovered from the jarring blow of his return from three months in Ireland and its satellites - and he cannot yet contribute as he would like. Father Curran was also in line, but he exercised the privilege of rank and since he is my Prior, you will find my bon mots here this issue. As Harry Truman liked to say, "the buck stops here."

As you begin a new academic year, and one that promises to be an interesting, if challenging, one for all of us, I suppose your thoughts are turning in many directions - like the two-edged sword - I hope (pray - I believe) that both the practice of our religion and the study of theology are thoughts paramount in our minds. It is in this connection that I would offer some observations that have been turning about in my mind lately. There is a tendency today to yield to a temptation that is not new, but is particularly appealing for our present generation. As young Americans look around them, they see a restless society. Many problems vex us and because of their complexity they can bewilder some of us. The issues of war and peace, civil unrest, social reforms are discussed on so many levels; but the discussion is often carried on with frayed tempers, violent language and an impatient urge for instant solutions. In the process many sweeping generalizations and gross oversimplifications are made. It is here that our practice of religion and our study of theology can help us. It can help us to keep our cool. It can remove the discussion of great issues from the arena of turbulent passions to the altar of God and the forum of calm and objective investigation and dialogue. In various conversations with members of the present generation, I often find that the heat of passion and distress with the problems at hand makes for a kind of intellectual fever. Wild statements, mammoth generalizations, and a distortion of the question seem to run rampant, in the minds of many. Rash judgments coupled with a lack of understanding of what "the other side" is saying and meaning make true communication of ideas impossible. What we need is more sympathy and less antipathy.

Mark Twain, in one of his immutable analogies, tells of the cat that sat down on the hot stove lid. That feline creature will never sit down on the hot stove lid again but she won't sit on a cold one either. If we, either in the practice of our religion, or the study of theology, react to painful experiences we might have suffered by a total rejection, we will miss what is both

ENCLOSURE 57

SLIDING AWAY

by Joyce Hampel

"Please move your car; it's about to slide down the hill." Perhaps that statement is startling, but to Mount students it has a double meaning.

True, the lower parking lot is slipping away and may soon be part of the "great ravine". But dozens of cars "slide" down the hill every day, heedless of pedestrians, parked cars, and falling mountain sides, gaining brake-free speed as they go. There is only one difference between the two — rocks just fall, while cars have supposedly intelligent drivers behind their wheels.

A few years ago, a controversy arose over the "No Left Turn" sign near the House of Studies' driveway. What it meant was uncertain, and people continued to make left turns, but at least drivers were *aware* of traffic signs.

Later it was suggested that the center striping be repainted along Chalon Drive. Again students showed a concern for traffic safety. But that too was a passing thought. Now one can drive down the middle of the street with no reminders of what side one *should* be on. So why worry about it?

The biggest issue was yet to come. The overwhelming complaint noted on student questionnaires was the inadequate parking. Something simply had to be done, and it was. Construction began on a tri-level, $80,000 parking lot situated behind the Mount swimming pool.

But what of the people who hoped to take advantage of this facility? Would the added space increase the difficulties we have now?

To illustrate: the tennis courts are now being used for student parking. The courts have only one *entrance*, serving also as an exit, but some people have discovered yet another use *for* it. They *park* there, too, and the ease with which they can get in and out of the lot is truly amazing.

Drivers also get a peculiar enjoyment out of the agility of many Mount students and Norman Place inhabitants who leap out of the way of cars bearing the Mount emblem. Try walking down the hill some day, and see if your attitude of driving changes any.

So much for a passing thought. But, by the way, please move your car. It may become the victim of another "sliding" object.

LETTERS TO THE EDITOR

Upcoming Choices Are Serious

Dear Editor,

It is time for Mount students to take account of where our student government is going, the actual needs it is fulfilling, or perhaps, should be fulfilling.

We have taken the first step by passing Proposition Inside-Out. We have courageously admitted that the things we are enthused about are not coming from student government as they should.



We have decided that student government must concern itself with the total co-curricular spectrum, rather than segmented social, cultural, and religious activities.

Our moments of choice are very serious NOW, not so much on account of the [illegible] thought-process involved in weighing all of our alternatives, but rather because there is danger about — danger that soon it may not be equally in our power to choose the direction we really want.

Sincerely,
Carol Lohrer

Student Asks "Why Not?"

Dear Editor,

Today is the day to ask "Why Not?" Since the constitution has been suspended, I propose to get things going first by representation through communication, and to plan to have representatives from different departments attend meetings.

Chairmen should be appointed for social, academic, cultural, [illegible] also necessary. Pride in the Mount can be instilled by a yearbook and intercollegiate meetings. Communication with "off the hill" life and information on activities in the L.A. area should also be provided.



Last and most important, I think sensitivity to the students' needs should be a part of student government, to be able to see these needs and initiate programs to answer them.

I ask you WHY NOT?

Sincerely,
Carla Mahey

Almost Candidate for Student Body President

[illegible] student body elections [illegible] a surprise [illegible] as Kenneth Geisinger, Director of College Relations, announced his candidacy for Student Body President.

He pointed out that the newly approved Proposition Inside-Out had not provided for an election committee or method of electing the [illegible] officers for next year. [illegible] anyone could run for office.

When asked why he withdrew from the presidential race, Geisinger replied:

Dear Editor,

About the time the 29th person was eagerly signing my petition for Student Body President, it suddenly struck me that I might be elected! Then, what would I do?

Immediately I sought the [illegible]

... And More Letters ...

Evolving Role of Student Government

Dear Editor,

What about student government? How can student government remain static when dynamic changes are affecting every other aspect of the college?



Is our form of student government relevant? What changes are necessary to make it a vital representative of the students?

This year the questions are being asked: next year they must be answered and implemented.

Elected officers alone cannot carry out these tasks effectively; it will take a cooperative effort on the part of every student.

I believe that one of my most challenging responsibilities as Student Body Vice-President will be to encourage students to voice their opinions on the type of student government that they feel is relevant.

It is only through a convergence of questions, criticisms, and constructive plans that we will be able to revitalize student government.

The function of student government is evolving. The officer can no longer be content to carry out two or three prescribed duties.

Next year holds the promise of being a year of action, not words.

Sincerely,
Kathy Stein

Challenges Seen as Many in Coming Year

Dear Editor,

In my role as A.S.B. Secretary, I hope I can continue and broaden the leadership in effect this year.

The implementation of the new structure will be a challenge — see what we can make out of nothing! It will be a challenge to us and to the Mount as a whole.

Without the support of each interested student, the new structure will emerge as meaningless as the old.

Proposition Inside Out was passed by the students, and now we are in charge of proving that proposition valid.



One of the secretary's roles will be to keep the Student Body informed of changes as they occur. Each innovation will reach your ears as quickly as it reaches [illegible]

Challenge Seen as Exciting

Dear Editor,

Until April 10th, a program of organized planning concerned only the academic aspects of the college. Now we have a chance to extend planning to student government and student life.

Due to our departure from a rigid constitution, it has become impossible for any officer to traditionally outline her duties, and promise faithfully to fulfill them.



It's much easier to have your responsibilities in the form of a list that you can check off, one by one, *but it's challenging and exciting to create your office in response to student need.*

This is the function I see for the Mount's interim government. We are limited only by our imagination in working for a meaningful student government.

Sincerely,
Monica Spillane

Tomorrow's Difference Depends on Today

Dear Editor,

Nothing's going to be different, exciting, or even mediocre tomorrow unless we start making things that way *today!*

Students seem to be using energy, effort, and enthusiasm to make themselves happy. Almost everyone's willing to do that.



What's amazing is that while people work to make themselves happy they usually end up making others happy too.

This characterizes the great potential we have to make ourselves "relevant" to the future of the Mount. We simply meet the demands of our own interests now, devising ways to do so if no ways already exist; and the traces of our successes will echo into the future.

Thank you,
Donna Pannone

Structure Change Could Change Attitudes

Dear Editor,

Although the whole college is moving forward at an unbelievably fast pace, student government on this campus has become obsolete.

The fact that the present student structure is outdated can only be blamed on the students themselves.



What the students on this campus need is not "student government" but "student representation," which would instigate new, fresh ideas and programs to better serve student needs.

Hopefully, this change in structure will also bring about a change in students' attitudes of and involvement in the Mount itself.

Donnette Gill
Thank you.

Necessity for New Class Structure

Dear Editor,

During this next year, the Sophomore Class may experiment with a new form of class structure.

Small meetings of the sophomores in each specific major academic area will take place to suggest ideas and plan activities.



One representative from each major area will serve on the Sophomore Board, to present ideas to the other major reps, and plan the agenda of the next class meeting.

At the general class meeting,
(Continued on Page 4)

THE VIEW
Editor — Joyce Hampel
Page Editors — Maria Gutierrez, Janie Gustafson, Palma Nitti
Staff — Frances Campbell, Kathy Johnson, Teri Kreder, Barbara Kingman, Diane Reiser
Business and Publicity — Susan Handa
Photography — Jeannine Sherman
Cartoonist — Sharon Smith
Advisor — Mr. James Antonelli



ENCLOSURE 58

Social Life At MSMC?

By Lisa Kunhle

A college education should provide a broad experience for the student, including a well-rounded academic program and varied social experiences. It is the role of the college administration to provide these opportunities, especially at a single sex campus.

The student entering Mount Saint Mary's College, whether freshman or upperclassman, anticipates a full social picture created by on-campus events. Part of the anticipation is based on 'advance publicity' through the college catalogue showing numerous coed social situations. Additionally, a visit to the campus is an orientation experience conducted by a resident student who further embellishes the social picture in the mind of the potential student.

"...the sales pitch of the college brochures and guides was grossly misleading..."

The period between anticipation and reality can be brief, and it is a rude awakening for the incoming student to discover that the sales pitch of the college brochures and tour guides was grossly misleading. One student told of her expectations of the Mount student as 'rowdy girls' who spend a great deal of time socializing with UCLA men. Unfortunately her expectations were unmet, and she added, "I soon realized that I had to go out and look for a social life if it wasn't going to come to me."

"...dances' success rests on turnout of males..."

The number of events planned by the student government social committee consists of a few movies, primarily for the enjoyment of resident students, and several dances whose success rests on the turnout of males from nearby campuses. According to the A.S.B. Social Master Calendar, only seven dances are remaining, and a retreat is scheduled for the spring, making this only the second dance held this school year. This evidence is discouraging.

But why is the situation so bleak? According to Dr. Cheryl Mabey, Dean for Student Development, it is the physical isolation from the rest of the city, and the fact that the Mount's a single-sexed campus, one of the few of its kind left. Not too long ago, the school's ties with the then all-male Loyola Marymount University were

It is the physical isolation from the rest of the city... that makes the situation bleak

very strong. Today, however, Loyola is a coed institution, and it is no longer to their interest to keep the close ties with the Mount, due to their high enrollment of women.

Dr. Mabey sees the climate of academic competition as another reason for the social deficiency. "If there was no great emphasis placed on competition, then the Mount students would probably live at UCLA," she says. "But because of this competition, we don't have the time to spend down there."

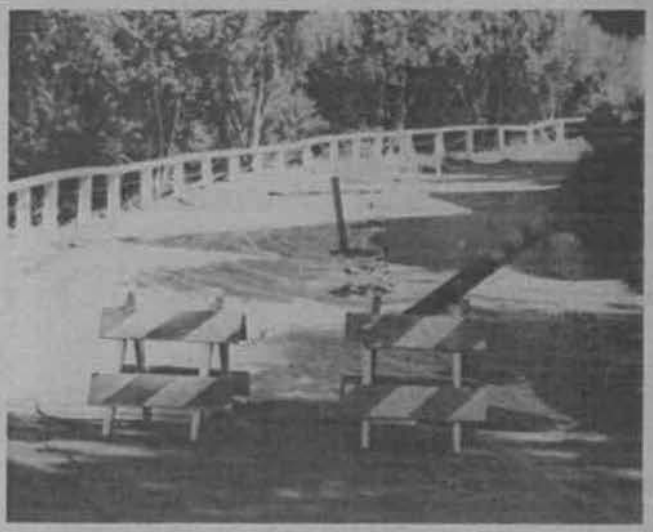
A college that has hundreds of students on its roster has a responsibility to develop and initiate co-educational programs on campus which will encourage and develop dating, not discourage it. One salvation for the situation would be the replacement of the A.S.B. Social Committee with a social director on campus who has a direct link with major surrounding schools. That position could only help strengthen the weak social situation. An important key to the success of this idea would be the continued administrative and student support, as well as extended services of the shuttle bus. Only when the

"...key to success would be the continued administrative and student support..."

students maximize the use of shuttle bus will its efforts be a complete success.

It is obvious that institutionally, we must make more connections with other colleges and universities. Dr. Mabey feels each student must come to grips with the fact that one won't be stumbling over men on campus. "Granted, we must have resources," she said, "the men aren't coming up here, we have to get out and integrate."

The students deserve a break — a more well-rounded social environment. isn't it time steps were taken in that direction?



The Mount is undergoing inspection for dangerous cracks in its roads. Core samples are currently being taken to aid in a speedy solution to the sagging road.

Speed Bumps 'Drive' Students Mad

Many Mount students, as well as faculty members are discouraged by MSMC's attempt to stop the alleged "speeding problem" here — the bright yellow speed bumps drivers cannot miss seeing on the road to the Mount.

The following comments were made in regards to the problems these speed bumps seem to be posing to drivers and their cars.

Student Cathy Vallejo commented that these bumps make the situation even more dangerous "because drivers forget or don't know that the speed bumps are there, brake too quickly, and lose control of their cars. I lost my muffler going over those bumps. There is just no way for many smaller sized cars (Cathy drives a Ford Pinto) to make it over the speed bumps without being damaged."

Lyndi Willet, a sophomore at the Mount, stated, "There were no reports of accidents on the Mount's roads before, and I never heard any students ask for speed bumps. So why did they get put in?"

A number of other students voiced similar dissatisfaction at the arrival of the speed bumps. Claire Lingeman commented that when she leaves and returns to the Mount each weekend, her car "stalls at each bump."

Some students had a few positive remarks to make about the speed bumps, one of whom was Jennifer Tellez. "I think that the speed bumps are a good idea. Too many people speed up and down the hill to the Mount — it's crazy! There is, though, one bump that is too high and should be lowered."

Hopefully, the Mount's officials related to the implementation of the speed bumps will become aware of the problems posed by these bumps and remedy the problem soon.



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ENCLOSURE 59

The Oracle

Mount St. Mary's College
12001 Chalon Rd. Los Angeles, CA 90049
10 Chester Place, Los Angeles, CA 90007

November 5, 1999

Volume 5, Number 5

Axel MSMC Archives

Transportation Concerns

By Dania Sutton
Copy Editor

With the recent departure of the Transportation Supervisor, Jeff Bredehoft, students were left to ponder over who would become the new Transportation Supervisor and what would be done to keep the shuttles running smoothly.

Carlos Guzman is now the acting Supervisor of Transportation Services. According to Guzman, students who have concerns related to schedule times or late arrivals can address these concerns to him and he will make every effort to meet the needs of the students, from Chalon, Doheny, and the University of Judaism.

"We're going to provide good service to all students, no matter what," Guzman said.

Julio D. Herrera, the Associate Director, also reiterated the validity of students as their top priority, further shared this sentiment. "Although we are not perfect, we do the best that we can. Moreover, while there have been few instances where our drivers have been late. On average, these delays have been less than 20 percent. It won't happen under my administration, the service that we provide is going to work better," he said.

In spite of the continued efforts of the transportation department, some Mount students, specifically those who reside at the University of Judaism consider themselves residents of the Mount as well as commuters, feel that the Transportation Department is not doing enough.

Kristina Flores, a second year student from UJ, says "They are not taking into consideration what we really need. There are times when the early shuttle tries to leave exactly on time instead of giving a bit of leeway to those students who just need an extra five minutes in the morning. It's not a city bus; some drivers should be a little more flexible and understanding. The shuttle is the only means of transportation that we have and the person should be the primary concern, not the schedule itself."

Reanna Reyes, a third year student who also commutes from UJ feels that most of the problems could be resolved if the transportation department would communicate better with the students.

"There are times when changes are made to the schedule and students are not aware of this because at times we are not notified, or, in my experience with living at UJ, just overlooked," Reyes said.

Nonetheless, there are some commuter students who feel that the shuttle service provides excellent service and find no faults with their efforts. Second year commuter, Laura Kester, rides the shuttle from Doheny to Chalon. She said "I found that my experience with riding the shuttle has been very enjoyable. And as far as I know, they are always on time."

Although students may not be aware, Herrera, Director of Physical Plant, would like students to know (especially those from UJ) that they have copies of their class schedules and make every effort to accommodate each student.

"We take the students at both campuses, and UJ very seriously. In fact, we have even gone as far as to provide a shuttle service for those few students who have classes early in the morning. For instance, we provide an early shuttle to accommodate only two or three students. At times you will see a shuttle with only about 3 students riding on it," Herrera said.

"These decisions are made not just by us, but also the Student Affairs and even the students. The students tell us what they need and we all together provide that service," Herrera wished to remind us.

Herrera and Guzman both want students to know their comments are appreciated and suggestions would aide in providing better service.

"If they have any ideas concerning what we can do to help them, they should bring them to us, so that we can try to give them the service they expect."

Doheny Haunted Campus



Courtesy of the Rhinestone Yearbook

Children from miles around flock to Doheny on Halloween. Parrots know it is a safe place to bring the children and the kids know they are bound to have a little fun with events ranging from Trick-or-Treating to the Haunted Mansion. Students and staff from both campuses unite to provide a good Halloween experience.

CA to Repeal Book Tax?

By Andres Cardenas
Daily Forty-Niner
California State U., Long Beach

(U-WIRE) LONG BEACH, California—Student representatives from local universities and community colleges met Friday to discuss ways to repeal the tax on textbooks required for university courses.

Representatives from Cal State Long Beach, Cal State Fullerton, University of Southern California and Orange Coast College met at the Chancellor's Office of Cal State Long Beach to discuss the proposed bill to be presented to the California Legislature.

"It was dynamic," Associated Students Inc. President Toby Sexton said.

One of the questions brought up during the four-hour meeting was whether off-campus textbook retailers should be included with the on-campus vendors in the tax exemption.

Sexton said the committee would look at the laws of other states that have the textbook tax repealed to resolve this issue.

This would be the second time such legislation has been presented to the Legislature. During the 1997-98 session, Assemblyman Brooks Firestone, R-Santa Barbara, introduced a bill that would have given a 6 percent sales tax exemption for college textbooks.

The bill was killed in the committee on Revenue and Taxation. According to the state Board of Equalization, the sales tax exemption would have meant a $36 million loss in revenue to the state.

Sexton said he believes this proposed bill would be different since all four college entities of community colleges, private colleges, and California State University and University of California campuses are working together on this project.

"This is a student-developed idea and [students] are bringing it to the Legislature," Sexton said.

As for sponsorship, Sexton said that Assemblyman Alan Lowenthal, D-34th district, has expressed interest in the subject.

Sexton said he and other students will travel to Sacramento to speak with legislators.

The student committee will meet again in a few weeks and begin to finalize the proposed bill.

Around the World

• Pope John Paul II urged richer nations to cancel the debts owed to them by poorer nations on Wednesday. The pontiff says that this will give lesser developed countries the opportunity to "concentrate their resources on improving living conditions, rather than finding ways to secure new loans," according to the Los Angeles Times.

"The problem is complex and has no easy solution, but it must be faced by international lawmakers and resolved," according to the Pope. He warned nations to "follow the path of solidarity, or face a catastrophe."

• Sixteen-year olds eagerly awaiting their licenses in Washington, D.C. may have to wait a bit longer after the passage of a new bill that adds limitations onto provisional licenses. Previously, a 16-year old could get a learner's permit in one day and take the test for the actual license the next day.

Under the new law, which goes into effect next fall, they can obtain a learner's permit at 16 and must drive only with a licensed driver. At 16 1/2, they may apply for a provisional license if they have a clean driving record and at least 40 driving hours. With the provisional license, a fully licensed driver is only required between 11 p.m. and 6 a.m.

At 17, assuming they have completed a full year of driving, maintaining a clean record, and have at least 10 hours of night driving, they can obtain a restricted license. They may drive unsupervised from 6 a.m. to midnight and may have two passengers. Drivers must be 18 before they may obtain a license with no restrictions.

• The Indonesian military is being blamed by pro-independence student groups for a riot that left three dead and 22 injured. The troops fired on a crowd of residents who threw rocks as they rallied for independence. The students "alleged that 30 military agents in civilian clothes provoked the crowd and then disappeared," according to the Los Angeles Times.

—*Taken from www.latimes.com*

Inside: New bill threatens abortion as fetal rights | Letters to the Editor: Cafeteria petition issues | Meet the Doheny ASB and see where the group sees | Get the Diva's Hippest, Hottest

ENCLOSURE 60

Archives MSMC

The Oracle

12001 Chalon Road,
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Los Angeles, CA 90007

Mount St. Mary's College

October 10, 2000 Volume 7, Number 1

Doud's Inauguration Marks the End of an Era

By Julie Ahn
and Joan Fletcher
Opinions Editor and Editor

The Mount is celebrating its 75th Anniversary. For 75 years, women have received a quality Mount education. For 75 years, thousands of young women have learned the ideals put forth in the mission of the college. For 75 years, the sisters have run the college... This Friday, October 13, 2000, that last tradition will be no more.

No doubt the Sisters of the Congregation of St. Joseph (CSJ) will still play an active role on campus, but their presence has diminished. For the first time in 75 years, a lay person will be taking the honors of being the president of the college.

"It shows that the tradition of the Mount is so embedded, that she will be ready and able to continue the roots of the college," says Dr. Jane Lingua, vice-president of Student Affairs answering any doubts about the replacement of a lay person potentially changing the Catholic mission of the Mount.

But, other students have mixed feelings about the precedent the Mount is setting with the first lay person president.

"I'm struggling with it," admits Gina Christ, who has a few reservations about what Dr. Doud's presence may mean, but realizes the practicality of the change.

"It's reflective of the way the church is now...there are not a high number of sisters teaching or in administration, and maybe this is just revealing that."

Though some student are afraid of the transition, others are only optimistic about the future of Dr. Doud's presidency.

"I'm really excited. I think that she will go beyond the traditional and do really great things for the school," says fourth year student Nanon Pach.

Dr. Jacqueline Powers Doud, who took the position of the 11th president of the college on July 1, 2000, will be officially inaugurated October 13, 2000. Festivities include a barbeque at Doheny on Thursday, October 12, 2000 from 4-6:30 pm and the official ceremonies on Friday, October 13 at 10 am-2 pm. All students and staff have been invited to share in the festivities.

"We want to celebrate the new beginning of the institution, both present and past roots," explains Dr. Lingua on the purpose of the inauguration.

The day will begin at 10:00 a.m with a prelude in the chapel, followed by a gathering in the circle. The actual ceremony will take place at 10:30 a.m.

"It will be very traditional, but also very personal. Dr. Doud will be the main speaker, but different members of the community will give greetings. Dr. Robert Doud (Dr. Doud's husband) will read a beautiful poem he wrote," says Dr. Lingua, elaborating on the ceremony's highlights.

Other notable events include the arrival of alumni representing the classes of 1935-2000. Current students will also play an integral role as ASB presidents from both Doheny and Chalon campuses will each present Dr. Doud with a lantern engraved with the school's Latin motto: "Deus illuminatio Mea" or "God is my light," which Dr. Doud will keep in each of her offices.



Dr. Doud: Courtesy of www.msmc.la.edu; Chapel: By Joan Fletcher, *The Oracle*

The Inauguration of the Mount's 11th President, Dr. Jacqueline Powers Doud, will take place on Friday, October 13, 2000 at the Chalon campus. Here, Doud's profile overlays a view of the Chapel, where part of the ceremony will take place.

Providing a refreshing change from the traditional ceremony will be a very non-traditional lunch. In honor of both Dr. Doud's French academic background and the history of the order of the Sisters of St. Joseph, which was established in France, the menu will feature gourmet French food. All guests will be invited to eat in either the faculty dining room, the carousel room, the art gallery, or interestingly, the second floor of the Humanities building. However, don't expect student desks.

"The second floor of the Humanities will be converted into a 'Parisian cafe,' laughs Dr. Lingua who hopes that students will take advantage of the unique setting.

Though students at the Mount agree that the event is significant, most feel it is a time for catching up on sleep or enjoying their prolonged three-day weekend. With some students simply opting out of the Inauguration to sleep in, others are staying home due to the Mount's policy that students, faculty, and administrators are not allowed to park on campus, starting from Thursday at 7:30 p.m through Friday at 2:00 p.m. Parking on Chalon and on Bundy is also prohibited and will be enforced by ticketing.

"It's so inconvenient for students not to able to park at Chalon on Inauguration day...It seems like they care more about the 'big wigs' they invited than the students coming," states third year Stacey Parecia.

However, Lingua denies the claim, citing that the Mount has made exhaustive provisions to ensure all students can take part in Inauguration.

"We have tried to make this as convenient as possible... Students can park at Doheny and at a Park n' Ride lot near Chalon...with shuttles running constantly," says Dr. Lingua, in defense of the school's decision to clear parking for non-MSMC affiliated guests.

The guest list includes such distinguished notables as presidents and delegates from schools across the country, including Harvard and Stanford. The overall guest list for the Inauguration tops an estimated 1200 people.

Still, some students are not impressed, nor convinced.

"There are so many commuters and students who depend on their cars...it just makes life that much harder for students," declares second year Laura Narina.

Lingua emphasizes that it is not just students who are being denied parking access, but also faculty and administrators. Responding further to disgruntled students, Lingua declares, "We have guests from all over the country and want to welcome them with hospitality...this is only one day, under the most extraordinary of conditions that students have to make this sacrifice."

She goes on to add, "If students got into the spirit of things, it could be wonderful."

Horizon's Day Festivities Highlight the Mount's History

By Evangelina Savala
Reporter

Horizon's day was an opportunity for the Mount community to unite and celebrate the college's history. This day was meant to build pride and school spirit in the entire Mount community. The celebration commemorated the 75th anniversary of the Mount and the 350th anniversary of the Sisters of St. Joseph of Carondelet, who founded the Mount.

The Mass of the Holy Spirit began the celebration. Afterwards, lunch was served in the Circle, with the menu including chicken, rice, and salad.

After lunch, many participated in a quiz on the history of the Mount. A drawing was later held to determine the winners of prizes such as a stereo system.

Following the quiz, everyone was invited to attend the program at the Carondelet Center Chapel. The first 550 people in attendance received a book entitled *L.A.'s Hidden Gem: A History of Mount St. Mary's College*. This book was written by a group of Mount students during the 1999 Fall semester.

Introducing the event, Dr. Jacqueline Powers Doud, Dr. Pam Haldeman, and Dr. Fred Sonnenfeldt spoke of many aspects of Horizon's Day. They emphasized the amount of work it took to make the day a success. Although many people were praised for their involvement, the real praised was reserved for the CSJ Sisters.

Next, a film, *Celebrating Traditions: The Legacy of the Sisters of St. Joseph of Carondelet*, was presented to honor the sisters' humility and charity. The film showed the sisters as ahead of their time. Despite the fact that the sisters were told that LA would never expand out to the property they had chosen to house the college, the sisters had faith and bought the 33 1/3 acres for the campus, which soon grew.

The film focused on the goals of the sisters and their courage, faith and dedication to their mission. By the end of the film, many were in tears.

To add more emotion to the afternoon, the sisters showcased their vocal skills, complete with tambourine and symbols. All of the sisters sang with enthusiasm, while moving to the beat of the songs. Their performance left the crowd in awe.

Students from Campus Ministry assisted all of the sisters to the front of the chapel, and gave them lit candles and roses while singing "This Little Light of Mine." The sisters clapped and sang along, and some even danced! A student speaker gave the sisters many thanks, and gave them a blessing. In response to the respect, gifts, and song, the sisters blessed the Mount community.

The program was an extremely emotional experience, for the sisters as well as the students. Many learned more about the college and felt a larger connection with its founders.

ENCLOSURE 61

Resolution Reactions Demand Clarification


SUSAN SCOTT

In the February 18 issue of the View I reported the Legislature Action against the American Legion resolution condemning NSA. As I stated in my letter in the last issue of the View, the Legislature did not fully investigate or clarify the issues raised in the resolution. Judging from subsequent reactions, there is still some confusion about the resolution, which I will attempt to clear up myself.

The first main objection raised by the American Legion was that NSA "policies and programs among college students embrace the important lines of the Communist Party with respect to questions regarding student life and activities." Because the resolution does not specify certain policies, it is impossible for me to reply specifically, but I do not know of any NSA policy to which their accusations would apply. In relation to the policies, there are two points which should be made clear. The first is that, it appears to me, the American Legion has made a basic error in their approach to the problem: to take the policies of any group, out of the context of the whole organization, line them up beside those of the Communist Party, and attempt to find similarities, is not a valid way to evaluate and judge the organization. Any organization should be judged on its own merits, using the criteria of its own particular ideals, purpose and achievements, in relation to the role it should play in society. To an organization is this principle more applicable than NSA, because it is unique, both in itself and in its role. It is not the State Department nor the Democratic party nor the Republican party, but a federation of college student governments, concerned with educational, cultural, political, and social problems. Consequently it is difficult even to find similarities between it and other organizations because of their totally democratic structure. NSA is primarily concerned with matters of the U.S. Congress, which does not have jurisdiction over the policies, which are set forth in the name of NSA, are formed by representatives from the National Student Congress. Because of this structure, each member of the organization is free to express his own views, which are not binding on the organization as a whole. Thus, the statement that NSA policies "embrace the important lines of the Communist Party" is totally false.

The second objection raised by the American Legion was that the whole problem has arisen because of NSA's "left-wing and pro-Communist affiliation." This statement is equally vague. What is meant by "left-wing"? The term is relative, and certainly encourages a broad interpretation. Many members of NSA, usually appointed in the same way other campus moderators are; nationally the advisors are usually prominent educators, such as Fr. Hesburg, C.S.C., President of Notre Dame University, or specialists in certain fields pertinent to NSA work.

I don't propose that all the questions raised about NSA can be answered in one column, but I hope that anyone who has questions will feel free to ask me, either via the View or personally. In regard to the American Legion resolution I would like to report the information about it I received from the National NSA Office:

"The national office of the American Legion has agreed not to publicize the resolution passed at its convention last fall. We are prepared to seriously consider using them in the event that they were to refuse some sort of disavowal of this resolution. The resolution cannot be rescinded until their next convention, but the national office has been cooperative. We suspect that the great majority of delegates at the last convention had no idea of what NSA is and does. The resolution was most unfortunate and most unfair."

Attendance Record

One of the standing policies of Executive Council is to publish the Council attendance record at the close of each semester. The policy on attendance states that three absences or nine representations give reason for impeachment. This semester there have been thirteen regular Executive Council meetings at which attendance was recorded.

Voting members: Pat Smith, 1 representation; Pat Sheehan, 1 representation; Leigh Allstatt, Michelle Lundborg, 1 absence; Olivia Grieco, 3 representations; Keri Szilagyi, 2 representations; Sue Schanz, 2 absences; Kathy Kelly, 2 absences, 4 representations; Sue Scott, 4 representations; Sally Sands, 1 absence, 3 representations.

Non-Voting members: Sheri Chapman, 2 absences, 1 representation; Diane Lawlor, 1 representation; Mary Ann McCaffrey, 1 absence; Susan Shaw, 1 representation.

ROUTES OPEN

Opening of the Santa Monica Freeway in 1964 will complete the present Harbor and San Diego freeway routes to both campuses of Mount St. Mary's College.

NURSES SUPERVISED

Senior nursing students at Mount St. Mary's College receive supervised medical-surgical training at Daniel Freeman Hospital, Inglewood.

Baker's Field


KATHY BAKER

Mr. James Haas, chairman of the Philosophy department, received his B. A. in clinical psychology from the University of Minnesota and his M.A. in Philosophy from Gonzaga University. Mr. Haas came to the Mount in 1960 and has since taught courses in Modern and Contemporary philosophy, Metaphysics, logic, ethics, and the philosophy of nature. As chairman of the department, Mr. Haas was responsible for a revision of the philosophy department program of courses, as well as for the institution of a Philosophy major open to all students at the Mount. There are now six full-time members of the Philosophy department; besides Mr. Haas there are Miss Sarah Egger, Mr. Martin Woods, Mr. James Shaw, Sister Cornelia Mary, and Sister Miriam Therese, who is on a leave of absence.

The Philosophy department presented a lecture by Dr. O'Neill from USC entitled "Philosophy and Religion" for the Fine Arts Festival. In regard to Father Von Kaam's approach to human nature, Mr. Haas said, "his approach to reality is an instructive example of what can be done in psychology with little or no philosophy."

Mr. Haas said that "philosophy is as difficult as it is rare; and like all things difficult and rare, it will appeal in its perfection only to the better students."

About Parking..

By MERRY ANDREWS

There is a great white steamship company which advertises that "getting there is half the fun". It might be sporting of the Mount to advertise like that too, if it plans to continue with the delightful parking situation it has created. Or at least it might add a few courses to its curriculum. Courses like "Hitch-hiking 1A" and "The Subtle Art of Ride-Bumming".

There are rumors that some of you have been complaining about the difficulty of piloting an automobile to within hiking distance of the Mount. I don't believe it. But they say there are those who resent being told to park their cars in a certain lot a long walk and a steep hill from classes. They say some folks don't appreciate walking up as a early Monday that a few steps to the happy little parking lot guards with personalities like New York cops, who carefully direct you every if you try to park where you shouldn't. Some have even hinted darkly that it wasn't necessary at the conference crowd to fight themselves for new parking location [illegible] to get to the old one. But, honestly, the parking situation is perfectly wonderful, and you

[illegible] you have any idea how to walk. But [illegible] welcome every morning because it's a chance to use your wit and nastiness to fool the parking lot guards and sneak up the fire road. You know if you get caught that you simply love being able to practice humility and drive back down to the freshman lot, like a good little girl. And think of all the marvelous ways you can hitch-hike. You can employ the "Lift Beagle" method to get up the hill: stand in the gutter, howling as though your ears had been pulled, and look soulfully at all the passing teachers' cars until you get a ride or run over by a bicyclist. You can try the "Dick Harris" method: just stand in the middle of the road and wait 'til something happens. If they pass you by the first few times, just keep trying. And what is really [illegible] fun of all. No need to wait 'till the beach in the summer to see how your new culture will look soaking wet, oh, the opportunities are endless.

So for [illegible] sake, until next year you drive to the Mount for classes, music, and gym, where you're supposed to don't gripe at the weather, and be thankful for all the fun you can have. Why, just think of all those poor kids at UCLA who have to park in eight story all-[illegible] pay, right over their [illegible].

Freedom From Education


FATHER O'REILLY

A liberal education, as it's name implies, is an education that is free. Free in what sense? Free to see as far as the eye of the mind can see. Not stopping at the arrangement of things or the sequence of events, not satisfied with description in terms of patterns or explanation in terms of constructs, not circumscribed by the walls of positive science, a liberal education is free to ask what is it to be changing, to be knowing, to be desiring, what is it to be at all? By such inquisitive peering a liberal education begins to part the veil that hides the Being who wholly is, and in the very act of doing so, reveals the beholder to himself in all his finiteness. Not stopping even here, a liberal education sets a man free to be enthralled by the God of Revelation who moves steadily in upon his creation, disclosing his inmost secrets. By removing all bounds from seeing, a liberal education liberates the person from darkness into light.

Nevertheless, it is true that as we grope forward in the present half-light, there comes a time each year when the greatest blessing is to be liberated for a while from a liberal education, to rest the eyes, to quit from trying to see, to hew wood or draw water, to delve in the sand or walk by the shore, to simply be-on a summer day, with God and people and things. This is a kind of academic freedom in the interests of whose preservation we fervently pray: "From a three semester year, O Lord deliver us."

Letters to the Editor



The View

Member,
Catholic School Press Association
United States Student Press Association
Associated Collegiate Press
CSPA All-Catholic Honor Achievement 1962

Editor-in-Chief ..... Mary Clare Gorman
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ENCLOSURE 62

Dr. Petrik Comments on Mount Community

In a recent interview, Dr. Eugene Petrik, vice president of Mount St. Mary's, discussed his role in the Mount community. As vice president, Dr. Petrik is instrumental in promoting fiscal relationships between the Brentwood and Doheny campuses.

Miss Heidi Galasso from Doheny received the following responses when interviewing Dr. Petrik.

What was it about Mt. St. Mary's that led you to decide to come here?

The main reason why I came here is that I see the potential in the college. I think there's an opportunity to do something at Mount St. Mary's College that may not be as readily available at other institutions.

It is basically, despite many problems, a healthy institution, and I just can't see how we can miss doing some worthwhile things. And if I didn't see that kind of potential, I wouldn't have been interested.

Do you see ways in which more unity can become established between the two campuses?

We have a number of things, of course, and one of the important factors is Miss Tricamo's appointment at Doheny as a permanent full-time person.

By communicating with Mrs. Lamont at Brentwood and other people and with me as well, she will be able to effect many of these unifying changes.

The fact that I have responsibility at Doheny and spend time on both campuses will, I think, lead to a greater unification.

In all of our planning and modification of administrative systems, we are taking Doheny into account and thinking in terms of unification and centralization of the entire operation.

One small but concrete example of this is our plan to run a car on a regular basis between the Doheny and Brentwood campuses. The purpose of the car at this point will be to carry mail and packages and books, and an occasional person that may need a ride.

In the area of budgeting, the departments will be taking the Doheny campus and the Doheny programs specifically into account.

Sister Roxanne, as my administrative assistant on the Doheny campus, will work closely as a liaison person with some of the central administrative service areas at Brentwood, such as the Purchasing Department and the Business Office.

With the news of the recent affiliation between Loyola and Marymount, many of the students are interested in knowing whether the Mount has any plans to become co-educational?

We simply can't give an answer to that question at this point. The possibility, I think, that some programs may go co-educational cannot be ruled out. So it is possible that Doheny, for example, could go coed.

Now, understand what I'm saying. I'm not saying that this will happen. At this point, I don't know.

I am aware Dr. Petrik that you are the father of four sons. I wonder how you've taken to the female emphasis at the Mount?

As the father of four sons, and the husband of a female, I can say that I enjoy the female emphasis very much.



Relaxing at the Fleur-de-lis Ball are Dr. and Mrs. Eugene V. Petrik. Besides his other activities, Dr. Petrik, vice president of Mount St. Mary's, coordinates programs between the two Mount campuses.

STUDENTS CITE

(Continued from Page 2)

fashion . . . it takes more than instruments — takes a priest first and then kids who care . . .

The guitar is *not* the answer to the Mass . . . the instrument does not make the Mass . . . Suggestions included Gregorian chant, Latin and contemporary folk hymns.

Do you have any ideas about things you would like to see happen on this campus?

Controversial lectures and discussions . . . more open discussions in theology classes . . . masses in different rites of the Church . . . more interfaith panels . . . contemporary confessions . . . student body rosaries . . . midnight mass.

General comments . . . Newman Center — they're always "happening" in exciting ways — seem so very full of the Spirit and this place, in contrast, so barren . . .

I don't think there is much in the way of real religious life on the campus. We may be very well educated but I wonder how much we've grown in Christ or if we really are becoming Christian women. I'd like to see a change.

The majority of the students who returned the questionnaires would also like to see a change.

We welcome help, suggestions and criticism to solve this problem.

LETTERS

(Continued from Page 2)

already: 1) a general lack of responsibility is exhibited by the whole student body, as demonstrated by those who accepted the responsibility of the reception and did not fulfill that responsibility, and 2) a lack of respect for other people and property is exemplified by those who left their mess upon leaving the campus center for someone else to clean.

Of course, this is not a personal attack on anyone as I do not point the finger at you in particular, but you in general. Certainly there are those few students who are exceptions.

Why, on a Christian women's college campus does this occur? (I especially underline those three words.) We are not little children anymore since we know right from wrong; we should be able to accept a responsibility and *carry it through*.

We are women, with all the virtues endowed upon us that are womanly: concern, self-sacrifice, tenderness, orderliness, cleanliness, and love for the delicate and the beautiful.

We are Christens, or so we contend to be. Does not being a Christian enhance those womanly virtues in us, increasing it *beyond self-interest* to that of love for your brother and sister because of God's self-less, all-accepting love for us?

Yet, we have these situations. What does it indicate? That we are hypocrites, or is it something less severe — that we do not put in to practice in our daily living, actions, and contacts with people what it means to be a Christian?

I am not laying the blame on the "failure of high education," this institution, primary or secondary education, parents, or even yourself. We *all* contributed to these tendencies. What I am calling for is a re-examination of our own convictions. If they *are* convictions in the true sense.

Why are you here at this college — was it just the next thing to do after high school? Do you intend merely to take, as a parasite, or to give and take, contributing your talents and ideas to bettering the college as a whole and by this, broadening your perspective?

Why are you a Christian? What does it mean, only Sunday to follow Christ? What does that mean? Does it mean living Christianity daily, moment to moment as an integral part of your life or putting it aside whenever it pleases you to do so.

These are questions each student needs to ask of himself.

Sincerely,
Pamela Jo



Tractors continue to level the land behind the tennis courts as Mount St. Mary's awaits the January opening of its new parking lot.

PARKING LOT READY FOR 1969

Regent Ponty Aids College

January 1969 will mark the opening of the $250,000 parking lot on the Mount campus. The site, located behind the swimming pool, will facilitate approximately 130 cars on a three level lot.

Money for this project is included in the budget for the current academic year as an operational and improvement expenditure for the college. The $250,000 figure includes the total [illegible] The Mount pays for on site excavation and Mr. Ponty for off site excavation. That is, as soon as the dirt is trucked off the campus. This reduces the expense for the Mount and provides a place for disposal at the time of dig.

After the land has been leveled the grading and paving of the ground will complete the project.

There will be seven ranks in

SUPREME COURT

(Continued from Page 2)

Originally Senator Dirksen, the Republican Minority Leader, favored the appointment of Fortas. This was largely due to his belief in the rules of the game as well as a tacit understanding with Johnson.

As the opposition grew, Dirksen became vulnerable on the point of his election as Minority Leader in the new Congress of 1969. Senator Griffin's determined opposition forced Dirksen to do an about-face lest he impair his position.

Successful Filibuster

The successful filibuster which was marshalled in opposition to the Fortas appointment has serious overtones for the future. Dirksen is well aware that the Democrats will control the Senate after the 1969 elections, and while the Republican elephants have a host of memories, the Democratic politicians will not soon forget that it was the Republicans who (gratefully) blocked a Democratic appointment.

In particular, many Democrats here not forgiven the old Richard Nixon of the 1950's, who as a Republican "hatchet man" aroused the enmity of many Democrats. The foreboding of the future for the Supreme Court appointments to be tied up in partisan politics are [illegible]

Stipends Questioned

Another point of the furor raised by the acceptance of large stipends for a series of lectures delivered by Justice Fortas as a guest lecturer at a law school. In addition, his unofficial advising of President Johnson while a member of the court, also raised questions of discretion and violations of the separation of powers.

In the first instance of accepting stipends for lectures, the only issue seems to be that the amount of the stipend was excessive. Since a [illegible] group was paid in the stipend which came from law school lectures, it would seem that the theoretical objectivity of a Justice was not impaired by the acceptance of stipends.

The opposition to Fortas used this as a convenient tool to execrate the Johnson administration and hold up the appointment. As for the infringement of the Johnson administration, this is not the first time that a Jus-

preme Court, however, rests in the area of political gamesmanship. The Senate used the Fortas nomination as a warning to the Supreme Court to stay down in the political arena.

The Warren Court has made [illegible] decisions in the past few years. In the last few years in the civil liberty areas, but prior to that in the desegregation cases and in 1962 in the reapportionment of the state legislatures, major breakthroughs in the political area were accomplished via the judicial process rather than by legislative means.

Consequently, the Congress saw a called political carrying to the Supreme Court to slow down the tempo was delivered via the rejection of Fortas for Chief Justice, after just two years previously he had been accepted as an Associate Justice.

If past warnings are any indication of what the Supreme Court reaction will be, then the next Justice will see a lessing

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Council II, the religious life was also deeply involved in the process of renewal and adaptation. The change to contemporary dress by some members of the religious faculty provided interesting and controversial discussions on campus. At first a few, then gradually more of the sisters changed from the traditional habit of the Sisters of St. Joseph of Carondelet to a simple black or navy-blue dress or suit with a short veil. As the change was optional, some sisters decided to retain the traditional habit. According to a small survey conducted by *The View*, the majority of students approved the modernization as more practical. They felt that religious should, however, wear some type of distinctive dress in order to communicate the meaning of the religious life to the world.

Excavation on the hill behind the swimming pool commenced in April, 1968. For some time, the parking situation had been critical; even the tennis courts in front of the swimming pool as well as behind the garages had become temporary parking areas when college events brought numbers of visitors on campus. The new parking area with space for approximately 200 cars on a three-level lot was ready for use in January, 1969. Access roads were provided on the east and west side of the lot, with a one-way circular traffic direction. Cars entered the lot by the east road and exited on two levels on the west. Money for the parking facility was included in the 1968–1969 annual budget as an operational and improvement expenditure. The cost would have been greater had not Mr. George Ponty, one of the regents, been able to use the excavated soil for ground leveling and foundation material on a tract of twenty-eight new homes his company was planning on Bundy Drive. This relieved the college of the expense of the disposal of tons of earth.[19]

SPEC, the Mount's Special Events Council, consisted this year of a fifteen-student committee with Janet Wolff as chairman. This committee, which worked closely with the dean of students, sponsored Mrs. Miriam Fox of California State College at Fullerton as their first fall lecturer. Mrs. Fox, the author of two books and several magazine articles, spoke to the students on "Myth for Discovery and Delight." The fall-term film series opened October 28 with *Nothing But a Man*, and *The Detached American* was shown in November. Each film was followed by coffee and discussion on whatever theme or social message the film emphasized.

The Alpha-Omega Players, a unique repertory group, presented George Bernard Shaw's *Saint Joan* in the Little Theater on January 24, 1968. This play by Shaw, considered by many to be the finest of several dramas about Joan of Arc, was also sponsored by SPEC.

Criticism stemming from the changes in the Church—the liturgy, importance of the laity, new studies in theology, and ecumenism—formed the subject of a lecture to the Mount students by Frank Sheed, the Australian-born theologian and publisher, on February 6. Mr. Sheed

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THE VIEW

Mount St. Mary's College - Los Angeles, California

Volume XXVIII, No. 1 October, 1977

Holiday Inn Becomes Temporary Residence

At the beginning of this 1977-78 school year, Sister Rose Adrian, Director of Residence, was faced with the problem of lack of sufficient dorm facilities at the Mount. The residence halls have been full in previous years, however, there was rarely a problem of eventually getting a room. This year however, there are not nearly enough rooms to meet the demands of the number of students who desire residence at the Mount, and consequently a number of Mount students were forced to temporarily reside at the Holiday Inn of Westwood.

The problem occurred because more students are now remaining in the dorms during their junior and senior years, rather than moving to apartments off campus. Another reason for the problem is the large number of freshman students who also wish to live in the dorms.

Perhaps seeing that this situation might develop in September, Sister Rose Adrian began to make plans at the conclusion of last year. Sister converted the Brady single rooms into double rooms, in order to accommodate as many students as possible, while still maintaining a high degree of comfort. Even with these extra spaces, there were still eleven Mount students who were forced to temporarily live at the Holiday Inn. The students shared double rooms at the rate of $225 a month, and received their meals at the Mount. The students were able to move into the dorms as spaces became available or as room changes took place.

Mount Welcomes New Faculty and Staff

In addition to the over 160 new freshman students this 1977-78 school year, Mount St. Mary's College also has the privilege of welcoming a number of new staff and faculty members to the Mount community.

The Psychology Department has added two new full-time faculty members: Dwight Riskey, Instructor in Psychology and Lawrence Ryan, Associate Professor of Psychology.

The Philosophy Department has two newcomers: Stephen Daniel, Instructor and Sister Ruth Stukel, Associate Professor.

Other new faculty members include: Rodger McGinnis, who joins the ranks as Associate Professor of Business and Consumer Studies; George Snow, as Associate Professor of Biological Science and Nancy Taylor, Instructor of Nursing.

New staff members are Sister Joyce Marie Gaspardo in Campus Ministry, Audrey Kelley in Health Services and Julie Surtshin, Assistant Director of Residence.

New Equipment for Biology Dept.

The Biological Sciences Department at Mount St. Mary's College is the proud recipient of a $9,900 grant from the National Science Foundation for the 1977-78 academic year. The grant is provided by the National Science Foundation's Instructional Scientific Equipment Program. As required by the program, the college will provide matching funds for a total purchase of $19,800.

Sister Annette Bower, Project Director and Chairperson of the Biological Sciences Department will be instrumental in the purchasing of the new equipment. The equipment will help update and upgrade experiments that are designed to assist students in acquiring basic skills relating to human physiology.

The National Science Foundation received 1,378 program proposals, from which they selected 247 to receive awards.

THE VIEW
VOL. XXVII, No. 1

Editor-in-Chief.....Cecilia Sustayta
News Editor.....Cecilia Sustayta
Opinion Editor....Valerie Holcomb
Contributors.....Joan Cashion
Pam Spencer
Advisor.....Mary Daily

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"A CHORUS LINE" RETURNS

"A Chorus Line," is back! The musical sensation of the 1977 Mount Spring Sing, will return for one final performance on Thursday, October 6, 1977. The original "Chorus Line" cast, composed entirely of Mount students and directed by Mount junior, Cindy Burns, has been busy rehearsing for this exciting event.

There is a special reason why "A Chorus Line" is coming out of retirement to do this performance. The performance will be a benefit show in order to raise money for a Tijuana orphanage. The orphanage is the "Crusade" project of five concerned Mount students. The admission charge for this special event will be 50¢, or one can of food. The proceeds will all go to benefit the orphanage. The performance will be at 7:30 P.M., October 6th, in the Little Theatre. Remember to mark this date on *your* calendar. You won't want to miss this last opportunity to see "A Chorus Line" in action.

Coming Events

Thursday, October 6
"A Chorus Line" returns, 7:30 P.M., Little Theatre.
Friday, October 7
ASB Dance, 8:00 P.M., Campus Center
Wednesday, October 12
Sophomore Social Night, 5:00 P.M., Dining Room
Sunday, October 16
"Emerging Los Angeles Photographers' Show" — Last night, Art Gallery

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THE VIEW

Mount St. Mary's College - Los Angeles, California

Volume XXVIII No. 2 November, 1977

FESTIVAL PLANS UNDERWAY

Get ready for the Mount Festival, November 13-20. Though it is an annual event, this year's Festival will be a little different.

In the past the Festival has been a three day event. This year it has been extended to seven days. The events have been planned so that people may attend at their leisure.

The theme of this year's Festival is "The Creative Mind: from King Tut to 2002." Sunday, November 13, is Kick-off Day with a special Mass to be celebrated.

Monday is Career Day, sponsored by Sophomore Leadership. Representatives of various corporations will be on campus to answer questions about employment. Information on Graduate Schools will also be available.

A special guest will be here Tuesday, Speaker Day. A literature and art panel will discuss "What Makes a Work a Classic?" Panel members include Steven Daniels, Philosophy Department; Dr. Maryanne Bonino, Music Department; Leonard Esbensen, Art Department; Sister Eloise Thérèse, Foreign Language Department and Dr. Mariette Sawchuk, English Department.

Creative Games Throughout the Ages is Wednesday's title. There will be competition between different departments in tug of war, frisbee throwing and the building of a human pyramid. A group by the name of Off the Wall will provide an Improvisational Workshop. Here students may participate in role playing.

Thursday is Contest Day. Awards and honorable mentions will be given in photography, short stories, poetry and other subjects. Anyone interested in entering is encouraged to see Katie Pugel. A Theatre Party is being planned for Thursday night.

Friday's big event will be a dance.

Art and Music Day is set for Saturday from 10:00 until 2:00. The Art Department will exhibit student's works. An exhibition by professional artists will be in the Art Gallery the week of the Festival. There will also be a competition dealing with living art which will involve members of the Art Department who will be given a limited amount of space to pose. Concerts will be given all day Saturday. A luncheon is also planned.

Sunday is the Big Day. It will begin with Mass, followed by a reception between Brady Hall and the Chapel. An interdepartmental presentation of "Could I Ever Escape from the World of Books?" will also be a major event. Dinner is the last item on the agenda and will be followed by some entertainment.

Keep an eye out for the Festival Banner which will be hung on the steeple of Mary's Chapel. If there are any questions or suggestions, see Katie Cariaga or Cornelia Lischewski in the ASB office on the first floor Administration.

House of Studies Guard Kidnapped

On October 3, 1977, the House of Studies guard for Mount St. Mary's College suffered a disturbing experience while maintaining his routine post at the bottom of the hill.

The guard was approached by two men, armed with a sawed-off shotgun, who were attempting to enter the campus. Upon encountering the guard, the two men robbed him, and forced him into his trunk at gunpoint. The men locked the trunk and drove the guard's car up to an undesignated location a few miles off campus.

The kidnapping of the House of Studies or post 1 guard was not discovered until the guard at the circle, or post 1, began to wonder why the post 2 guard had not reported off duty. At 4:30 a.m. the guard at post 1 went to the bottom of the hill, only to meet up with the Los Angeles Police Department units who described what had happened.

If these two individuals had been successful in gaining access to the campus, and to the dorms, it is frightening to imagine what might have been the result.

Up to the present, most students have taken the dorm security precautions with a grain of salt. Perhaps now the students will realize that security is indeed everyone's responsibility.

First Floor Brady Goes Double

It's crowded and small, but better than nothing." This was one of several comments made when the residents of First Floor Brady were interviewed about their room situation.

Because of a shortage of dorm facilities to accommodate this year's 325 resident students, Sister Rose Adrian, Director of Residence, was forced to convert single rooms on First Floor Brady to double rooms, giving each inhabitant half as much space as before.

Some of the other comments made by the residents of the rooms were, "It's the pits," and "What a rip-off; not worth our money at all. Others were less negative. "It's all right, I guess. You see, I'm never in my room that often anyway." Another resident commented, "My roommate and I get along well, and we try not to let the smallness of the room bother us."

Some of the residents also gave some constructive suggestions. More shelves inside the closets were suggested as an alternative to the bulky portable closets that were added. Also mentioned was the addition of book shelves on the walls, similar to those in Carondelet (although the Brady residents are willing to settle for smaller, simpler ones). If the shelves were adequate to accommodate some books and a few knick-knacks, the room could be given more of a look of home.

The residents of First Floor Brady say that it is not fair that they should pay the same price for their rooms as their neighbors across the hall who have two sinks, two medicine cabinets and two built-in closets in their rooms.

Congratulations

Congratulations to Dr. Cheryl Mabey, our new Dean for Student Development, who is honeymooning in Hawaii after her October 29th marriage to Jack Ruebensaal. Mr. Ruebensaal is vice-president of Crespi Carmelite High School.

ENCLOSURE 66

AN INVITATION

Dear Mount Community:

Hi! How are things going? I am sorry it has taken me so long to formally introduce myself.

I am Cil Sustayta, Editor of this year's View. I am a Senior Diversified major with emphasis in Bilingual/Cross-Cultural Education. This is my second year at Chalon since my transfer from the Doheny Campus where I received my Associate in Arts degree in Liberal Arts.

As Editor, my goal is to see that Mount news is covered as accurately as possible. I also hope to share with you human interest articles. Of course I cannot do this alone.

This year I have a great staff who will probably be doing more writing than I will. With the help of our advisor, Mrs. Daily, Instructor in Business and Consumer Studies, each issue of The View will be better than the previous one.

May I extend to each one of you an opportunity to use The View as a major source of communication. The following are dates when articles or opinions should be given to me in time for publication: November 15 for the December 1st issue and November 29 for the December 15th issue. The dates for Interterm and Spring semesters will be published at a later time. Thank you and take care.

Sincerely,
Cil Sustayta
Box # 159

THE VIEW
VOL. XXVII, No. 2

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Rossanna Jimenez,
Ruby Manglinong, Cecilia Torres
Advisor ..... Mary Daily

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A Pledge's Day

The politest people on campus recently seem to be the people with the most unusual names. Many people with names such as Thumper, Sad Sack, or Skuttle Butt are always around to carry someone's dinner tray, to light someone's cigarette or to offer someone a piece of gum.

These are just some of the things girls around campus seem to be doing lately as part of initiation for Kappa Delta Chi, the only social sorority on campus. The fact that the Kappa's are the only social sorority on campus has recruited many excited pledges.

Rumors of fantastic exchanges with fraternities, a sense of sisterhood, and prestige are common in the dining room. However, one question seems to be going around: "Is it really worth it?" For any girls who are uncertain as to what pledging involves, a reenactment of a typical day in the life of a pledge may be helpful.

A pledge's day starts as soon as she steps outside her door. Her familiar pledge pin with her pledge name in large letters is always intact on her sweater. From there she proceeds to breakfast where on the way she sees two active Kappas, whom she greets, "Good morning, Miss Connors; Good morning, Miss Verdugo, is there anything I can do for you?" It's just about this time that she remembers that she has forgotten her pledge book which she is supposed to carry with her at all times. Because of this absent-mindedness, she has two write two apology notes.

As she stands in line for breakfast, she sees six other actives who are also in line. She casually attempts to greet them all, but her absent-mindedness seeps through again so she cannot remember any of their names. This time she is saddled with six apology notes.

By lunch the pledge is a nervous wreck. She has fifteen minutes to eat before her next class. Relaxed, she sits down to eat, but again she is deceived. As she cuts into that delicious chocolate cake, she notices two actives in the corner. She swallows very quickly, stands up and greets them. Unfortunately she is already 5 minutes late for class, her cake is uneaten and she ends up carrying two dirty trays. By dinner time she remembers she still has 10 actives to interview by Tuesday. Unfortunately it's Monday and she does not even have one. But she doesn't despair, because by Friday she will have survived her first week of pledging, with only four weeks to go.

New Class at Mount

By Beryl Cotman

There's a new class being offered at the Mount, Beginning Hill Climbing. You get zero units, and many students are finding themselves unwillingly enrolled. This new class is needed because of the parking situation.

If you arrive on campus after 8:30 am on Monday, Wednesday or Friday the chances are good that you will have to park by the tunnel at the House of Studies. This is where the class begins. From your car you will learn how to climb a very steep hill holding 20 pounds of books.

There might be parking spaces available behind the chapel, in the circle, or where the sisters park, but this would cut down on the enrollment in the new class, and so is out of the question. After four years at the Mount, two as a commuter student, I have learned how to avoid this miserable class.

First, you can arrive at school after 10:30, most likely miss the girl giving out tickets, and park wherever you want. Second, if it is necessary to arrive at school before 10:30, you can allow yourself to get one ticket and place it on your windshield for the next few days. This method is becoming obsolete because the ticket dispatcher is catching on to it.

My opinion is that this class should be made open to all students, faculty and staff. This way everyone will have an equal chance to learn the art of hill-climbing.

The solution to the parking situation may be costly, but something must be done. One good solution would be to build a multi-level parking structure where parking levels 1, 2 and 3 now stand.

Plan to spend a very special evening with the Queen in celebration of Her Royal Jubilee. Arrangements have been made with Her Majesty to dine and dance aboard her Royal Flagship, the Queen Mary in Long Beach Harbor, and tour her decks.

This royal evening has been set for Saturday, November 5, 1977 with cocktails at seven bells, dinner at eight, and dancing from nine until one to the music of Ron Ruben Orchestras. Reservations for this gala affair will be accepted until November 3, 1977 at $20.00 per couple.

All students, parents, faculty, staff and administration are invited.

ENCLOSURE 67



Mount students represent Afghanistan in 1979 Model United Nations which took place in New York.

NMUN Wants You!

For the past several weeks you may have noticed some signs urging students to join the National Model United Nations. The publicity has paid off. There is an impressive list of students—from all classes and majors—who show an interest and intent to participate in MUN 1980!

The National Model United Nations is sponsored by the National Collegiate Conference Association. The conference is run by college students for college students in New York City. NMUN is modeled after the United Nations.

Colleges and universities from all over the United States participate as MUN delegations. Each school represents a particular country. For example, the Mount represented Afghanistan at NMUN 1979. The delegation returned with top honors after competition with schools such as Princeton, Georgetown, Ohio State and Columbia Universities.

Academic preparation for MUN begins in December. At that time the colleges are assigned a country, and delegates are appointed to committees to research the topics that will be discussed in New York. From January until the conference, the MUN class meets once a week to practice public speaking and to learning the assigned country's policies, other nation's foreign policies and the rules of procedure of the United Nations.

The level of enthusiasm in MUN by the students this year is very encouraging. The experiences I have had as a delegate to NMUN for the past two years have been rewarding. To learn by participation is truly extraordinary and valuable. There are extra benefits, too. Touring New York City is one bonus, not to mention the new people you meet—and the lifetime friends you make at MUN.

Letter to the Editor

Dear VIEW Staff:

I would like to thank you for publishing the two articles on the success of the Student Orientation Service (SOS) in your Sept. issue. I would also like to add that Mary Nell Deuss and Anna Moreno were left out of the list of members of SOS, as every SOS member should be thanked. You will be hearing more about SOS soon!

Julie Taguchi
Director of SOS

Where Have All the Parking Spaces Gone?

Editor's Note
by Nora McGrath

There appears to be a tremendous amount of concern regarding the parking situation at the Mount. In an effort to look at the problem and its possible solutions in an objective manner, The VIEW presents the views of Margie Loya (Residence President), representing the resident students, Jennifer Tellers (Commuter Representative), representing her fellow commuters and Mr. Dieter Phillippi (member-Parking Board), representing the parking Committee.

Hopefully, some of your complaints and/or solutions have been raised by your representatives in these following editorials.

Margie Loya Residence Pres.

One morning during the second week of school, I had to drive down to the UCLA library to pick up some literature. As I drove past the commuter parking lot which is located near the House of Studies, I noticed that it was jam packed with cars. At the time, I thought nothing of it.

But as I drove along Chalon Road I was puzzled at all the cars parked on both sides of the street. At first, I figured there was an all-college event taking place, but I soon realized that these cars were the cars of students who had not been able to find parking spaces on campus.

The parking situation, which in my opinion is BAD, is due to a number of factors. First, there are more students coming to the Mount this year (resident and non-resident). Second, there are much more students who are driving and have cars on campus this year. Third, the mobile homes alone have taken up a valuable parking lot of approximately twenty spaces. Fourth, there are many "so-called" illegal spaces which could be made legal. Fifth and last of the factors contributing to the parking problem at the Mount is that there are actually not enough parking spaces to accommodate all of the students' vehicles.

I definitely believe that a solution is needed immediately. There are many people who believe that a possible solution would be to give the three upper levels to the commuters. I do not see this as an appropriate solution for the reason that residents would have to park their cars down along Chalon Road at all hours of the day and night, as this is our home for the entire academic year. As resident students, we too need parking areas and these must be in safe areas.

I believe that the best possible solution would be to install or clear an area for parking facilities. Whatever it must take to solve this parking problem at the Mount, it should be done as soon as possible.

Jennifer Tellers Commuter Rep.

As I write this, my car is parked down on Chalon Road among approximately twenty other cars. I have to be back at the house where I live by 3:30 p.m. (my last class ends at 3:20) and I still have to walk back down the hill to my car after class.

As Commuter Representative, I wish to lodge a series of complaints from the commuters. The first is this: we do not understand why the lower parking lots were designated to commuters in the first place. There are fewer parking spaces in these lots than in the upper ones and there are more commuters than there are resident students.

Secondly, we feel as though commuters are being disregarded and are not being dealt with as fairly as the resident students are in regard to parking facilities. Various "threatening" signs posted around campus dealing with parking regulations and towing procedures contributed to our feeling of displacement as commuters.

Our third complaint is this: the shuttle bus schedule was poorly publicized to the commuters. The bus only runs to the bottom of the hill at 1:35, 5:00 and 5:15 p.m. The time spans inbetween each running time are too wide.

A number of other complaints have been submitted to the Mount's parking committee, but few have been met with solutions.

We commuters are anxious to see solutions to these parking problems come into effect in the near future.

Mr. Phillippi Parking Comm. Member

I would like to start out by saying that I appreciate the opportunity to comment here in "THE VIEW" on the parking situation at the Chalon Campus.

Parking at the Mount is a difficult situation—I am the first one to admit this—but it can be handled if everyone cooperates. During the spring and summer the Parking Committee spent considerable time in reviewing the parking areas on campus and then reassigned and redesignated areas for this purpose. These spaces were then newly marked. Arrangements were made for parking spaces at the parking lot of the University Synagogue (Sunset and Saltair) and a shuttle bus service was inaugurated on a trial basis at the beginning of this current semester. These plans were developed solely to alleviate some of the current parking congestion, to promote carpooling and to help with the gasoline situation.

During the first weeks of classes we realized that parking was still very difficult for commuter students, faculty and staff, especially on Mondays, Wednesdays and Fridays. To help ease the situation, we started directing cars to park along Chalon Road on these days and initiated a shuttle system between 8:00 a.m. and 10:00 a.m. to bring people up the hill to the Circle.

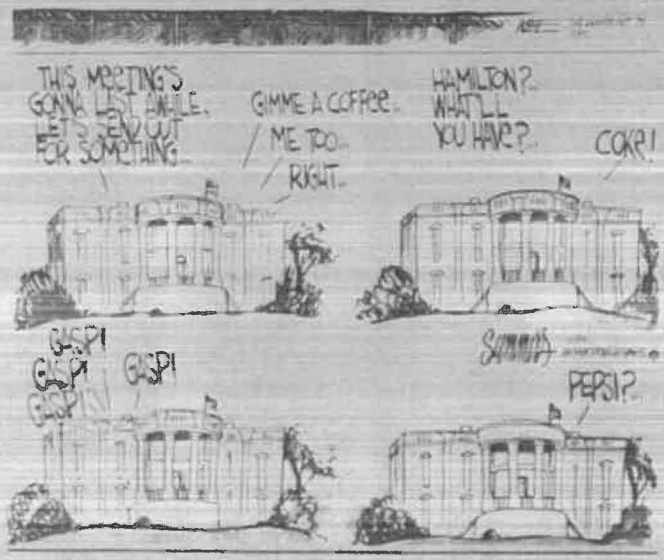
I am stating all of these measures in detail to indicate how the Parking Committee has tried to ease the parking situation in the best possible manner. It is important that I mention too, the deep concern of the Administration with the difficulties encountered by the members of the University Community as well as visitors and guests who have occasion to come to the Mount.

The Administrative Council is scheduling a special meeting to discuss possible solutions to the parking problems. These might include the development of possible additional spaces in such areas as the vacant area on the corner of Chalon and Bundy and reviewing the class scheduling for the next academic year in order to effect a more equal distribution of persons on the Campus at any one time.

At this time however, the parking congestion will be considerably eased if everyone will give their fullest cooperation to the established parking regulations. These were distributed during Student Orientation and to everyone who has registered an automobile on campus.

Again, I must emphasize that the administration and the Parking Committee will do everything possible to improve the parking situation, but we must also have everyone's full cooperation in observing the established regulations. It is to insure this, that the regulations must be enforced for the benefit of all.

We appreciate your help and cooperation.



THE VIEW

Vol. XXX No. 2 — October 1979
Editor — Nora McGrath
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THE VIEW is the official student newspaper of Mount St. Mary's College. The opinions expressed are not necessarily those of the College or the newspaper. The staff welcomes contributions from the staff, faculty and students in the form of letters, articles and comments. All contributions must be typewritten and are subject to review with consideration of available space and of grammatical form.

ENCLOSURE 68



Americans Running to Stay Fit

by Denise Trapani

They come by the masses, in all shapes and sizes, young and old, men and women evolving a new breed of individuals. These people have made the decision to get out and start shaping up for a better more healthy life. Americans are finally realizing that their poor diet and exercise habits need to change. Many people are now switching to a program of running to stay fit, and this contagious trend is capturing everyone's imagination.

Running is one of the oldest sports around. However, running is no longer for the few whose seriousness classifies them as competitors. A new branch of running has blossomed for all. The distinction is those who compete, run, and those who do it for fun — jog.

Runners have covered a lot of ground. In the beginning, our ancestors had to run for their survival. Primitive man became a cross-country runner in order to feed himself and to communicate with distant tribes. Over the years running became more structured. The first foot races took place at the Olympic Games of Greece. The races were classified by distance: (1) sprints or dashes, (2) middle-distance races, and (3) long-distance races. These classifications still hold for today's competitive runner.

Distinctive from the competitive runner is the jogger. Jogging provides many positive results when administered correctly. However there are many arguments as to what is the correct way to jog. The most beneficial results come from running long, slow distances. The novice should move at the most comfortable speed without causing discomfort. The authorities on running agree that straining does more damage than good.

So what are the benefits? Look at the physique of track stars — there is no evidence of flab on these individuals. The "slim and trim" state becomes a reality with proper dieting and exercising, such as running or jogging.

There are also those individuals who are running for their life. They have been warned by their doctor that their life is at stake due to obesity. Finally the light shines through: shape up. After a change in diet and a new exercise program and moderate jogging — the results become obvious. It has been proven that running lowers the blood pressure and relieves tension, thus enabling one to relax, sleep better, function better at work and producing better results. The running makes one feel like a new person.

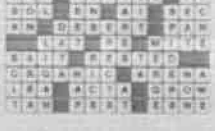
Look around; runners and joggers everywhere, in Southern California one can spot them on San Vicente in the early morning, on any divider on the side streets, and along the park ways. A vast majority of parks have constructed special jog courses to accommodate the rising number of runners.

THE VIEW

Editor ..... Lisa Kimble
Advisor ..... Mary Daily
Staff ..... Lori Bohn, Sylvia Falconi, Linda Larabee, Leslie Nassau, Bianca Philippi, Denise Trapani, Katrina Woodard
Contributors ..... Atin Cologne, Lesa Hall
Photographer ..... Sue Hazelton

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Answer to October's Puzzle



MOUNT FACES CRISIS

It is estimated that 80 cars belonging to Mount St. Mary's College students will be forced to park along Chalon road every Monday and Wednesday of the school year. The problem is simple — a lack of sufficient parking space on campus. The solution is clearly more complex, but the tuition paying student body deserves better efforts than the present non-action that is based on the assumption that the college is doing the best it can.

The shuttle bus from Chalon Road is an appropriate effort to bring commuter students closer to the classrooms without the uphill hike. These same students, however, have no guaranteed parking space on campus.

Other attempts to work around the parking issue have been unsuccessful. In 1979, Mr. Dieter R. Phillippi, Director of Business and Finance, organized a parking committee which consisted of faculty, students, and administrators hoping to combine efforts to reduce parking problems on campus with realistic solutions. According to Phillippi, a general lack of enthusiasm led to this group's dissolution by 1980, and during the past year the parking committee has been nonexistent.

The Administrative Council also saw "the need to do something" and agreed to try to selectively schedule classes in a way that would reduce the Monday, Wednesday, and Friday load. This approach, though it certainly has its merits, has not been helpful to date.

An especially annoying aspect of this parking problem is that it is nothing new to the College.

The lack of sufficient parking space on campus will, no doubt, jeopardize commuter enrollment. The only final solution is to create additional space for parking on campus.

According to Phillippi, the Administrative Council is reviewing the possibility of adding a new parking lot or structure to the Chalon Campus. This idea, however, involves financial and legal complications which the administrators seem hesitant to attack at this point.

Apathy, on the part of the College, appears to be the predominant attitude where parking is concerned. Although a new parking structure would involve the handling of complicated zoning restrictions the merits of such an investment must be seriously, and energetically investigated by the College.

It's A Different World for the Deaf

by Barbara Kucsa

A raindrop, the ocean wave, the rustling of trees, the sound of music, birds singing. How often do we stop to wonder what it is like to be unable to hear these beautiful sounds? To communicate with others without the use of our ears? What is it like to be deaf or hearing impaired?

Life in the hearing world can be a struggle and a real challenge. I know, I've been there, I am there. A hearing impaired or deaf person can be anything, do anything, just like anyone else, perhaps better. A hearing impaired person learns to hear through his/her eyes or by the sense of touch. But what about the hearing person — how does he/she communicate with the deaf or hearing impaired person? Through sign, pantomime, notes, gestures, and speech reading. It's a different world out there for those deaf people, yet they are in the same world as the hearing, blind, handicapped, normal, sad, and happy people. We all live in the same world. The use of hands to say hello can easily be learned by any capable hearing person. Signing is not limited to deaf people as foreign language is not limited to foreign people.

Have you ever stopped to think of how many signs you use each day? Sure, everyone uses sign language, signs like OK and Hello (wave), and Pleased to meet you (smile and a handshake). Sign language is used everywhere. The deaf, hearing impaired, and hearing people have shown a deep interest in learning the American Sign Language or Exact English in Sign.

The interest is right here at home at the Mount. After seeing such a positive and interested response to the Ascension Thursday Liturgy last May which included the high points of the Liturgy in SIGN accompanied by music, I decided to encourage people to think about taking a course in sign language offered at most community colleges. I believe that sign language is an opportunity and skill that should be learned by most people of most professions, such as medicine, education, business, politics, and art.

This spring semester, a sign language class with Dr. George Horan of St. Bernard's parish in Glendale will be offered on campus for the first time. The course will be offered for one unit, on a credit/no credit basis, lasting about fourteen weeks. It is an opportunity to think about. Today, do yourself a favor and try to "see" sounds, plug your ears with cotton, and try to communicate with your friends without using your ears. Good Luck.

For Thanksgiving, be grateful not only for the things you have, but be grateful for your senses, your friends, and for God's Love to all of us. God bless.



A lone jogger runs a stretch of San Vicente divider during early morning hours. *photo by: Sue Hazelton*

ENCLOSURE 69

THE VIEW

Archives MSMC

Mount St. Mary's College - Los Angeles, California

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Parking Problem Confronted



Photo by Sue Hazelton

The newly restriped Mary's Chapel parking lot (above), filled to capacity in spite of the additional 34 spaces created, is contrasted with photo (below) taken 15 years ago from a dirt lot behind the campus now known as the three parking levels. A closer look will reveal cars parked on the site of today's tennis courts.



Parking is a growing problem at the Chalon Campus. Director of Business and Finance Dieter R. Philippi counts as many as 150 cars parked along Chalon Road this semester. However, the situation has been confronted.

During the spring semester break, the parking spaces behind the Art Building and Chapel were restriped, creating an additional 34 spaces. The parking area behind the Chapel, designated for Faculty-Staff-Administrator parking, has an experimentation in progress. Assignments have been given to people working within the same office for the spaces that follow one behind the other. This is designed so that when someone wants to leave, he knows who owns the blocking car. Philippi believes that this arrangement will save people valuable time in tracing the owner of a vehicle.

Mr. Philippi is considering this arrangement for the parking situation in front of the library, too. He knows that no one likes to park in the front spaces for fear of being blocked in. With space assignments similar to those behind the Chapel, people can easily contact the car's owner. In addition, this will allow more cars to park in the circle area.

Philippi is still awaiting blueprints from architects and construction workers concerning increased parking space behind the existing and crowded three levels behind the pool area. The idea is to cut the slope existing between each level. Then a retaining wall would be built, and a few more spaces would be gained. If this slope is removed, Philippi estimates about 70 additional parking spaces will result. He is still awaiting the cost figures for this project.

An alternative would be to have the three levels restriped. Philippi believes this may be a cheaper route to follow.

MOUNT ST. MARY'S OFFICIALS ALARMED AT CAMPUS THEFTS

Mount St. Mary's administrators are concerned about the security on the Chalon Campus. In the past several months, many thefts have been reported. The A.S.B. IBM typewriter was stolen from the office, and administrators speculate that the theft occurred during the regular school day. The Biology Department has reported missing equipment, and students are voicing angry complaints over stolen lunches, money, and wallets.

This rise in crime at the College has caused school officials to re-examine the Mount's security. According to Dieter Philippi, Director of Business and Finance, a full time security force would be too costly and would result in increased tuition. In an effort to tighten campus security, a gatehouse at the bottom of the campus is under construction.

Although this will not alleviate the problem, it can divert would be lawbreakers away from the campus after hours. At present, the threat of thefts and vandalism during the day still exists.

OLE' L.A.

The Mount St. Mary's Alumnae Association will be hosting its Nineteenth Annual Scholarship Luncheon and Fashion Show on Saturday, April 25, 1981. The theme of the luncheon, OLE' L.A., celebrates the Mount's contribution to the educational and cultural growth of Los Angeles in this bicentennial year.

The Grand Ballroom of the Beverly Wilshire Hotel will be the setting for the festivities, beginning with a reception at 11:30 a.m. and the luncheon at 12:30 p.m. The tax deductible donation will be $25 per person, and $17 for Mount students, faculty, and Sisters of St. Joseph of Carondelet. Fashions presented by Joseph Magnin-Century City and a raffle will highlight the afternoon activities.

The support of all members of the Mount community is needed in order that proceeds from this luncheon may provide many scholarships for young women. Reservations are limited and can be made by contacting the Alumnae Office. Friends of the College can also contribute by being a social patron or benefactor, taking out an ad in the program, or donating a raffle prize.

M.U.N. STUDENTS NEAR DEPARTURE FOR NEW YORK

The time is near — next month Mount St. Mary's delegation to the Model United Nations will leave for New York. Not only have the delegates been busy researching Bahrain (a small Middle Eastern country in the Persian Gulf), which they will represent this year, but fund-raising has also been a major concern.

The M.U.N. delegation is faced with the task of raising all the funds necessary to attend the conference. Unfortunately, this is a recurring problem. Until M.U.N. is sponsored by another source, the delegates must rely upon student support of their fund-raisers.

Everyone is asked to participate in and support these fund raising activities.

STUDENT LIQUOR POLICY PROPOSAL AWAITS APPROVAL

by Denise Trupani

"The use or possession of alcoholic beverages in the Residence Halls is not permitted."

Mount St. Mary's Residence Halls Contract

School regulations clearly state that students are not allowed to have alcoholic beverages in their possession while attending Mount St. Mary's College. Some students, however, feel that this policy infringes upon their rights and have decided to propose a new alcohol policy.

The Student Policy Liquor Proposal, according to Mary Schmitz, Student Life Policy Representative, is now awaiting approval. This policy allows those students 21 years old and older to have alcohol in their rooms. Realizing that the majority of the students cannot legally possess or purchase alcoholic beverages, a clause was annexed to the proposal which states that if alcohol is found in the rooms with minors, those over 21 will be held accountable.

This proposal might eventually have its drawbacks, unless wording is amended to clarify the situation. This could cause more delays and the proposal would have difficulty getting approval.

One problem that may arise is what action will be taken on students who are neither minors nor legally of age to possess alcoholic beverages, the 18-20 year old bracket. Also, what extent of the responsibility will be placed on the over 21 year-olds? The severity of the problem is not stated. This legality proposes great concern to those who have the final say as to whether to accept or reject the proposal.

Another part of the proposal allows students to sell alcoholic beverages at college events, such as dances. By allowing liquor to be sold, A.S.B. and other school organizations will benefit financially. When supply and demand are on the uprise, so are the profits. At highly spirited school functions, people are more inclined to pay for a drink containing alcohol rather than plain punch.

Students feel there is a need to update the existing policy and hope that this proposal will carry out the wishes and concerns of both administrators and students. Once the authorities have accepted the policy, the liquor proposal will be implemented.

If the proposal is rejected, it will not be the end of the road for the proposal. It will be back to the drawing board for the tireless group of students willing to move for change.

ENCLOSURE 70

The Bumpy Road of Commuter Life

By Diane Huseby
Assistant Editor

Commuter students are a growing portion of the Mount's student body. These individuals fight daily traffic battles on the freeways of Los Angeles and then struggle to find time to study and to make a place on campus that is their own.

Laarni Lampa, a second year Nursing student said, "It is tiring dealing with traffic all the time. You have to leave home really, really early, and leave school late." This makes for long days and short nights and once home, there is often more work to be done. As Stephanie Nguyen, second year Nursing student stated, "When you get home, you're so tired that you want to take a nap, but that nap turns into morning."

While on campus, there is something missing for commuters: finding a place of their own. It is hard for commuters to participate in activities because it is too late or too far to drive back to school. "We miss out on being able to join a club because they are too late at night," Melendre Biascan, second year Nursing student confirmed.

Parking on campus is also difficult, especially during the first few weeks of school. Dianne Drummond, a third year Liberal Studies / English major student revealed, "I had troubles parking this semester. I used to be able to pull up and get a space, now not always. When I asked about it, I was told enrollment was up, but no allowances were made for that increase. I sometimes had to park on the hill up to the Circle."

The experience of living on campus is a lost part of college for commuter students. Missing out on floor meetings, hall decorating contests, pizza parties and late night rap sessions enhances feelings of isolation for commuters. A commuter must make friends with other commuters or students in class. Instant friendships with roommates or next door neighbors are not possible. Lampa, Nguyen, and Biascan became friends by being in the same classes.

However, for a commuter who has not been fortunate in making friends in class, the Mount can be a lonely place. Eating a meal in the dining hall can become quite an ordeal. As the commuter chooses a table where she or he will be alone, there is little else to do but notice all the other students finding seats with friends and hoping and praying that someone, anyone, will take a seat at the table. Before even choosing a table, a commuter must first decide what to eat. This can be even more difficult than finding a familiar face in the cafeteria. Commuters must purchase their meals with cash or meal cards. If the meal is not enjoyable, the commuters cannot simply go back for another item. If the meal is enjoyable, commuters cannot get a second helping without purchasing that additional helping. Some commuters bring their own food from home and then fight for space to store it in the refrigerators on the first floor of the Humanities building.

Finding a place to study can be difficult for commuters as well. There are really only two spots for commuters: the campus center and the library. Due to distractions in the campus center, Drummond says, "I hardly study on campus. I just go home instead and then drive back up when it is time for my next class." The story is different with Lampa, Nguyen, and Biascan, who find space in the library or in the campus center where they can study or talk.

There are pros and cons to every decision. As a commuter, sometimes the cons of combating traffic, struggling against isolation and inconvenience seem to outweigh the pros. However, after a long day's battle, commuters get to sleep in their own beds at night.

The Residence Halls: A Look at the Multi-faceted Chalon Resident Life

By Varsana Staszak
Staff Writer

A major part of the college experience is living on campus. The students' perspectives combined with the personality of their floors and halls make each student's experience different. However, most residents would agree that there are certain advantages and disadvantages to residential living.



Advantages of Living on Campus at Chalon

Many residents enjoy being close to all the Mount facilities and the whole community. For some students, the only alternative to living on campus is a one or two hour commute. For example, Anna Iracy, a first year student, does not have to commute from Mesa in San Diego, by living in the residence halls. Sarah Conger, a first year student, had to commute an hour last year from her home to her high school. She felt this was a waste of time and decided to live on campus in college. Residents can utilize time that would be spent in traffic to study or rest. Venus Ordeh, a third year student, can "go to sleep when I want—right after class or in between classes." Many residents said that they can sleep in if they like and wake up five minutes before class and still be on time. Another convenience of community life is that follow said. In fact, some residents said they can study as much as they want, whether with friends or by themselves. Conger said she is "more conscious of how much time you and other people spend on studying."

In addition to the academic advantages, there are social and personal advantages. Iracy likes "the feeling of family and community. You make a lot of friends quickly and you become outgoing because people are always there." Eileen Herrman, a first year student, also likes "the chance to make friends and be part of a sisterhood. There's no male domination." Jennifer Manke, a fourth year student, who now commutes, lived on campus her first and second years. She said it was "easier to meet people and adjust to college" since she was far from her home in Guam. It was a "good starting point" for her.

Nadya Assaf, a first year student, said it is nice to have a roommate and other residents as friends "to talk to, share experiences with, and support one another." She also thinks that it is good to be "on your own—you get a taste of what life will feel like in the future, but in a safe environment." Sarah Decke, a fourth year student, is a Program Assistant for the Residence Hall Association (RHA). Her job includes working at the Residence Desk and coordinating Stop Trans which helps students get off campus to shop

ENCLOSURE 71

Da Camera Society Brings Quality Music to Mount Students

By Eric Eberwein
Contributing Writer

Not many Mount students know that they can see world-class string quartets and world-renowned choirs for as little as $5. Thanks to the Da Camera Society, you can — in concerts which not only bring you great music, but a sense of the history and architecture of Los Angeles.


Eric Eberwein (Photo by Maria Bemby)

We present the Chamber Music in Historic Sites® series — great musicians from the worlds of classical and jazz in places like Union Station, the Bradbury Building and the Hollywood Roosevelt Hotel. We don't believe in "concert halls." We believe that every concert is enhanced by its setting. When you hear a great choir like the Tallis Scholars sing English hymns in a church with English Gothic architecture, the music and the site combine powerfully to give you a one-of-a-kind concert experience. So we match every artist with a site that complements the music being performed.

The Da Camera Society ("da camera" is Italian for "of the court," "of the chamber") exists to return chamber music to its roots. Centuries ago, you did not see a great quartet play Mozart of Haydn in a converted high school auditorium — these musicians played in intimate spaces that rang with history and style. We believe that every concert-goer with even a remote interest in classical music, jazz, architecture or history deserves these experiences every time out.

As Mount students, you can get tickets to four of our 1996-97 concerts for $5: the Tallis Scholars, November 3; "Daniel and the Lions," a medieval musical play, January 18; Alexander-Clayton-Hamilton Trio, bringing jazz to Union Station, February 9; Combattimento Consort, presenting a Baroque program at the Hollywood Roosevelt Hotel, April 16.

Drop by our office next to the Chalon Bookstore at DH-306 and ask about our student discounts. We'll bring you a world of music for your hard-earned money.

Students Educated Through Alcohol Awareness Week

By Summer Cervantez
Staff Writer

Admist all the other drugs that Generation X has deemed as trendy, there is still the old familiar—alcohol. Popular among high school, college, and an alarmingly increasing rate of pre-teen and junior high students—approximately 69 percent have experimented with alcohol by age 13—alcohol and the issues that are associated with it invoke widespread concern. Due to this concern, during the week of October 20th through the 26th, National Collegiate Alcohol Awareness Week was celebrated.

National Collegiate Alcohol Awareness Week was founded by groups such as MADD, Mothers Against Drunk Driving, and SADD, Students Against Drunk Driving, in cooperation with numerous health and youth organizations. National Alcohol Awareness Week's goal is "to heighten knowledge about some of the dangerous effects and consequences of using or abusing alcohol," according to June Sun, ASB Alcohol and Substance Abuse Prevention Co-chair.

From a physiological perspective, alcohol facilitates the actions of the neurotransmitter GABA. GABA inhibits neuronal transmission, leading to a decrease in brain activity, causing perceptual distortions, decreased motor coordination, and impaired judgment. In view of the fact that women do not metabolize alcohol as efficiently as men, and become intoxicated on less alcohol, alcohol use should have special concern for women. Alcohol consumers should be warned that the typical person metabolizes about 1 ounce of alcohol per hour, and more than that will lead to eventual intoxication.

Intoxicated users cause 50,000 deaths per year in drunk driving and drunk driving related accidents. Alcohol can lead to debilitating addictions, that in turn cause health problems such as cirrhosis of the liver. Alcohol plays a high percentage in criminal activity, including crimes like rape and theft; in addition it tends to lend itself to the shedding of social inhibitions, often leading to unflattering and embarrassing situations. "No matter where you go, if alcohol is being served, you can bet you'll see crazy drunk people making fools of themselves," commented a first year student, Veronica Small.

At the Mount, new ASB ASAP Co-chairs, Renee Ross and June Sun planned National Alcohol Awareness Week on the Chalon campus with a few things in mind. "We are not promoting a ban on alcohol consumption," Ross stated. "The obvious fact is that college students consume alcohol. However, we want to promote education and hopefully prevent a few bad and unnecessary experiences." Sun believed the timing of the event was especially important since "the end of mid-terms, Halloween, and building stress levels, leaves people looking for a way to relax, often through use of alcohol."

Special activities occurred throughout the week, encouraging students, staff, and faculty to develop awareness. Planned events included the setup of a drunk driver cemetery in the Circle, body tracing, and the distribution of black remembrance ribbons. A 30 second moment of silence to remember victims of alcohol related accidents, and a mailbox stuffing project—heart shaped cut-outs with alcohol facts and information —were also a part of the week's activities.

For the new ASAP Co-chairs, National Collegiate Alcohol Awareness Week marked the beginning of plans they have for the future. Both Co-chairs, excited about their new positions, hope to address other issues, including: substance abuse, caffeine and nicotine addiction, and diet, energy, and sleeping pill addictions. "We want to welcome everyone's comments and suggestions. Just get in touch with us and let us know any other ideas that may be going around," said Sun. The ASAP Co-chairs are members of ASB's Student Activities Council.

Increase in Cars Causes Overcrowding in Student and Faculty Parking Areas

By Patricia Ibanez and
Varsana Stasiak

Angelinos love to drive their own cars. Evidence of this has been especially apparent this year. As students and faculty trek up the Mount, they encounter daily the difficulty of finding a parking space. As frustration grows, is there any relief in sight?

It is as bad as it's ever been, declared the Mount's Transportation Coordinator, Devere Claus. The parking pandemonium was reflected during the first week of classes when the fire department penalized the Mount for letting students park on the road. At the begining of the semester, to alleviate the students' frustration a little, the security guards were



dents spot a parking space. According to security guard Bob Hendricks, even parking in the Circle is now more flexible. "As long as students do not impede by Monday through Thursday from 7:00 a.m. to 3:00 p.m.

Second year student and ASB Committee Senator, Adanma Okonkwo, says a lot of parking permits because they do not feel the college can guarantee them a parking spot. As Okonkwo stated, "I come 45 minutes earlier to find a parking space and be in class on time, even though I come from the Bel Air area." A third year student, Jennifer Bennett said, "I have never seen it like this. It makes me angry enough to not buy a parking permit." But as Claus suggested, "Not buying a parking permit is not the solution."

Some possibilities are being discussed at the moment. At one point, the opening of a parking lot in a vacant lot at the corner of Chalon and Bundy, which is the property of the Mount, was considered. This idea is no longer feasible.

Use of carpooling by the staff is highly operative at the Mount, with 40 participating faculty and staff members. Jane Iman, the Benefits Coordinator in Human Resources, stated that, "Faculty and staff members are reimbursed every time they use a shuttle, carpool, use rapid transit, walk, or bike to the Mount."

Physical Plant, along with various departments on campus, is attempting to form a parking committee to address the problems. Those who have not purchased parking permits, beware.

ENCLOSURE 72

MOUNT ST. MARY'S
ARCHIVES

The Oracle

12001 Chalon Road
Los Angeles, CA 90049

February 2, 1998

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Reaping the Benefits of Carpooling

By Veronica Aguilera
Staff Writer

Tired of looking for parking spaces or of taking the bus to school everyday? Well, now your frustrations can come to an end because the Mount has started the Student Carpool Program.

According to the Mount's Student Carpool Program brochure, the purpose of the carpool program is to "reduce parking congestion on the Chalon campus in a way that is beneficial to everyone."

Marie Tanner, one of the program's coordinators said that the Student Carpool Program provides students with benefits such as reserved parking spaces on the fourth floor (this only applies to Commuters), reduced parking fees, discounts and a guaranteed ride home.

Students who are part of the carpool program receive a carpool permit, which one of the carpoolers must display along with a Mount parking decal in their window. Every carpooler receives a $15 discount from the regular parking fee, and an extra $15 is also added to their on-campus munch money which each carpooler can use in the Deli. Tanner explained these benefits apply to both residents and commuters. In addition, students who carpool to campus have a guaranteed ride home in case they need to leave home due to an emergency. Students are reimbursed up to $50 per ride and get three emergency rides per semester. The student, whether a resident or commuter needs to save the receipts, fill out a Guaranteed Ride Home form and turn it in to Student Affairs or Residence Life.



Anna Intharathut and Sylvia Alvarado register interested students in the the Campus Center. (Photo by Moria Demby)

Although the Student Carpool Program was initiated last fall, "students have responded really well," said Anna Intharathut who is a third year student and of the carpool program coordinators.

Intharathut continued, saying students do not have to pay any fees in order to become part of the carpool program, they just receive the benefits. In order for students to receive their benefits every semester, commuters must register their carpool every semester and carpool two or more times a week. Residents on the other hand, only have to carpool to campus once a week from home and also register their carpool every semester in order to receive the same benefits.

If anyone is interested in becoming part of the Student Carpool Program, forming a carpool or obtaining more information about the program, contact the Carpool coordinators—Marie Tanner, Anna Intharathut, Sylvia Alvarado and Sheryl Favloga—or Student Affairs for more information. Students can also call the Carpool Hotline at (310) 954-4003 to get further assistance.

Athena's Guide to What's Inside

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•Link Up With the Entertainment Scene Around L.A.

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•How much do you know about Date Rape Drugs?

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• *The Oracle's* Tribute to Black History Month

UPCOMING EVENTS for the Getty Center during the Month of February:

•February 11, 7:00pm
Getty Center Auditorium, The Getty Center Panel: Sites of Origin and Marketplaces of Identity: Part I
Olvera Street Panelists: William Estrada, El Pueblo de Los Angeles Historic Monument,
Charles Briggs, University of California, San Diego,
Diane Ghirardo, University of Southern California
Reservations are required, please call (310) 440-7300

•February 18, 7:00pm
Getty Center Auditorium, The Getty Center Lecture: The Geography of Time: The Nile Mosaic and the Library at Praeneste
Professor Gloria Ferrari Pinney, University of Chicago
Reservations are required, please call (310) 440-7300

•February 19, 7:00pm
Museum Lecture Hall, The Getty Center Lecture: Ruins of the New and Monuments of the Past

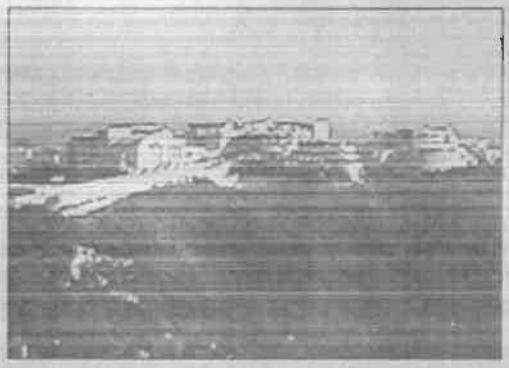
The Long Awaited Opening of The Getty Center

By Norma Marquez
Staff Writer

Where can you experience breath taking views of the L.A. area and still have the opportunity to observe European paintings, decorative arts and many more priceless works of art?

Your answer is sitting on a hilltop in the Brentwood area of Los Angeles, overlooking a gorgeous view of the Los Angeles area, the Santa Monica Mountains and the Pacific Ocean. The answer is also visible from the Mount. It is the J. Paul Getty Center. The Getty was opened to the public in December of 1997 after years of construction. The Getty was designed by architect Richard Meier and is under the direction of John Walsh Jr.

The Getty is, in and of itself, a work of art, since it provides a



A view of the Getty Center as seen from the Mount. (Photo by Moria Demby)

you enter the museum you will find fourteen galleries of French furniture, four 18th century paneled rooms, paintings by Rembrandt, Monet, Renoir, Cezanne, Vincent Van Gogh, Michelangelo drawings and much much more. Many of the organizations of the J. Paul Getty Trust: the J. Paul Getty Museum, the Getty Research Institute for the History of Art and the Humanities, the Getty Conservation Institute, the Getty Education Institute for the Arts, the Getty Information Institute and the Getty Grant Program.

According to the Getty Education Institute for the Arts, "The Getty Center promises to bring the arts to new audiences throughout the nation with programs devoted to arts education, art and cultural heritage, scholarship, and conservation."

The Getty is open Tuesday and Wednesday from 11 a.m. to 7 p.m. Thursday and Friday from 11 a.m. to 9 p.m., and Saturday and Sunday from 10 a.m. to 6 p.m. Admission to the Getty is free, but a $5 parking fee

ENCLOSURE 73

Careless Drivers, Beware!



By Lauren Chilstrom
Opinion Editor

Attention Mount drivers: please stop hitting my car!

As the parking lot seems to get smaller, the dings, dents and scratches in the cars of Mount students seem to be multiplying. There is no worse feeling than discovering your car has been scarred for life by some careless driver who was in too much of a hurry to even leave a note. For those of you who have never had the pleasure of such an experience, please allow me to relate my personal tale of woe.



It was the second day of class and my friends and I were headed out to my car to make a food run. As we neared the lot, I could easily spot my baby, a 1998 silver Mustang, parked in the second row. But, to my horror, I also spotted a huge black mark and deep scratches on my back bumper!

Some thoughtless driver had backed right into my car and wasn't even adult enough to leave a note, taking responsibility for the damage. Needless to say, I was annoyed. However, nothing can compare to the annoyance I'm going to feel when I find out how much it's going to cost me to fix something that I didn't even do.

No matter how much I would like to blame such incidents on bad drivers, much of the problem must be attributed to a really bad parking lot. The parking spaces are tiny at best and ridiculously close together. The aisles are so narrow that anything larger than a clown car has to make a series of complicated maneuvers just to get in or out. And, although the sign clearly says "Compact Cars Only," the many trucks, SUV's and other large cars protruding out into the aisles make driving around the lot nearly impossible at times.

Knowing full well the parking situation isn't about to change any time soon, drivers need to change the way they park. When you back out of those miniscule parking spaces, would it kill you to go a little slower and actually watch what you're backing into? When you parallel park on the side by the tennis courts, could you be more mindful of the marked spaces so that you only park in one?

If you do happen to get into a little fender-bender in the parking lot (hey, we all have our bad days), could you take the time to do the right thing and leave a note for the person who's car you may have damaged? If you can do these things, there's a good chance that the person parked behind you will also think twice about flooring it backwards out of their parking spot, right into your car.

The Electoral College: Friend or Foe

By Connie Moreno
Staff Writer

Every four years, we go out to the polls and vote for the candidate we think will lead our country in the right direction. We have pride in our democratic system, in which the people can freely exercise their right to choose whomever they want to govern them, nationally and locally. But, is this idea really true? Do the people have complete power over who will be the next president of the United States? Surprisingly, it doesn't work quite that way.

It is true that every four years we vote for our favorite presidential candidate, but there is still another step involved in the election process, one that many Americans do not completely understand, the Electoral College.

The Electoral College has been a part of our history for about 200 years. It was necessary to decide how it was that the president was going to be elected. The idea of election solely by popular vote was not well liked. They thought this would give the president too much power. Another method was to have congress elect the president but this would give them too much power over the executive branch. Finally it was decided that our president would be chosen through the Electoral College.

The way the Electoral College works is difficult to understand, so I will try to explain it as simply as possible. States have the power to choose the method in which they pick electors. The electors pledge their vote to a certain candidate. The least amount of electors a state can have is three, since every state has two senators and at least one person in the House of Representatives.

What we are actually doing when we vote, is voting for those candidates' electors. These electors then get together on a given day and cast their vote for president and vice president. The states have to give all their electoral votes to the winner in that state. In order to win, the candidate must have at least 270 electoral votes.

The Electoral College defeats the whole purpose of having a democracy. If the United States was truly a democracy, the popular vote would elect the president.

Those who favor the Electoral College claim that if the president were chosen merely on the popular vote, the best candidate would not necessarily end up winning. They argue that the best president for the country is not always the most popular. Examples of non-popular presidents who won the most electoral votes are James Polk, Abraham Lincoln, Woodrow Wilson, Franklin D. Roosevelt, Richard Nixon, and Bill Clinton.

Manda Molina, a first year Political Science major favors the Electoral College. She puts it quite simply "If it ain't broke, don't fix it."

Claudia Almanza, a third year Political Science major also favors the Electoral College. "There are a lot of people out there who vote for a candidate simply because they see him a lot on TV and they don't really take the time to inform themselves on the candidate."

As with all controversial issues, there is no one, simple answer. In any event, elections are rapidly coming our way. Candidates will begin to ferociously campaign to win our vote and our trust. The American citizens will cast their vote and feel that they are an integral part in our democracy, the democracy we prize and treasure so much. The Electoral College has existed for a greater part of our history, if we were to abolish it, would it bring negative consequences to our country or would we finally live a true democracy?

Letters to the Editor: Cafeteria Policy Unfair

I just read your article, "Singing the Cafeteria Blues." There are a few issues raised by this article that I would like to respond to. First of all, the article states that the loss of silverware and dishes could cause an increase in tuition. It seems to me that the cafeteria is spending a lot of our tuition money already. The entire cafeteria has undergone drastic changes in the past two years. From painting (and repainting) to floor work, alarms on the doors, and a completely new set of tables and chairs. Now, each student here somehow pays over twenty THOUSAND dollars to come to this school. That does not include R/B's fees, parking fees, and comprehensive student fees, which have all created a very depressing dent in my already miserable bank account. Surely some of this money could be used to buy some plates?

In this article, Krystal Kim talks about how, although eating in the cafeteria is hard sometimes, she has met people she never knew went to this school. She has been able to meet them at mealtimes because they have "finally been forced to come out of hiding." Well, I probably qualify as one of those people. I prefer to eat my meals alone in my room, with a little music and a book to read. If I eat with people, they are my close friends or my family. I don't like to eat my meals surrounded by strangers and loud talk. With everyone forced to eat in the cafeteria, the place seems more crowded than ever, and it's difficult to find a seat to myself. Often, when presented with the choice, I find myself opting not to eat at all, rather than go through the stress of forced socializing when I'm trying to eat.

An issue was brought to mind while reading this article that is much more important to me than whether or not I have to eat in the cafeteria. Krystal says, "Most students often project their concerns unfairly on the workers, who want nothing more than to provide us with good, nutritional food." I agree with her in part. It is silly to complain to the man serving the food or taking the ID cards about an administrative decision. However, I feel the part about "good, nutritional food" is a little off.



MSMC's cafeteria were a regular commercial restaurant, I believe they would be out of business. During my first week of school this semester, the first day I ventured back into the cafeteria, I found insects in my food. There were about five aphid-like bugs on my broccoli stalk. It looked as if the broccoli hadn't been cleaned properly, so the garden bugs had been cooked along with the food.

I am not one to cause an uproar, but when I hear unmitigated praise for our Food Services department, I must disagree. The health department has visited Mount St. Mary's at least once since I've been here. Another student actually bit into a cockroach while eating her food, and now I have found insects in my food. I know it must be difficult to provide food for such a large number of people, but it has been done, and it can be done properly. I don't expect perfection, but I think everyone at this school has the right to expect, no to demand, that the food we are served here is sanitary. Far from worrying about lost plates and broken trays, I think our administration should concern themselves [illegible] our food issues, the health standards that are expected at any college.

Syedah Johnson

It seems that MSMC has gotten the wrong impression about its students. They made a big decision about the cafeteria without even consulting with us, even though it would be affecting us the most. We, the residents who pay thousands of dollars a year for room and board, cannot even decide where and when to eat. They command that food not be taken out of the cafeteria, even if that means you have to skip a meal because you have class or work. They expect you to eat a soggy sandwich for lunch, knowing that a sandwich is not worth the $5-$7 that you pay per meal here. The bottom line is that keeping food in the cafeteria is leaving many students' stomachs empty. They think that if they trap us in the cafeteria they will help us socialize better, but really, we are adults who have every right to decide whether we want to eat alone in our rooms, in a lounge, or with others in the cafeteria. That should continue to be

Editorial: Cafeteria Loneliness

In my two years as a Mount student, I have never been forced to eat alone. There have been occasions in which I have chosen to eat in the solitude of my room as I added details to a paper or crammed in those last bits of information for my next final. However, I have never *had* to eat alone. One of the Brady First Lounge regulars, I chose to eat out of the cafeteria most of the time.

During the short break between classes and stress, commonly known as lunch, we would gather. One soap opera or another would be playing on the TV as we chose our places on couches or chairs, at tables or on the floor. There was always at least 3 or 4 of us. At peak times, our numbers grew well above 10 students, as we made room for each new person to join in the culture of our lounge.

I was never one to waste my time on trashy daytime TV, but this was different. It was not the show that was important, but the social interaction and culture we developed. We all got to know each other over time. Some had [illegible] preferences. Others didn't. The best part was that it didn't matter what it was on, the important part was the feeling of community. This was what college is about.

We analyzed American culture daily and commented on the social problems presented by the common addiction to the unrealistic fantasies of the soaps and trashy talk shows. Without the awkward first moments of superficial conversation, our time in the lounge often were very deep discussions of many things and topic. True, we didn't get into Confucius's Golden Rule, but I doubt that would be normal.

It was in that very lounge I discovered how much I enjoyed being at the Mount. My first semester was difficult. I looked forward to meal times not because the food was so good, but because I would take my food into the lounge to participate in the rich culture of the Mount.

Now, as I eat alone, looking around the cafeteria at the few tables of two or three and the many with single diners, I begin to feel lounge withdrawals. What am I doing here? Sure, eating in the cafeteria encourages intellectual conversation. I sit by myself and ponder my existence. Am I really here? Or am I just invisible? Could

ENCLOSURE 74

Battling Bureaucratic Run Around

By Lauren Chilstrom
Staff Writer

Anyone who has ever stood in line for an hour at the DMV just to be told that they should have gone to the other "window four" can tell you just how frustrating dealing with the bureaucracy can be. For many Mount students their angst is caused not by the government, but by the bureaucracy on our own campus.

There have been numerous student complaints about the seeming inefficiency and hassle they encounter when dealing with administrative offices on campus. In order to help rectify this ever-exasperating situation, it is necessary to examine the bureaucracy from the viewpoint of those who deal with it and those who deal it out.

One of the biggest complaints among students is holds on registration and housing. Many returning students lost their housing because they did not obtain clearance from the Business Office by the specified deadline, officially July 16, though it was pushed back as far as August to accommodate many students, according to representatives from Student Affairs. Clearance was denied due to the obvious outstanding account balance and the little recognized Student Health Form or Business Office worksheet.

Among these students is Kim Anderson, a second year pre-PT major. When Anderson arrived home from a vacation during the first week of August, she received a letter stating that because she was not cleared by the Business Office, she had lost her housing. Anderson immediately tried to get in contact with someone at the Business Office who could help her rectify the problem. However, she says "I just got the run-around every time I called."

She was told that there was only one person in the office that would know about her problem and that person was not available when she called. By the time Anderson was able to speak to someone about the problem (a late health form), there was no housing available on campus (the waiting list for on-campus housing is approximately ten students long), the only available housing being at the University of Judaism, about fifteen minutes from campus. Though Anderson is satisfied with her new accommodations, she feels that had she been notified of the problem she may have been able to rectify the situation and keep her housing on campus.

Beyond housing, the Business Office has also placed holds on students' registration, not allowing them to add or drop classes without clearance. However, some holds which students believe to be cleared are still in place when attempting to make changes to their schedule in the Registrar's office.

Second year student Jasmine Mohiuddin experienced such a hassle first-hand this semester. Mohiuddin received a letter this summer saying that she was going to lose her housing due to an outstanding balance on her account. The error was on the part of the Business Office and Mohiuddin was told that her housing and classes were cleared. However, when she tried to change her schedule during the first week of class, she found that the hold had never been lifted. The problem was easily fixed. Mohiuddin notes "it wasn't that big of a deal, but it was annoying having to deal with the same problem over and over again."



Finding an administrative staff member to comment for this article proved a difficult task. Several staff members declined to comment and passed me along the administrative chain to someone they believed more qualified to comment. My search for a talkative staff member brought me to the Office of Student Affairs where Dr. Mari Wadsworth, Assistant Vice-President of Student Affairs, offered invaluable insight into the workings of administration.



Like many students on campus, Dr. Wadsworth believes that the administration is not a perfect system. However, responsibility for making the system work needs to be shared between the administration and the students.

In the case of students losing their housing, Dr. Wadsworth feels that the administration should bear some responsibility for reminding students about the clearance deadline at least a month in advance. However, it is also up to the student to be mindful of the deadlines and to get Business Office clearance by the deadline. The administration has a responsibility to the students to make the system more efficient, but some responsibilities must be shared with the students.

Dr. Wadsworth believes the run-around problem is simply a problem of miscommunication. It is obvious that staff and students speak a completely different language when it come to administrative matters. For example, a student may come to the Business Office and say "I got this paper about my financial aid..." and before hearing the rest, the Business Office would send them directly to the Financial Aid Office.

Wadsworth states that the simple solution would involve staff taking the time to really get to the heart of the student's problem and taking the time to listen to what the student is really saying. With the heavy workload of the Business Office and other offices, staff may not have as much time as is required to meet the needs of every student. This is when, says Wadsworth, students should come to her office.

Dr. Wadsworth, who took time out of her busy schedule to comment for this article, and the staff of Student Affairs are here to act as a sort of liaison between the student and the administration. They can help students avoid run around and can get them in contact with the right administrators to solve their problem.

So many factors contribute to the break-down of communication between offices and the students they serve, including staff turnover, an ever-increasing workflow and an antiquated computer system (set to be upgraded in late October). Administration's best advice for students: be patient! Though the system is not perfect by any means, it can still work for you—if you give it a chance.

As students we should constantly strive to help better the system that serves us, however we share in the responsibility for allowing it to work. Dr. Wadsworth reminds us that "many students think we're against them. We're not."

Summer News Briefs

Compiled by Joan Fletcher
Editor

Saturday, August 28, 1999, Telecommunications held a raffle at Orientation for both Chalon and Doheny students. First prize was two digital cellular phones donated by Airtouch Cellular. Second prize was a pager. Third prize consisted of five individual MSMC pre-paid calling cards.

The winners of the first prize, the cellular phones, were Monica Bilog from Chalon and Edana McGee from Doheny. Theresa Lopez from Doheny won the second prize, a pager. Lisette Godinez, Erica Sanchez, Monica Ureno were the Doheny winners of the phone cards and Cristina Rivera and Megan Villalobos were the Chalon winners of the phone cards.
(Submitted by Diana N. Marticorena)

Significant changes were made in the Chalon resident halls. The Alumnae Office moved out of Rossiter to Doheny to make room for student housing. Two theme houses were created on the Chalon campus, one is located in the CASA and the other, the Magnificat House, is located in Rossiter.

The CASA is reserved for students dedicated to community service. The letters now stand for "Community About Serving All." The Magnificat House has been dubbed the "Christian Living Community." Students who wished to live in these communities were required to apply for residency in the theme classes before the end of last year.

The Chalon cafeteria has once again undergone changes. It has tastefully been repainted in darker pink and lighter green to resemble a pastel watermelon. Food Services also adopted a policy in which no food may be removed from the cafeteria to cut down on costs to replace lost china.

THE ORACLE

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CULTURAL CORNER

"Being born and raised in Hong Kong, I experienced the Chinese culture mixed with western influ-

Customs:	Interesting Facts
•The majority of the Chinese are devout Buddhists. When they want to ask the Buddha (their supreme savior) for favors or just thank him, they go to the temple, which is usually opened seven days a week, and they burn incense and shake sticks in front of the statue of Buddha.	•The tiny port city of about 400 square miles, has a population of about 6 million and is one of the most densely populated cities in the world.
•One of the most famous and expensive delicacies is Bird's Nest soup, made up of bird's saliva.	•The Chinese ethnic race has a history thousands of years old.
•Karaoke is a big trend in Hong Kong now, so many Chinese go	•The huge, crowded streets are shared by zooming bicycles, pedestrians and the few automobiles.
	•There is a great gap between rich and poor. Many lower-class citizens make about $100-200 while there are come

ENCLOSURE 75

Mexican Voters Outshine US

By Maria Martinez
Reporter

While I was on vacation this year, I saw what it was to have real determination and control over your own future. During my time in Mexico, I managed to experience the elections that were being held.

The state in Mexico is populated with indigenous people who do not even speak Spanish, but speak their own dialect according to the region they live in. They were sick of the government that controlled their conditions, and decided to do something about it: Vote. There no polling houses established in their vicinity, so the people decided to walk to the nearest voting booths. They left their homes at 2 a.m. and walked, forgoing food and rest (they were afraid of not getting there on time). Men, women and children of all ages decided to hike through mountainous terrain to make their voices heard in a decision that would affect them all. These people arrived at the polls at around 4 p.m. walking for a overwhelming fourteen hours just to cast their vote.

Only about sixty people walked to the polls, yet their votes did matter. Their candidate won by less than a hundred votes. Their lives may be effected by their vote, or perhaps it won't, but at least they were determined to try, no matter what the outcome.

The presidential elections are near. Are you ready? How determined to participate are you? Are you the type of voter that goes to the voting polls knowing all about the candidates and their platform, or are you the kind that is not really interested and lets election pass you by as easily as waiting for the sun to set?

Voter turnout in this country is at a low point. Why? We are a country of people who pride ourselves in being heard and exercising our rights. If this is true, then why are we not more involved in the decisions that will shape our future for the next four years?

I participated for the first time in the elections this year, and I am glad I did. I waited years to be able to vote and have my voice heard in a country that has given me so much. I felt proud of my effort, until I discovered that not only did most of my friends not vote, but they did not even know the candidates or the issues! How can we expect to change the world and make a difference, if at such a young age, we are already apathetic and cynical about our government?

Other countries have no right to vote, and the children are born and raised without knowing freedom of choice. Why do we take it for granted here in the U.S.? Why do we let a small majority decide what will affect all of us over the years? If we want to change the way things are, we must do more than give lip service to the cause. Action must be taken in order for our views and rights to be heard and accepted by those that try to oppress.

Here at the Mount, all we must do is walk to the Campus Ministry and register—or is that too far for us?

Suzi's World: Buses, Parking, Senioritis

By Suzi Schroeder
Reporter

First, I'd like to have a moment of silence for the dear departed Pixymobile, who passed away on the 405 Freeway this summer. She was a good car, as well as a very large and blue one.

It's that time of the year again. It is time to wake up early for class, stay up entirely too late procrastinating, and fork over large amounts of money for books and parking permits. For many Mount students, the new year brings new frustrations. This year it is the parking.

There are significantly more cars in the lot this year, making parking especially difficult. I've noticed that empty spaces are hard to find. Many students are forced to park illegally, often blocking in other cars or parking for entrances.

There also seems to be an increase of cars parked up and down Chalon and Bundy. I hear that space is more available at Doheny, but they are still feeling the crunch as Chalon students and staff coming from the downtown area opt to take the shuttle to Chalon.

Never fear, your parking worries are over. I have come up with the perfect solution. I propose that one of the conditions to the MTA strike should be to add a route up to the Mount. If the bus drivers demand to take the scenic route up the hill, it will not only relax their day, but will help in the negotiations, as the rich Brentwood neighbors are sure to back the idea.

The route would be going up and down the proper streets, of course, so to avoid impeding traffic. It would not only be beneficial to the Mount, but the neighbors would rally to the cause.

They no longer would have to risk accidents in their Beamers and Lexuses driving around the busy L.A. streets. They would be able to simply take the bus. Think how much better they would feel knowing that their car was safe in the garage and not on the 405 Freeway.

A bus route would also reduce traffic on Norman and Bundy, allowing for Mount students who opt to not take the bus to zoom unimpeded up and down the roads. Having the bus would also reduce parking problems. Students could park at the bottom of the hill and take the bus up. Think of the revenue that would generate!

Relations with the community would quickly improve because the neighbors will be so grateful for the new bus route. They wouldn't even mind the few students that park outside their houses and take the bus up.

Even with all my bus plans, parking will surely still suck as the year goes on. Many students will suffer the dreaded malady known as senioritis, which causes one to lose the resolve to do anything. The only known cure for senioritis is to go to the beach.

Personally, I have a severe case of senioritis, even though it's only the beginning of the year. At this rate, come spring, I won't even be in the country. I'll have such an advanced case that I will be forced to travel to some secluded beach in the Caribbean to cure it.

If the bus plan does not work out, maybe the Biology Department could find some way to create a strain of senioritis in the lab and release it on campus. Then the parking problem would be alleviated. If the everyone is at the beach, there will be plenty of parking.

Lieberman Takes the Moral Road

By Adam S. Reisinger
The Towerlight
Towson U (U-WIRE)

Money may not be everything, but it sure counts for a whole heck of a lot in politics. Joe Lieberman, who last week told a Senate committee that the government should stop marketing violent movies, music and video games to young children, is obviously ignoring that fact—and his stand is refreshing, even if it is misguided.

I don't agree with Lieberman, the Democratic vice presidential candidate and senator from my home state of Connecticut, and his crusade for government regulated censorship. But at least he, unlike most politicians, has the cajones to stand up to the same people who are almost entirely responsible for funding his campaign.

The entertainment industry has always been known for its large donations to the Democratic Party, and as recently as the days leading up to the Democratic National Convention, President Clinton was cozying up to industry leaders.

None of that matters to Lieberman, who seems to be doing what most politicians would never consider — making choices on the issues based on his own morals and opinions, not what his donors tell him to do.

Lieberman truly believes the entertainment industry is marketing violence toward children, and, in all honesty, it probably is, and most politicians know this.

So politicians worth his $1,000-a-

Unless you look, ironically enough, at a product of the entertainment industry—the critically acclaimed 1998 movie "Bulworth." In the film, Warren Beatty's character, California senator Jay Bulworth, decides after putting out a hit on himself, to attack the insurance industry and its policies, in spite of the fact that the industry is all but financing his entire campaign.

Amazingly enough, the public loves the new Bulworth, and it propels him to unprecedented levels of success across all odds and topic the same strategy actually seems to be working in real life.

Sen. Lieberman probably will never get the support in Washington to actually get the entertainment industry to reduce its own product. But he is winning the respect of the public, a group of voters who, before the DNC, had Al Gore trailing Texas Gov. George W. Bush by almost double-digits in the polls. Gore now leads by that margin, picking up almost five additional points in the past week.

How the rest of the election will be affected by Lieberman's new crusade remains to be seen. There are still six weeks left before election day, and anything can happen in that time. Lieberman could even be swayed by "outside forces" to tone down his stance. But let's hope that doesn't happen.

For Lieberman's sake, let's hope things turn out better for him than they did for Bulworth, who was killed by his own former hired enemies in the insurance industry. Because, while no

Editorial:
Farewell, my Mount!

I hoped this day would never come. Yet every moment of the last year has been leading up to it. I hid from it and narrowly escaped it many times, but it has finally tracked me down and cornered me so that there is no way out. I am saddened, but I know what must be done.

I have served the Mount community as the editor of our newspaper for over a year now. I have benefited from a very talented and dedicated staff who has helped me through everything. We have been through a lot together and still have many challenges to overcome. I will be there through it all (until I graduate, at least...), but rather than being the figurehead, I will be in the background.

This decision may have been the best I've ever been faced with. Imagine living out your dreams and then suddenly finding them crushed before you due to time constraints. This is how I've felt the last few weeks. I love working on The Oracle and presenting the student voice. However, as I enter into my senior year and prepare for life after graduation, I find I have no time to dedicate to any activities other than course work.

Reminiscing on my time at the Mount, I think back fondly to the Leadership Conference my freshman year, where I first discovered that I CAN be a leader. I had never thought of myself, as a generally shy and easygoing young girl, as being a leader, but by the end of that weekend, I had learned more about leadership than a lifetime of experience could have taught me. What was this all-important lesson I learned? Confidence.

Another important lesson I learned was the selflessness of a good leader. I began to lead a group?

Keeping this view in mind, I began to assess my level of responsibility in the newspaper as well as in classes. Since I am here to learn (that is the primary reason to go to college...), my grades and level of achievement are extremely important to me. All of my activities, no matter how important they are to me, but be secondary. And so, looking at my current situation, with observations, tutoring, Oracle, church choir, work and classical conversations as well as class work, I knew something had to be dropped.

Sadly, the one activity that was not required for one of my majors and that took up the most time was the one that I enjoyed most... The Oracle. I have truly enjoyed being editor, but I must step down, if not for my classes, for my sanity. I also was not doing the paper any good. Due to my hectic schedule and lack of time, we were unable to organize until very late and our first issue has shamefully come out over a month after school started!

Keeping in mind the words of my leadership instructors, I remember that one of the hardest things a leader must do is to step down. Good leaders must be able to recognize when to step down. For me, this means I must be able to take the initiative and be responsible enough to admit when I have too much to do and can no longer do it all.

My dear Mount community, now I will pass you. I will remain on the newspaper staff, always supporting the new editor. At this time, I am not sure who will be taking over. There have been a few people who expressed interest, and I hope that one of these enthusiastic and ambitious young

ENCLOSURE 76

Student Activities

Welcome Commuters Open Lounge Brunch

Welcome Back, Commuters! It's a new year and a new look for the Commuter Lounge. Join us Thursday, January 19 from 8:00am-10:00am in the Commuter Lounge to celebrate. FREE Breakfast served.



Spring Semester Stickers

Spring 2006 semesters are now here. Stop by the SACS Office to update your ID cards.

Sign Up for the Carpool Program

If you commute to campus, you can $AVE Register today for the Carpool Program. Earn great rewards from CA$H to free food. Bring your parking permit and your carpool buddy to the SACS Office to complete the registration form. If you don't have a match, we can help you find one. Registration ends February 3, 2006.

Handbook Cover Design Contest

Calling all artists! Leave a legacy at the Mount. The 2006-2007 College Handbook Cover Design Contest is underway. Stop by Student Activities and Commuter Services Office to pick up an application packet. **You can be the lucky winner of $100.** Submission deadline is **March 3, 2006.**



Submit your activities, events or announcements to the Chalon Student News and keep the campus informed!
cnews@msmc.la.edu

Academic Advisement and Career Services would like to Welcome you back!
In order to better serve you, please note our Office Drop-in hours.

CENTER HOURS
MONDAY - FRIDAY
8:00AM TO 4:30PM

DROP IN HOURS:

Monday	9am-12pm, 2pm-4pm, 10am-12pm
Tuesday	2pm-4pm
Wednesday	10am-12pm, 2pm-4pm, 10am-12pm
Thursday	10am-12pm, 2pm-4pm, 9am-11am
Friday	- -

IF YOU ARE UNABLE TO VISIT US DURING DROP-IN HOURS PLEASE MAKE AN APPOINTMENT.

Transfer Students

Please be sure to pick up your Transfer Evaluation Forms.

Want to Explore the World!

For those interested in studying abroad for the Fall 2006, Academic Advisement will be holding a Study Abroad Information session on February 2nd, from 1-2pm. Location TBA

To the Mount Community,

In a continuing effort to improve our campus environment and provide adequate parking for Students, Faculty, and Staff, the following changes have been made to the Chalon campus:

Additional parking spaces have been added along the Fitness Center and behind Carondelet residence hall.

The road along the tennis courts, leading up to the Fitness Center is now a ONE-WAY route going north.

This work has been completed and the change in traffic pattern is effective immediately. Please be aware of the changes and excercise caution when travelling through these areas. Please do not exit downhill along the Fitness Center.

Please do not hesitate to call the Facilities Management Department at extension 4340 with questions or concerns.

Thank you,



Mount St. Mary's College
Safety Committee and Parking Committee

ENCLOSURE 77

Chalon Campus

PARKING

Parking is limited on the Chalon campus, so only resident students in their second year or above may buy a parking pass. Parking for resident students is allowed in lots I and J and G-2 only. Commuter students of any year are eligible to buy a parking pass and may park in lot G in front of the tennis courts and gym, or in the commuter parking structure.

Parking passes can be purchased in the Business Office by either paying in full or placing the expense on your MSMC account. A full-year pass costs $370; a semester pass costs $190.

SHUTTLE AND STOPTRANS

The Mount provides free transportation between the two campuses and to local destinations of interest—a very handy service to those who do not have a car on campus.

The *Inter-campus Shuttle* provides rides between the Chalon and Doheny campuses throughout the day. We also have a *Union Station Shuttle* which travels between the Doheny Campus and Union Station during morning and afternoon peak hours Monday through Friday.

The *StopTrans* takes you to places like Westwood, Westside Pavilion, Ralph's, CVS, Third Street, Venice Beach and many more. All you need to do to use either of these services is show your current MSMC ID and sign your name on the *StopTrans* drop off paper.

Shuttles operate Monday through Friday from 5:30 am – 10:30 pm. For more information, visit www.msmcla.edu/shuttle-schedule.

HERTZ ON DEMAND CAR SHARING

Need a car on campus? The Hertz On Demand Car Sharing service is great for students living on campus who may need a car for meetings, run errands or head out to have fun with friends. Rent by the hour, or by the day. Hourly and daily rates include gas, insurance, iPod adaptor, 24-hour roadside assistance and much more

For additional information, please contact the College's Transportation & Parking office at 310.954.4044.

FERPA

The Family Educational Rights and Privacy Act (FERPA) affords students certain rights with respect to their education records. The primary focus of FERPA is to ensure that a student has reasonable access to his/her educational records and, along with this openness, must come the assurance of the privacy of the record. All information belongs to the student and cannot be released without written permission. The only exception to this written permission clause pertains to what the institution defines as directory information. Directory information is information the institution may publish and distribute without written consent.



Doheny Campus

Mount St. Mary's College

ENCLOSURE 2

Allyn D. Rifkin, PE
RTPG – the Rifkin Transportation Planning Group

Los Feliz Towers
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Los Angeles, CA 90027

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June 12, 2018

David Wright, Sunset Coalition
Wendy-Sue Rosen, Brentwood Residents Coalition
11845 Chaparal Street
Los Angeles, CA 90049

Via email: zofia.wright@gmail.com

COMMENTS ON TRAFFIC IMPACTS FOR THE PROPOSED MOUNT SAINT MARY'S UNIVERSITY WELLNESS PAVILION PROJECT AT 12001 WEST CHALON ROAD ENV-2016-2319-EIR

Mount Saint Mary's University is proposing the construction of a 38,000 square foot Wellness Pavilion on a site currently containing 226 parking spaces. The new facility would include 281 parking spaces, an addition of 55 parking spaces to the campus. 24

On behalf of the Sunset Coalition and Brentwood Residents Coalition, I have reviewed the draft traffic study of the proposed project dated January 2018 which was prepared by the consulting firm of Fehr and Peers. This traffic study is the basis for the traffic impact analysis for the subject DEIR dated April 2018. I am qualified to conduct such a review based upon my 34 years of experience working for the Los Angeles Department of Transportation, culminating with the supervision of the Transportation Planning Bureau of that department (see **Exhibit 1** for a summary of my experience).

The traffic study is flawed for several reasons resulting in the under-estimation of the project impacts: 25

1. The trip generation for the proposed project is based upon the consultant's un-substantiated assumptions of the attendance to the Wellness Pavilion and the assumed occupancy of visitors to the center. Further, it does not include ride-sharing drop-off and pick- ups, valet employees to staff the events, other service, staff and maintenance vehicles, food supplies and other deliveries, **Traffic surveys of similar projects need to be added into the record to evaluate the reasonableness of the assumptions.**

2. The baseline traffic conditions (existing without project) are inconsistent with recently completed traffic studies of other proximate school expansion projects, painting a more optimistic scenario for the starting point of the analysis. **Rather than relying on the standard CMA analysis for level of service analysis, more detailed operations analysis should be completed to gain a more pragmatic assessment of traffic impacts. The study must also document the amount of peak hour spreading to assure the assessment of so-called "off-peak" events at the Wellness Center can be accommodated.** 26

3. The assessment of neighborhood traffic impacts fails to consider the unique and constrained conditions of the sub-standard hillside streets leading to the University from Sunset Boulevard. There are a number of locations where the constrained topography limits the roadway making it difficult for two-way traffic at the traffic volumes projected and unsafe for existing bus shuttle programs necessary to mitigate the existing enrollment levels for the project. Certainly, it is not clear if proposals to mitigate construction impacts by use of further bus shuttles would be feasible. **The traffic analysis should evaluate peak hour traffic flows on the local streets to determine if the practical capacity limited width roadways may be exceeded.** 27

4. The proposed mitigation of traffic congestion impacts is of concern. There are cumulative construction impacts with currently approved construction under-way at Archer School and at Brentwood School that were not considered. The proposed measures involving the use of alternative access through the Getty Museum property and Mountaingate fire roads has not been demonstrated as being feasible for a number of reasons. Further, the use of remote parking and shuttle buses to the campus to mitigate the temporary elimination of on-site parking is not feasible. **The traffic analysis of construction impact and emergency access mitigation needs to be further detailed in light of comments received.** 28

5. There is a basic mis-understanding regarding the baseline conditions and the University's entitlement for student enrollment. In a separate, May 29, 2018 communication to the Planning Director, the Sunset Coalition and Brentwood Residents Coalition (BRC) summarized my findings related to the LADOT review of a previous 1984 Conditional Use Permit (CUP) to build the existing parking facility. At that time, I was supervisor of the LADOT's Transportation Planning Bureau and agreed with LADOT conclusion at that time that no traffic study was necessary for the then new parking facility, **"...provided that there was no increase in student enrollment."** The enrollment prior to that time was capped at 750 students. Mount Saint Mary's 1984 CUP involved only an approval to build a parking structure and there has not been a request since then to increase enrollment. The Fehr and Peers traffic study does not assume additional enrollment at the University as a result of the new facility, thus **it must be more clearly stated that the permit for this new facility would not entitle additional enrollment above what has been permitted for the University or the Draft EIR must evaluate that increase.** 29

DISCUSSION

1. TRIP GENERATION

30

In Chapter 3 of the Traffic Study, Fehr and Peers estimates the peak hour traffic to be:

AM 180 vehicles per hour (180 in and 0 out)
PM 200 vehicles per hour (90 in and 126 out)

This estimate is based upon presumed event types and attendance figures without any citations for precedence from similar facilities. Rather than unsubstantiated assumptions, the best practice would have been to survey a similar facility. In particular, it does not appear reasonable that there would be no out-bound trips in the AM peak hour as it is stated that the facility would be open to Doheny students and other visitors. The Wellness Pavilion may attract existing students to come to the campus earlier, in the AM peak hour, to take advantage of the new facilities. Also, under current conditions, some college students are shuttled to school by friends, roommates, siblings, parents, or Uber/Lyft services with resultant outbound trips as those vehicles continue on to work or other destinations from the campus. This phenomenon would also be extended to the Wellness Pavilion.

2. BASELINE TRAFFIC COUNTS

31

This community has reviewed traffic conditions for two other academic campuses in recent years. Many of the same intersections studied in this traffic study were also evaluated for those projects as well. Below is a summary comparing existing conditions from this traffic study and the Brentwood and Archer School EIR's at, for example, Church Lane at Sunset Boulevard, a key intersection adjacent to the I-405 Freeway.

PM PEAK HOUR at Sunset Blvd/Church Lane

	CMA value	LOS	
Mt. St. Mary University	0.701	C	(2016 baseline)
Brentwood School	0.789	C	(2014 baseline)
Archer School	0.821	D	(2013 baseline)

From the above summary, one would have to conclude that, based upon existing counts, traffic conditions have gotten better in the three years since the Archer School data were collected. Given that Brentwood School and Archer School have expanded during these intervening years, the conclusion that traffic conditions have improved is not apparent and needs to be re-examined. A more detailed operational analyses of level of service should be performed to clear this anomaly.

On page 23 of the Mount Saint Mary's Traffic Study, the consultant acknowledges that 32

> "...three intersections along Sunset Boulevard were observed to experience acute congestion during the afternoon peak traffic period...resulting in a reduced number of vehicles traversing the intersection."

In the traffic studies for the previous Sunset Corridor school projects, there was substantial comment regarding the peak hour spreading of traffic. In other words, because of the severe traffic conditions (i.e.: Level of Service F) along the Sunset corridor, commuter peak traffic demands extend over more than one hour. This is a concern over the assertion that the new facility may schedule additional events in the "off-peak" hours. The traffic study must better discuss the amount of peak hour spreading and document how those schedules would not affect the peak traffic demands outside the so-called "peak hour."

3. NEIGHBORHOOD TRAFFIC IMPACTS

33

The assessment of neighborhood traffic impacts is based upon an LADOT criterion using daily traffic volumes which was developed to assess whether residential residents could notice changes in traffic conditions. This assessment does not consider the restrictions of hillside local streets, which have limited roadway width and site distance that could further limit the amount of traffic feasible for those streets. Attached, as **Exhibit 2** is a May 23, 2018 letter documenting my field review of the local hillside streets serving access to the Mount Saint Mary's campus. The major conclusion is that there are sections of the roadway that limit the ability of the access road to handle two-way traffic over and above the existing levels. The addition of the peak hour traffic volumes expected to be added from the new facility may exceed those limits. To evaluate this concern, there should be a peak hour analysis of the local streets to assure the residents that the practical capacity of those streets is not exceeded.

4. MITIGATION OF CONSTRUCTION IMPACTS

34

Chapter 8 (page 61) of the traffic study provides a discussion of construction impacts.

The Archer School and Brentwood School have been under construction during the past year. The community is very much aware of construction impacts involving truck movements necessary to remove soil from the site and the delivery of construction materials to the site. The traffic study for Mount Saint Mary's University Wellness Pavilion does not acknowledge those activities as cumulative construction impacts which also impact traffic flow through the Sunset Corridor.

35

The proposed haul route (Figure 9A, page 63) faces the same limitations of topography described above under Neighborhood Traffic Impacts and there is no discussion of the feasibility of trucks travelling up and down the narrow hillside streets. An alternative haul route (see Alternative 3, Figure 10, page 85) was proposed using access through the use of fire roads on the Getty

Museum property. There is no demonstration of the necessary permissions and approvals of the Getty Museum for that alternative. 35 cont

There were recent serious of brush fires in this area surrounding the campus site. Emergency evacuation routes have been designated, which include Chalon Road to Bundy Drive; Norman Place to Bundy Drive; and a third route through the Mountaingate community (with undeveloped fire roads over private property). The designation of these emergency routes and possible conflicts with construction access plans should be addressed in the construction impacts analysis. 36

Additionally, the construction involves the temporary elimination of 226 existing parking spaces for faculty and students. Mitigation of this parking impact is offered through a combination of valet parking and additional shuttle bus to the campus. As described above under Neighborhood Traffic Impacts, additional shuttle bus operations would be problematic because of the limited roadway widths on the access route to the campus. 37

5. BASELINE ASSUMPTIONS FOR ATTENDANCE 38

In a separate, May 29, 2018 communication to the Planning Director, the Sunset Coalition and Brentwood Residents Coalition (BRC) made the case for revocation of the University's current entitlements based upon the errant expansion of enrollment without traffic analysis and evaluation. To briefly summarize, the applicant has previously argued that the provision of additional parking at the required one parking space per four students would entitle the campus to additional expansion. In 1984, when a previous conditional use permit was processed for a parking structure of approximately 268 parking spaces, LADOT concluded that no traffic study was needed as long as there was no increase in the campus enrollment --- 750 students at that time. In the baseline conditions, the campus enrollment is stated as approximately 1,500 students (according to the applicant). The DEIR and hence the traffic study needs to evaluate the impact of increasing the enrollment beyond the 750-student limitation. Certainly, it needs to be re-stated again that the clearance of this proposed Wellness Center project does not involve any approvals for increases in enrollment or the Draft EIR must evaluate that increase.

Thank you for the opportunity to comment on this traffic study and Draft Environmental Impact Report.

Sincerely,

Allyn D. Rifkin, PE

RTPG – telephone 323-664-2805
4455 Los Feliz Blvd
Los Angeles, CA 90027



Exhibit 1

Allyn Rifkin, P.E.
Experience and Qualifications

Mr. Rifkin has over 40 years of experience in the field of transportation engineering and planning. Included in that experience are assignments in both the private and public sectors, ranging from consultant for developers to research for the Automobile Club of Southern California. Until recently, he was the Chief of the Los Angeles Department of Transportation's Bureau of Planning and Land Use Development, responsible for managing a staff of 38 professionals and serving as the key department liaison between the development community and City Council on traffic mitigation and transportation planning issues. He supervised the completion of numerous project EIRs for the City of Los Angeles. His latest projects focused on transit-oriented development along various rail alignments in the Los Angeles area. As a private consultant, Mr. Rifkin has worked closely with residential neighborhood associations and developers to negotiate consensus on traffic mitigation measures in association with proposed development projects. Other consultant efforts of interest include assistance to the Eagle Rock neighborhood in the formation of the Colorado Boulevard Pilot Community Parking program and to County Supervisor Yaroslavsky in the initial proposal to convert Olympic and Pico Boulevards into a one-way pair. On the Westside of Los Angeles, Rifkin has worked with the Brentwood Homeowners and other neighborhood groups seeking traffic mitigation of expanding private schools along the Sunset Boulevard corridor.

Professionally, Allyn is active in the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE), and he has served as the president of the ITE'S largest Chapter of ITE, the Southern California Chapter, with over 1,100 members. In addition to serving on the ITE National Transit and Transportation Planning committees, he has been instrumental on national steering committees for the ITE Trip Generation Committee and the Urban Goods Movement Committee. He has lectured extensively on the topics of traffic impact mitigation and on neighborhood traffic controls.

His college education began with a B.S. in Systems Engineering at UCLA and led to an M.S. in Transportation Engineering at Northwestern University. Rifkin is nationally recognized for his expertise in travel demand forecasting. His more recent work has involved traffic plans to relieve congestion in various hot spots of development in Southern California including the South Coast Plaza area of Orange County, Downtown Los Angeles, Westwood, the LAX Transportation Corridor (the initial area in Los Angeles to adopt a traffic impact mitigation fee), and Warner Center. He was involved in the creation of five transportation trust funds with current balances exceeding $23 million for transportation improvements. In his role as mediator of development traffic impact Mr. Rifkin launched a neighborhood traffic safety program currently exceeding $1.5 million in neighborhood traffic controls and negotiated pedestrian safety mitigations from the Los Angeles Unified School District.

Exhibit 2

RTPG MAY 23 LETTER TO SUNSET COALITION

Allyn D. Rifkin, PE
Rifkin Transportation Planning Group

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May 23, 2018

David Wright, Sunset Coalition
Wendy-Sue Rosen, Brentwood Residents Coalition
11845 Chaparal Street
Los Angeles, CA 90049

Via email: zofia.wright@gmail.com

Traffic and Circulation Issues – Regarding the proposed Mount Saint Mary's University Expansion

Dear Mr. Wright and Ms. Rosen:

This is a summary of my review of traffic issues and impacts related to the current operations of Mount Saint Mary's University (MSMU) and the proposed expansion of the Chalon campus at 12001 Chalon Road in Brentwood. I have 30 years of experience in the field of transportation engineering and planning and until recently I held the position of Chief of the Los Angeles Department of Transportation (LADOT) Bureau of Planning and Land Use Development. In that role, I was responsible for managing a staff of 38 professionals and serving as the key department liaison between the development community and City Council on traffic mitigation and transportation planning issues, including supervision of the completion of numerous project EIRs for the City of Los Angeles. I also have extensive experience working closely with residential neighborhood associations and developers to negotiate consensus on traffic mitigation measures in association with proposed development projects. Attached is **EXHIBIT 1** with a complete summary of my credentials.

As you know, having reviewed school traffic issues regarding the Archer School and the Brentwood School in concert with your neighbor homeowner associations, I have specialized knowledge of school expansion programs in Brentwood and related traffic congestion issues affecting the Sunset Boulevard Corridor west of the I- 405 Freeway. Further, I held the position of Transportation Planning Bureau Chief for the LADOT in 1984, when MSMU submitted their application for conditional use for a parking structure. The application was reviewed and commented on by my department. **It is important to note that the review at that time was in no way intended to be a finding of entitlement for increased attendance of the campus.**

Review of Prior Documents

As mentioned above, I was Transportation Planning Bureau Chief at LADOT in 1984, when the Initial Study Traffic Analysis document (**EXHIBIT 2**) was signed by LADOT Traffic Engineer Charles King, and, at that time, I was his immediate supervisor. With direct knowledge of procedures in place at LADOT, I am especially qualified to interpret the findings of the Initial Traffic Study Analysis and the associated approval for the parking structure.

In an effort to evaluate the background for MSMU's current operational conditions, I have reviewed a number of historical documents that have been submitted to or issued by the City in reference to past entitlements and the current application for expansion (ENV-2016-2319-EIR). The Initial Study Traffic Analysis report by LADOT from March 28, 1984, was issued in response to an application to build a 244-space parking structure on top of an existing parking lot (EIR Case No: 113-84-CUZ). The important note on that document is that LADOT, pursuant to CEQA, did not require a traffic analysis of the requested permit and recommended a finding of **NOT SIGNIFICANT** impact for traffic "**Provided that no enrollment increase is allowed**." During that time, MSMU's enrollment was approximately 750 students (see the January 1984 CUP for the Faculty Residence Building). From the project description it is clear that the request was to build a parking structure and not for an enrollment increase. That is how the City should have processed the entitlement. If the City instead permitted an increase of enrollment to 1,072 students (a 43% increase without additional traffic analysis and new environmental review), that would be a critical error.

Additionally, the July 1984 CUP approval was for a parking structure only --- with a condition that tied the ratio of students to the number of parking spaces in that structure. It did not address the remaining parking spaces on campus that were required by code. The current MSMU Draft EIR includes a misleading assumption which asserts that the ratio of 1 to 4 parking spaces to students applies to all of the parking on campus.

Contrary to what MSMU asserts, LADOT issued the "NOT SIGNIFCANT" traffic impact determination for the July 1984 CUP with the condition that enrollment would not increase. If the permit was to provide for increased student enrollment, LADOT would have required further assessment of the added vehicle trips to determine the need for a traffic study and ultimate assessment of traffic impacts.

Parking Requirements for Universities

As stated above, there are documents in the current application for expansion that stipulate the parking garage entitles the University to expand the number of students. In the field of transportation planning and engineering, as it applies to the City of Los Angeles, there is no documentation or guidelines that the provision of parking spaces generates additional traffic. Thus, the number of parking spaces is not considered a determination of the amount of traffic impact. Generally, the provision of adequate parking is a mitigation of neighborhood traffic impacts with regards to parking over-flow.

EXHIBIT 3 is a summary of a national data base (Institute of Transportation Engineers)

regarding existing parking demands for universities. On average, the peak demand for parking at urban universities exceeded 0.22 parking spaces per student. A conservative practice would be to compare parking needs to the 85th percentile data (statistics which are exceeded only 15% of the time) implying a parking demand of 0.29 parking spaces per student. These data included all visitors to the surveyed universities – including students, staff and visitors.

In comparison, the City parking requirements for learning institutions are not calculated upon the number of students, but rather, based upon an analysis of allocated square feet. Generally, the City requires only one space per 500 square feet with Auditoriums and administration office space treated separately (see **EXHIBIT 4**). **There is no basis in City of Los Angeles entitlements to calculate student enrollment based upon the number of parking spaces provided.**

Existing Roadways Are Inadequate for Current Traffic

EXHIBIT 5 shows the route to the campus from the Sunset Boulevard Corridor, namely Bundy Drive, Norman Place and Chalon Road. According to the Circulation maps from the latest adopted Brentwood-Pacific Palisades Community Plan and the Circulation Element of the Citywide Plan, all roads to the MSMU campus are designated as "local" roads (see **EXHIBIT 6**). This appears to be in conflict with more recently adopted designations from the Baseline Hillside Ordinances (Ordinance No. 181,624 and Ordinance # 168,159), wherein these roads are designated as "Hillside Limited Streets." In both of these criteria, the intention of these roads is that they **"are intended to accommodate lower volumes of vehicle traffic."**

The City standard for determining roadway width is based upon the street designation. documented in the recently adopted Complete Streets Design Guidelines. **EXHIBIT 7** is a summary of what the City expects for "local" roadways pursuant to the recently adopted Complete Streets Design Guidelines in which the requirement is for 36-foot wide streets. **EXHIBIT 8** shows that the requirement for Hillside Limited Streets is that the paved part of the street be at least 20-feet wide.

During my field investigation, I measured these roads and found the roadway width to narrow from 30 feet wide (nearest to Sunset Boulevard) down to less than 19 feet wide on Norman Place in its approach to Chalon Road which is the entrance to the campus. As evidenced by pictures of the route which are attached in **EXHIBIT 9**, these roads are very narrow, windy, lacking sidewalks and with limited sight-line. **Those sections of roadway below 20-feet are substandard by any of the City applicable standards and unsafe for two-way traffic.**

MSMU proposes to add shuttles and busses to accommodate increased student population and events. The addition of busses to the mix of existing traffic would necessitate wider roadway widths as well as engineering design accommodations such as pavement thickness and minimum sight-line requirements. As evidenced by pictures in **EXHIBIT 10**, large busses bringing visitors to the MSMU campus got stuck on Saltair Ave, a very narrow, substandard road.

Additionally, these substandard roads in a high fire area, are inadequate for the amount of current and future traffic generated by Mount St. Mary's University.

Consideration of Other Major Projects in the Sunset Corridor

There have been two major development project approvals with significant impacts on the Sunset Boulevard Corridor: Archer School and Brentwood School – both expansions of existing school sites. **EXHIBIT 11** is a summary table of expected traffic impacts for these sites as reported in the Archer School Traffic Study. Traffic conditions projected to be Level of Service (LOS) E or F (unacceptable according to City Policies) at the following 6 intersections in the Sunset Corridor:

- Bundy Drive
- Saltair Avenue
- Barrington Avenue
- Barrington Place
- Church Lane/I-405 Freeway
- Veteran Avenue

All of these intersections are also expected to be traversed by MSMU students, faculty and visitors. The Draft EIR must take these cumulative impacts into consideration using the proper baseline of enrollment permitted.

SUMMARY

In conclusion, from the documents I have reviewed, the July 1984 CUP approval did not include any condition allowing an increase in enrollment and MSMU appears to be operating with an enrollment number in excess of any City approvals.

The increased enrollment on MSMU's campus without the City's review and imposition of mitigation measures has added to the unacceptable traffic conditions in the Sunset Corridor. In my opinion, based on the current traffic and extent of substandard roadways serving access to the MSMU campus from Sunset Blvd, **the proposed expansion of the University will be significantly impactful to the community.**

Please contact me if you have questions.

Very truly yours,

Allyn D. Rifkin, PE

EXHIBIT 1

Allyn Rifkin, P.E.
Experience and Qualifications

Mr. Rifkin has over 30 years experience in the field of transportation engineering and planning. Included in that experience are assignments in both the private and public sectors, ranging from consultant for developers to research for the Automobile Club of Southern California. Until recently, he was the Chief of the Los Angeles Department of Transportation's Bureau of Planning and Land Use Development, responsible for managing a staff of 38 professionals and serving as the key department liaison between the development community and City Council on traffic mitigation and transportation planning issues. He supervised the completion of numerous project EIRs for the City of Los Angeles. His latest projects focused on transit oriented development along various rail alignments in the Los Angeles area. As a private consultant, Mr. Rifkin has worked closely with residential neighborhood associations and developers to negotiate consensus on traffic mitigation measures in association with proposed development projects. Other consultant efforts of interest include assistance to the Eagle Rock neighborhood in the formation of the Colorado Boulevard Pilot Community Parking program and to County Supervisor Yaroslavsky in the initial proposal to convert Olympic and Pico Boulevards into a one-way pair. On the Westside of Los Angeles, Rifkin has worked with the Brentwood Homeowners and other neighborhood groups seeking traffic mitigation of expanding private schools along the Sunset Boulevard corridor.

Professionally, Allyn is active in the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE), and has served as the president of the ITE'S largest Chapter of ITE, the Southern California Chapter, with over 1,100 members. In addition to serving on the ITE National Transit and Transportation Planning committees, he has been instrumental on national steering committees for the ITE Trip Generation Committee and the Urban Goods Movement Committee. He has lectured extensively on the topics of traffic impact mitigation and on neighborhood traffic controls.

His college education began with a B.S. in Systems Engineering at UCLA and led to an M.S. in Transportation Engineering at Northwestern University. Rifkin is nationally recognized for his expertise in travel demand forecasting. His more recent work has involved traffic plans to relieve congestion in various hot spots of development in Southern California including the South Coast Plaza area of Orange County, Downtown Los Angeles, Westwood, the LAX Transportation Corridor (the initial area in Los Angeles to adopt a traffic impact mitigation fee), and Warner Center.

He was involved in the creation of five transportation trust funds with current balances exceeding $23 million for transportation improvements. In his role as mediator of development traffic impact Mr. Rifkin launched a neighborhood traffic safety program currently exceeding $1.5 million in neighborhood traffic controls and negotiated pedestrian safety mitigations from the Los Angeles Unified School District.

EXHIBIT 2

INITIAL STUDY
TRAFFIC ANALYSIS

EIR CASE NO.: 113-84-CU2 TRANSMITTAL DATE: 3-28-84

PROJECT DESCRIPTION: Cond. Use for a 4 story, 80,000 sq. ft. parking structure for 294 cars located on the Mt. St. Mary's College property on 45 net acres, zoned RE40-1-H.

PROJECT LOCATION: 12001-Cholon Rd.

EXISTING ZONES: RE40-1-H PLANNED ZONES: RE40-1-H

PROJECTED GENERATED TRIPS: —

Bundy Dr. (Street) ADT 290 TPH 35

(Street) ADT TPH

CRITICAL INTERSECTIONS:

& &

	AM	PM		AM	PM
NB					
SB					
EB					
WB					

COMMENTS: * Provided that no enrollment increase is allowed.

IMPACT OF TRAFFIC GENERATION:

NOT SIGNIFICANT	MAY BE SIGNIFICANT	MAY BE CUMULATIVE	TRAFFIC STUDY NEEDED
X *			

Prepared by: C. King Date: 4/4/84

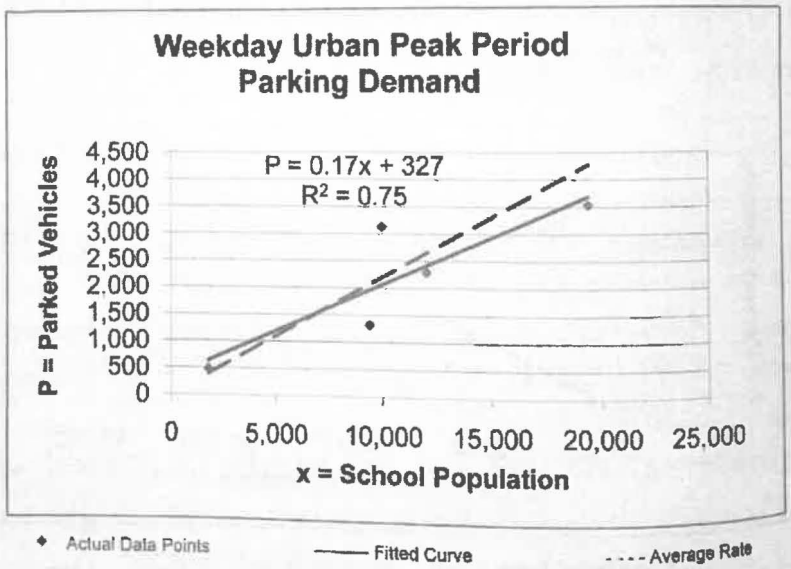
CP-1206 (3/79)

EXHIBIT 3 – NATIONAL PARKING DATA FOR UNIVERSITIES

Land Use: 550
University/College

Average Peak Period Parking Demand vs. School Population
On a: Weekday
Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00–11:00 a.m.
Number of Study Sites	5
Average Size of Study Sites	10,500
Average Peak Period Parking Demand	0.22 vehicles per school population
Standard Deviation	0.07
Coefficient of Variation	32%
Range	0.14–0.31 vehicles per school population
85th Percentile	0.29 vehicles per school population
33rd Percentile	0.18 vehicles per school population





Institute of Transportation Engineers

[156]

EXHIBIT 4

City of Los Angeles
Summary of Parking Regulations

	Use of Building (or portions of) Commercial uses	Ratio (spaces/sq. ft.)
Regular Provisions Sec. 12.21A4	1. Health or Athletic Club, Bath House, Dance Hall/Studio, Gymnasium, or similar (e.g. amusement)	1 per 100
	2. Restaurant, Café, Coffee Shop, Bar, Night Club, or similar	1 per 100
	3. Small Restaurant, Café, or Coffee Shop (1000sq. Ft. or less)	1 per 200
	4. Take-out Restaurant (no eating on the premises)	1 per 250
	5. Retail or Discount Wholesalers	1 per 250
	6. Retail Furniture, Major Appliances, or similar	1 per 500
	7. Auditoriums: Church, High School, College, Stadium, Theater, and similar assembly	1 per 35 or 1 per 5 fixed seats
	8. Elementary School, Child Care	1 per classroom or minimum 1per 500
	9. Commercial School: Trade, Music, Professional, or similar	//////////////////////////////////
	a) Classrooms and assembly areas	1 per 50 or 1 per 5 fixed seats whichever is greater
	b) Classrooms with heavy equipment	1 per 500
	10. Philanthropic Institution, Government Office, or similar	1 per 500
	11. Commercial or Business Office	1 per 500
	12. Medical Office, Clinic, or Medical Service Facility	1 per 200
	13. Hospital	2 per bed
	14. Sanitarium or Convalescent Home	1 per 500 or min 0.2 per bed
	15. Warehouse or Storage (for Household Goods) - first 10,000 sq. ft. - beyond 10,000 sq. ft.	1 per 500 (plus) 1 per 5000
	16. Other Business or Commercial (not listed above)	1 per 500
Special Provisions	17. Auto Dismantling Yard, Junk Yard or Open Storage in the M2 or M3 zones [Sec. 12.19A4 (b)(4)]	6 for the first acre, 1 per 12,000 sq. ft. for the second acre and 1 for each acre over two.

Zoning Section - Department of Building & Safety (LADBS)

EXHIBIT 5 – ACCESS ROUTE TO MSMU CAMPUS

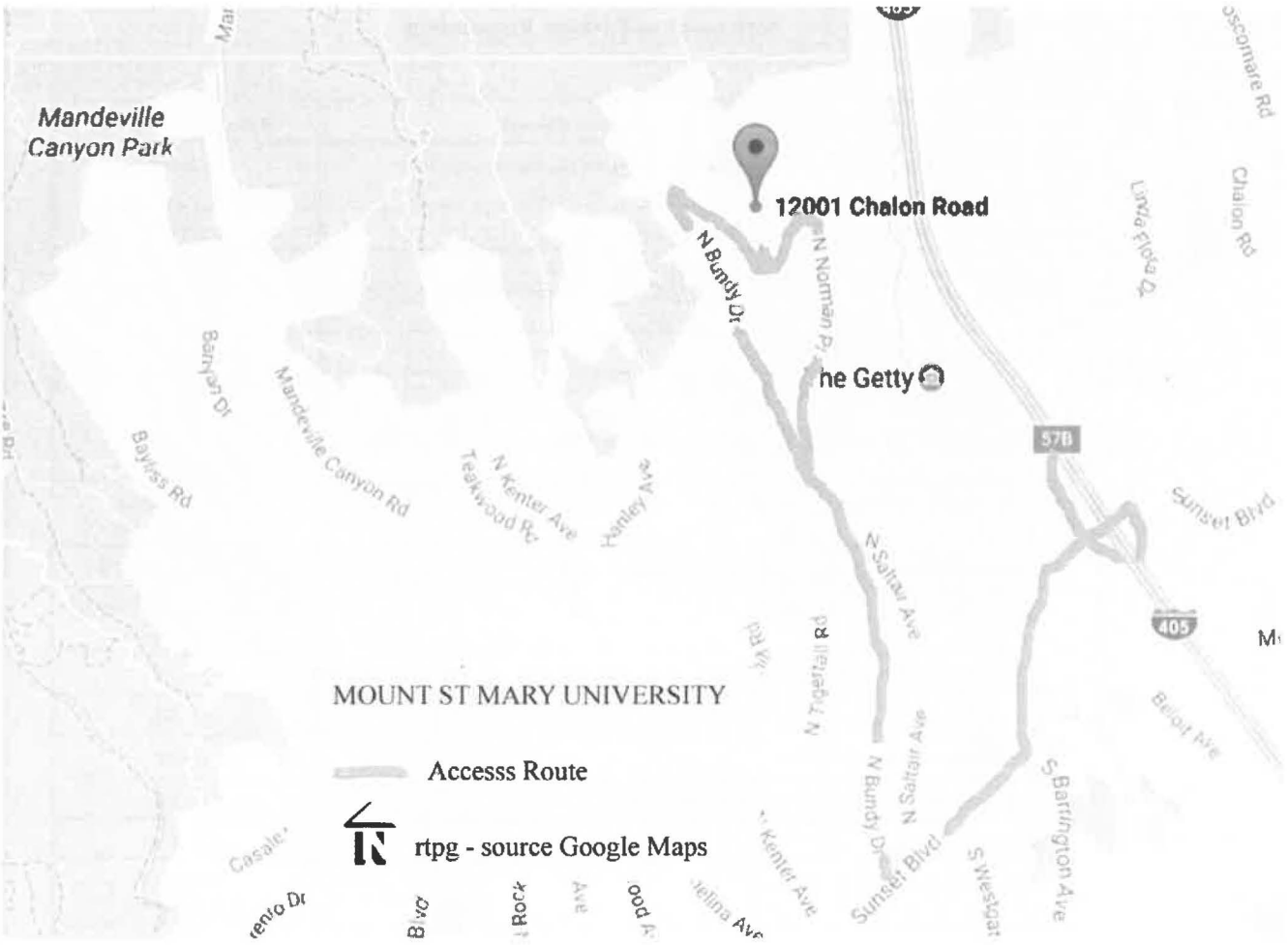
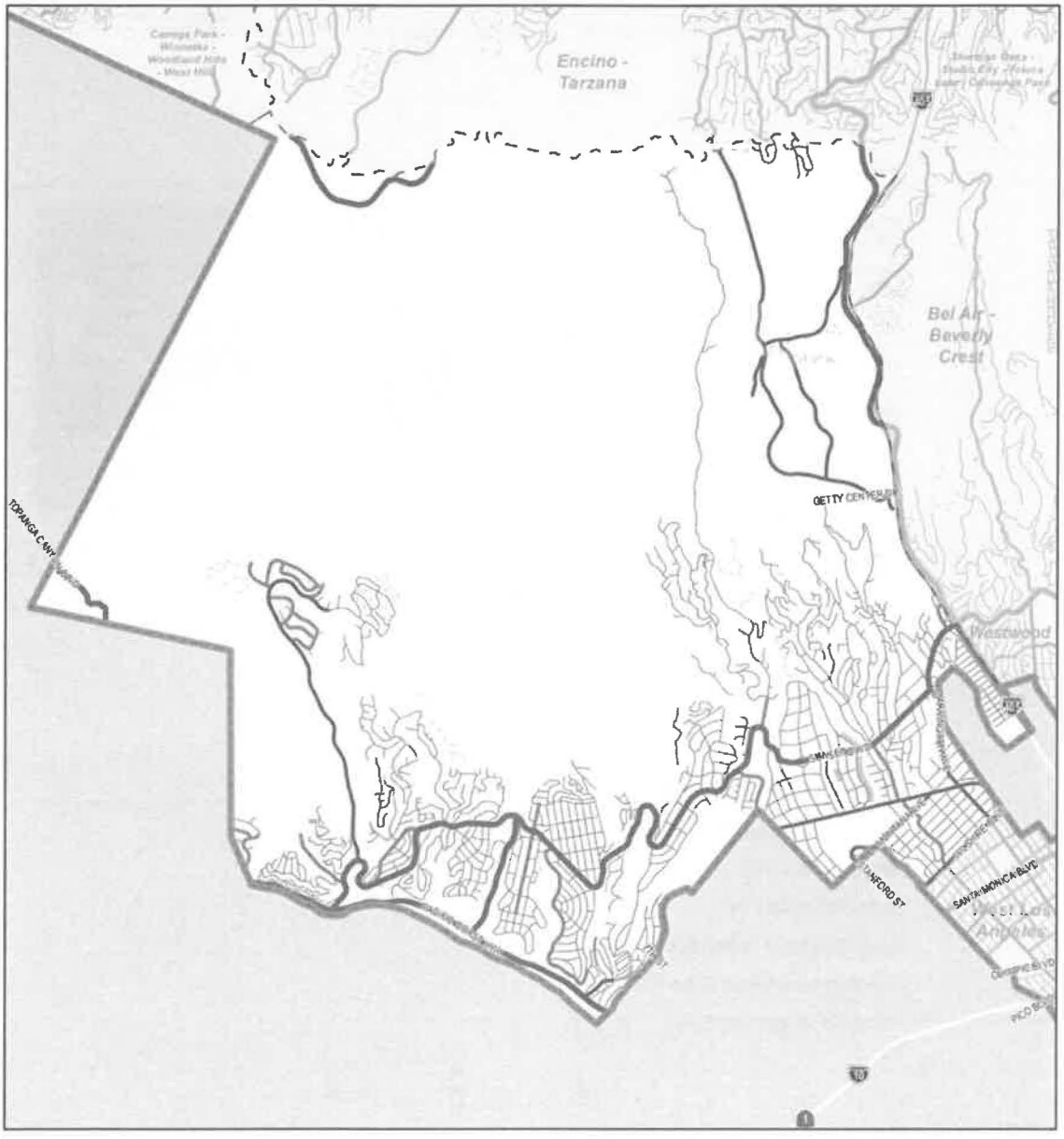


EXHIBIT 6 - CIRCULATION ELEMENT for BRENTWOOD/PACIFIC PALISADES COMMUNITY PLAN



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EXHIBIT 7- CITY OF LOS ANGELES STANDARD STREET CROSS SECTIONS for a LOCAL STREET

Local Street Standard

Local streets are intended to accommodate lower volumes of vehicle traffic. Local streets have one lane in each direction and have parking on both sides of the street.



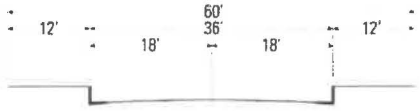
Roadway Width: 36 ft.

Right-of-Way Width: 60 ft.

Typical Number of Lanes: 1 lane in each direction

Typical Sidewalk/Border Width: 12 ft

Target Operating Speed: 20 mph



Local Street Limited

These are local streets that lead to a dead-end rather than providing through traffic.

Roadway Width. 30 ft.

Right-of-Way Width: 50 ft.

Typical Number of Lanes: 1 lane in each direction

Typical Sidewalk/Border Width: 10 ft.

Target Operating Speed 15 mph

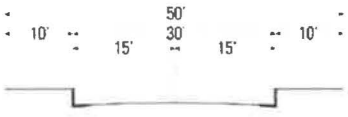


EXHIBIT 8 - CITY OF LOS ANGELES STANDARD STREET CROSS SECTION for a STANDARD HILLSIDE LIMITED STREET (example)

DEPARTMENT OF BUILDING AND SAFETY/ DEPARTMENT OF PUBLIC WORKS
PRELIMINARY REFERRAL FORM FOR
☐ **BASELINE HILLSIDE ORDINANCE No. 181,624**
☐ **HILLSIDE ORDINANCE No. 168,159**

CPC-1952-4072

Building and Safety Date: 05/17/2016 PIN: 141B141-5

Address: 12001 W CHALON ROAD
District Map: 144B137 Tract: P M 4304
Block: Lot: A
APN: 4429003027

Applicant:
Project Description:
Phone:
Fax:
PCIS No.:

Public Works:

Vehicular Access:

1. Is the Continuous Paved Roadway (CPR)* at least 28ft wide from the driveway apron of the subject lot to the boundary of the Hillside Area? ☒ Yes ☐ No
2. Is the CPR at least 20ft wide, from the driveway apron of the subject lot to the boundary of the [illegible] ☒ Yes ☐ No
3. Is the street adjacent to the subject lot at least 20ft wide? ☒ Yes ☐ No
   (Note: all streets [illegible] street frontages, such as a corner lot or a through lot.)

* CPR = begins at the driveway apron and must be continuous and without permanent obstacles to the boundary of the Hillside Area.
If "2" and "3" are Yes: COMPLY WITH HILLSIDE ORD. ZA APPROVAL IS NOT REQ'D
If "2" or "3" are No: REFER TO PLANNING FOR APPROVAL PER 12.24X21 OR 12.24X36

Street Type:

1st Street Name: CHALON ROAD R/W width: 42' Roadway width: 32'

☒ Lot fronts on a standard hillside limited street ☐ Dedication required width: ____ Plan Index: 19802
☐ Improvement required

Comments:

2nd Street Name: R/W width: Roadway width:

☐ Lot fronts on a standard hillside limited street ☐ Dedication required width: ____ Plan Index:
☐ Lot fronts on a sub standard hillside limited street ☐ Improvement required

Comments:

Sewer Connection:

Lot located less than 200 ft from sewer mainline:
☐ Use existing wye and permit ☐ Obtain new connection and new permit
☒ Use existing wye, obtain new permit ☐ Obtain B-Permit from PW/BOE to construct new mainline

Lot located greater than 200 ft from sewer mainline:
☐ Obtain LADBS approval for on-site sewer ☐ Obtain B-Permit from PW/BOE to construct new mainline

Public Works Employee completing this form:

Sign: Print Name: Hisashi Kobayakawa
Date: 5-17-2016 Phone: 310-575-8384 Location: WLA

† The final determination of Hillside Ordinance applicability shall be made after any and all dedication/improvements (if required) have been made.

EXHIBIT 9 - PHOTOS OF ACCESS ROUTE



Bundy Drive



Norman Lane



MSMU Buses Turning onto Norman Lane



Neighbor Traffic Concerns on Bundy Dr

EXHIBIT 10 – MSMU BUS STUCK ON SALTAIR

July, 2017





EXHIBIT 11 - SUNSET BLVD INTERSECTION LEVELS OF SERVICE

Table IV.K-8
Future (Horizon Year 2020) Base Conditions Intersection Level of Service—Non-Event Day

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future (2020) V/C	Future (2020) LOS
1	Cliffwood Ave.	Sunset Blvd.	7–8 A.M.	0.535	A
			3–4 P.M.	0.485	A
			5–6 P.M.	0.370	A
2	Kenter Ave.	Sunset Blvd.	7–8 A.M.	0.746	C
			3–4 P.M.	0.781	C
			5–6 P.M.	0.571	A
3	Bundy Dr.	Sunset Blvd.	7–8 A.M.	0.581	A
			3–4 P.M.	1.167	F
			5–6 P.M.	1.344	F
4	Saltair Ave.	Sunset Blvd.	7–8 A.M.	0.665	B
			3–4 P.M.	1.058	F
			5–6 P.M.	1.215	F
5	Barrington Ave.	Sunset Blvd.	7–8 A.M.	0.961	E
			3–4 P.M.	1.449	F
			5–6 P.M.	1.474	F
6	Barrington Pl.	Sunset Blvd.	7–8 A.M.	0.815	D
			3–4 P.M.	0.966	E
			5–6 P.M.	0.997	E
7	Church Ln.	I-405 SB Ramps	7–8 A.M.	0.675	B
			3–4 P.M.	0.793	C
			5–6 P.M.	0.883	D
8	Church Ln.	Sunset Blvd.	7–8 A.M.	0.927	E
			3–4 P.M.	0.785	C
			5–6 P.M.	0.861	D
9	I-405 NB Ramps	Sunset Blvd.	7–8 A.M.	0.857	D
			3–4 P.M.	0.544	A
			5–6 P.M.	0.554	A
10	Veteran Ave.	Sunset Blvd.	7–8 A.M.	0.726	C
			3–4 P.M.	0.798	C
			5–6 P.M.	1.022	F
11	Bundy Dr. (W)	San Vicente Blvd.	7–8 A.M.	0.573	A
			3–4 P.M.	0.678	B
			5–6 P.M.	0.709	C
12	San Vicente Blvd.	Montana Ave.	7–8 A.M.	0.786	C
			3–4 P.M.	1.022	F
			5–6 P.M.	0.993	E
13	Barrington Ave.	Montana Ave.	7–8 A.M.	0.481	A
			3–4 P.M.	0.788	C
			5–6 P.M.	1.121	F
14	Barrington Ave.	San Vicente Blvd.	7–8 A.M.	0.671	B
			3–4 P.M.	0.725	C
			5–6 P.M.	0.453	A

Connect Create Collaborate

Getty Center

Kathleen King <kathleen.king@lacity.org>

ENV-2016-2319-EIR: J. Paul Getty Trust Comment Letter Re Mount Saint Mary's University Chalon Campus Wellness Pavilion Project DEIR

2 messages

Gregory.Swartz@lw.com <Gregory.Swartz@lw.com> Wed, Jun 13, 2018 at 10:37 AM
To: kathleen.king@lacity.org
Cc: CINDY.STARRETT@lw.com, DJ.Moore@lw.com

Dear Ms. King,

On behalf of the J. Paul Getty Trust, we are submitting the attached comment letter regarding the Draft Environmental Impact Report for Mount Saint Mary's University Chalon Campus Wellness Pavilion Project (ENV-2016-2319-EIR). In addition, later today, we will be sending a hardcopy of the comment letter to the following address:

Kathleen King

City of Los Angeles, Department of City Planning

221 North Figueroa Street, Suite 1350

Los Angeles, CA 90012

Please let us know if you have any questions.

Sincerely,

Gregory W. Swartz

LATHAM & WATKINS LLP

355 South Grand Avenue, Suite 100

Los Angeles, CA 90071-1560

Direct Dial: +1.213.891.8652

Fax: +1.213.891.8763

Email: gregory.swartz@lw.com

http://www.lw.com

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J. Paul Getty Trust Comment Letter Re MSM Wellness Pavilion DEIR.PDF
174K

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 10:40 AM
To: Gregory.Swartz@lw.com
Cc: CINDY.STARRETT@lw.com, DJ.Moore@lw.com

Mr. Swartz,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

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London	Silicon Valley
Los Angeles	Singapore
Madrid	Tokyo
Milan	Washington, D.C.

June 13, 2018

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
kathleen.king@lacity.org

Re: Environmental Case No.: ENV-2016-2319-EIR – Mount Saint Mary's University Chalon Campus Wellness Pavilion Project

Dear Ms. King:

This letter provides comments on behalf of the J. Paul Getty Trust (the "Getty") in connection with the Mount Saint Mary's University Chalon Campus Wellness Pavilion Project's (the "Project") Draft Environmental Impact Report ("DEIR"). The Chalon campus of Mount Saint Mary's University ("MSM") is close to the world-renowned Getty Center, which attracts more than a million and a half visitors each year and houses priceless art and archival collections, public gardens, open spaces, libraries, scientific research laboratories and an art historical research institute. While this letter does not reflect a position of the Getty as to MSM's Project as proposed, the Getty is opposed to the proposed Alternative 3, in which MSM would use the Getty's private property and internal roadways for its construction traffic. As described in more detail below, Alternative 3 must be rejected in the Final EIR, as it is infeasible, creates significant safety and operational concerns, which have not been analyzed, and does not reduce significant impacts as compared to the Project. In fact, if Alternative 3 is not eliminated, recirculation of the DEIR would be required to disclose the additional significant impacts this alternative would create.

I. ALTERNATIVE 3 MUST BE REJECTED AS INFEASIBLE BECAUSE MSM DOES NOT HAVE PERMISSION TO USE THE GETTY'S PRIVATE PROPERTY, INCLUDING ST. CHALON ROAD AND GETTY CENTER DRIVE, FOR ITS CONSTRUCTION TRAFFIC.

Alternative 3 does not meet the basic requirement of the CEQA Guidelines as to feasibility, including "whether the proponent can reasonably acquire, control or otherwise have

access to the alternative site."[1] Alternative 3 would require construction vehicles to access MSM via Getty Center Drive and St. Chalon Road (a private road owned by the Getty extending from the intersection of Chalon Road and North Norman Place).[2] MSM does not possess any right to use these privately owned roads, especially for two years of construction traffic as described in the DEIR, and MSM is well aware of the Getty's safety and other concerns. Moreover, MSM has not adequately explained why it wishes to rely on private property for its purposes when it already has a feasible haul route through public roads. In addition, MSM's access to St. Chalon Road would contradict the City's approvals under which the Getty operates, as according to the Getty's 1985 Conditional Use Permit ("CUP"), St. Chalon Road is to remain unimproved and securely locked, without regular vehicular access.[3] Finally, the Getty cannot agree to allow conditions to exist on its private property that threaten the safety of its employees and visitors. Alternative 3 must be rejected as infeasible in the Final EIR. 1

II. ALTERNATIVE 3 POSES SIGNIFICANT SAFETY AND OPERATIONAL CONCERNS.

MSM's proposed route for construction vehicles is unsuitable for the proposed purpose and would be highly unsafe for a number of reasons. First, St. Chalon Road is narrow, only half a road-width in parts with adjacent unimproved portions. It is located on a steep, unstable hillside and lacks guardrails. It also traverses an aging concrete bridge. The surrounding hillside is steep and rocks and debris are frequently shaken loose, even without the presence of heavy construction vehicles. As such, the road cannot safely accommodate thousands of heavy construction vehicles – and other associated traffic, including an undefined number of vehicles bringing construction workers and deliveries – over the nearly two-year construction period contemplated as part of the Project. The proposed volume of traffic far exceeds the current infrequent use of St. Chalon Road as a secondary route for emergency vehicles. Routing heavy construction vehicles and other construction-related traffic through St. Chalon Road would endanger not only the drivers of the vehicles, but the residents of the homes situated below St. Chalon Road. For instance, drivers would be put at risk if the roadbed gives way, causing vehicles to slip backwards or over the edge of the road. Similarly, residents could be harmed by hillside subsidence, falling construction vehicles and other hazards posed by using St. Chalon Road as a haul route.

Allowing MSM access to the Getty property, as required by Alternative 3, would create a number of additional safety issues that the DEIR fails to analyze. As such, if this alternative is not rejected, recirculation would be required in order to analyze these issues further. For example, allowing numerous construction vehicles to traverse Getty Center Drive throughout the day will put pedestrians and motorists using the intersection of Sepulveda Boulevard and Getty Center Drive at risk of being struck and injured by construction traffic. This intersection is particularly busy, with public transit stops, pedestrian walkways and passenger vehicles all

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[1] CCR Title 14, Division 6, Section 15126.6(f)(1).

[2] DEIR, page V-49 (St. Chalon Road is identified as "Chalon Rd. (Private).").

[3] CUP, Conditions 72, 86.

converging in the same heavily trafficked area (in fact, the Getty has undertaken numerous efforts over the years to alleviate the traffic at its Sepulveda entrance with tangible positive effects). Adding hundreds of construction vehicles per day to this intersection would be extremely hazardous.[4]

As just one example, the intersection serves as the main entry and loading point for school buses carrying the nearly 140,000 students who visit the Getty each year. Groups of these children, who come from Title I schools and many others, visit almost every day. In addition to the risks to Getty staff and other visitors, this alternative raises the potential of risks from the interaction between proposed MSM construction vehicle traffic and school buses and their passengers over the proposed 22 months of usage for construction traffic. The DEIR does not consider this potential risk.

Similarly, the DEIR fails to analyze the potential for MSM's construction vehicles to interfere with the Getty's tram system, which passes close to the edge of Getty Center Drive. Nor does the DEIR analyze the security risks to the Getty property that would be caused by removing the existing locked gates at either end of St. Chalon Road. In doing so, MSM's Alternative 3 would interfere with the Getty's security program; security is essential for the Getty to protect its visitors, collections and employees by strictly regulating access to the property.

Finally, use of St. Chalon Road would undoubtedly require extensive road retrofitting, hill stabilization and other major construction to bring St. Chalon Road up to current safety standards for sustained use over 22 months by heavy-duty vehicles and to allow for the two-way traffic proposed in Alternative 3. MSM has not proposed, and the Getty has not agreed, to incur the costs of such work, nor has MSM performed the environmental analysis that must precede such a significant infrastructure project.[5] Moreover, these additional costs and environmental impacts associated with improving St. Chalon Road are unnecessary given that MSM can use existing public streets for its construction purposes. As these points demonstrate, there is no reasonable argument that Alternative 3 would have lesser environmental impacts than the Project to justify its selection under MSM's DEIR.

III. THE DEIR FAILS TO IDENTIFY SIGNIFICANT ENVIRONMENTAL IMPACTS OF ALTERNATIVE 3.

In addition to the feasibility and safety concerns already mentioned, Alternative 3 would have environmental impacts beyond those analyzed in the DEIR, as described below.

---

[4] In addition, the intersection of Getty Center Drive and St. Chalon Road is not configured for construction vehicles. Such large vehicles would have extreme difficulty negotiating this intersection, further increasing the risk of accidents, injuries and property damage.

[5] The work needed to make St. Chalon Road fit for construction vehicles would likely have impacts in areas such as air quality, geology and soils, biological resources, noise and vibration, public services, and transportation and traffic, among others.

1

1

A. Air Quality.

The analysis of air quality impacts from Alternative 3 assumes throughout that emissions from construction vehicles will be less than the Project scenario because the trip length is shorter than the Project scenario, while disregarding the different road-types on which the vehicles will travel. While this assumption may hold true for pollutants from vehicle exhaust, it is not true for fugitive emissions of particulate matter ("PM"). Fugitive emissions of PM from vehicles traveling on an unpaved roadway are orders of magnitude greater than fugitive emissions of PM from vehicles traveling on a paved roadway.

Because the construction vehicles would be traveling over a partially unpaved road in Alternative 3, as compared to a paved and maintained public road in the Project scenario, it is not appropriate to assume the shorter travel distance will result in lower fugitive emissions of PM. Even the partially paved portions of this road would have higher fugitive emissions than the paved roads in the Project scenario, because they are not regularly swept and therefore have higher silt loadings than public streets. Thus, it is likely that PM emissions in the Alternative 3 scenario are higher than the Project scenario. If so, emissions may exceed the applicable thresholds and result in a cumulatively considerable net increase of a nonattainment pollutant and expose sensitive receptors to substantial pollutant concentrations.[6] Off-site vehicle emissions in Alternative 3 must be quantified in order to understand the air quality impacts of this alternative.

B. Biological Resources.

The DEIR merely states that impacts to biological resources would be the same under Alternative 3 as the Project scenario. The analysis does not consider any impacts to biological resources from the sudden and frequent use of the unimproved, infrequently traveled St. Chalon Road, which is bordered by an unimproved hillside filled with vegetation. Many species may occupy this large, expansive open space because it is not in use and largely undisturbed. The introduction of dozens or hundreds of truck trips per day could impact these species, and if this alternative is not rejected, additional analysis in a recirculated DEIR would need to be conducted to assess these potential impacts.

C. Geology and Soils.

The DEIR does not include any assessment of the geology and soils along St. Chalon Road proposed to be used in Alternative 3. This portion of the road is on a steep hillside where rocks regularly fall into the roadway. The earthen fill under the roadway has not been studied to determine whether it would support the heavy-duty construction trucks proposed to travel over it

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[6] There are a number of sensitive receptors within and near the Getty Center. As mentioned above, thousands of school children visit the Getty Center and enjoy its grounds. These children could be adversely impacted by the increased particulate matter. In addition, the Getty Center is a fine art institution with works that are susceptible to particulate matter and pollutants. Alternative 3's increased emissions could cause damage to the Getty's unique collection.

under Alternative 3. The road was not constructed with the intent of supporting frequent, heavy truck traffic; rather it is meant to provide infrequent emergency vehicle access. A catastrophic road or hillside failure would endanger the Getty property as well as neighbors living below St. Chalon Road, and the risk of these dangers is not addressed in the DEIR. 1

Further, as mentioned above, significant improvements to both the road and the surrounding hillside would be required to allow construction vehicles to safely travel across St. Chalon Road. The impacts of those separate construction and paving projects have not been analyzed or considered. Thus, a far more detailed study of the geology and soils along this portion of road is necessary to understand potentially significant environmental impacts.

D. Noise and Vibration.

1. Construction Noise.

The DEIR fails to address construction noise impacts on the Getty property, the parking structure or visitors to the Getty Sculpture Garden adjacent to the parking structure. The analysis states that "off-site construction noise impacts would remain significant and unavoidable during the concrete pouring phase" at residential receptors along St. Chalon Road,[7] but does not disclose what the noise level would be or how the value was reached. The analysis was not performed with the new route[8] (and thus newly impacted receptors) in mind, but rather the Project analysis results were imputed to Alternative 3. Doing so fails to account for impacts to Getty visitors walking along Getty Center Drive or within the Sculpture Garden, and is not specific to residences adjoining St. Chalon Road. Therefore, the construction noise impacts have not been fully examined.

2. Construction Vibration.

Alternative 3's analysis states that groundborne vibration levels would reach 93 VdB at 15 feet from the truck, which is below the FTA building damage vibration threshold of 94 VdB.[9] However, neither the analysis of Alternative 3 nor the Noise and Vibration Technical Report in Appendix G describe how the value of 93 VdB was reached. Given that it is just barely less than the building damage vibration threshold, the methods and assumptions used to estimate this value should be disclosed and explained.

Further, the Depression-era concrete bridge on St. Chalon Road may be susceptible to damage as a result of routing thousands of construction vehicle across it. The DEIR provides no evidence regarding the potential adverse impacts by the large volume of heavy-duty construction trucks proposed to cross it every weekday for 22 months. The bridge should be analyzed under the standard for "buildings extremely susceptible to vibration damage, such as historic

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[7] DEIR, page V-55.

[8] Nor could MSM perform such an on-site analysis, as the Getty has not granted MSM permission to access St. Chalon Road.

[9] DEIR, page V-56.

structures," for which the threshold damage level appears to be 0.12 in/sec PPV.[10] A vibration level of 93 VdB is equivalent to 0.17 in/sec PPV,[11] which would exceed this lower threshold for historic structures and likely cause damage to the bridge. 1

The Alternative 3 analysis states that the trucks "would rarely exceed 70 VdB (the maximum vibration level) on smooth surfaces, which is below the FTA 72 VdB threshold."[12] This assumes a smooth surface, which is not true of St. Chalon Road. Vibrational impacts from heavy-duty truck traffic on this unimproved roadway would likely be greater than on smooth roadways. The Project scenario assumption of smooth surfaces is not suited to the road conditions present on the route in Alternative 3. Thus, based on the information in the DEIR, it is impossible to accurately assess the vibrational impacts on nearby residents and visitors to the Getty when construction vehicles travel on the unimproved St. Chalon Road.

E. Public Services.

The analysis fails to address impacts on public services in areas where traffic would increase under Alternative 3 as compared to the Project. The Alternative 3 analysis includes no discussion regarding the reduced access to St. Chalon Road caused by frequent construction vehicle traffic. Segments of St. Chalon Road are a single lane wide, and constant construction vehicle traffic would seriously hinder, if not completely impede, the ability of emergency vehicles to access the Getty. The analysis also does not consider the impact of the construction vehicle traffic at the Getty Center Drive and Sepulveda Boulevard intersection on fire and police services. These impacts on access and response times could be significant and should be included in the DEIR.

A significant safety concern, which may require additional police resources, stems from opening up the secure Getty property by removing the existing locked gates at either end of St. Chalon Road. The Getty Center is a high-security facility, housing highly-valued art and archival collections. It is also a prominent public institution, where large groups of people gather. Removing the security gates at St. Chalon Road would enable easier unauthorized access to the Getty property and create an additional security risk that is not present in the Project scenario. The increased risk to the Getty property in this alternative may require additional police resources, and the impacts of this increased risk have not been analyzed or discussed.

Finally, it appears that the Los Angeles Fire Department ("LAFD") and Los Angeles Police Department ("LAPD") have not yet had an opportunity to review Alternative 3 and assess additional risks or issues presented by this alternative. LAFD and LAPD must be given an opportunity to weigh in regarding the substantial health and safety risks posed by this dangerous plan.

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[10] DEIR, page IV.I-24.

[11] DEIR, page V-56.

[12] DEIR, page V-56.

F. Transportation and Traffic.

The transportation and traffic impacts of Alternative 3's proposed route for construction vehicles have not been adequately studied. As an initial matter, the amount of construction traffic to be routed through Getty Center Drive and St. Chalon Road under Alternative 3 is significant. The DEIR suggests between 40 and 60 large trucks per day would use the route,[13] but MSM has not proposed any limitations on the number of construction vehicles per day, so the actual number could be larger. In any event, the DEIR fails to consider how the introduction of so many construction vehicles onto Getty Center Drive would impact the cars, buses, taxis, and other vehicles that already use the road throughout the day to access the Getty Center. Mixing heavy construction traffic with the normal functions of the access road could create significant delays and hazardous conditions for employees and visitors. Moreover, these delays and unsafe driving conditions would be compounded by the design of the intersection between Getty Center Drive and St. Chalon Road. As noted above, the intersection is not designed for heavy construction vehicles, and when such vehicles have difficulty navigating that portion of the road, additional back-ups and delays would occur, significantly increasing the risk of accidents to other vehicles and pedestrians. None of these potential impacts were considered as part of the DEIR.

In addition, MSM's routing of its construction vehicles on Getty Center Drive would also interfere with pedestrian activity and alternative transportation options. Specifically, many pedestrians utilize a narrow sidewalk immediately adjacent to the pavement at Getty Center Drive to walk up or back from the Getty Center. Large construction vehicles put these pedestrians at risk. Similarly, heavy construction traffic on Getty Center Drive, immediately adjacent to the Getty's tram in several locations, creates a risk of interference with tram operations which are the preferred means for visitors to reach the Getty Center. The DEIR has not evaluated these additional risks created by construction traffic for significant impacts on pedestrian access to the Getty Center or the operation of the tram.

Finally, the DEIR acknowledges that Alternative 3 will have significant impacts on the neighborhood street segment of Chalon Road between Norman Place and MSM's driveway.[14] The DEIR fails to suggest a mitigation measure specific to Chalon Road that would at least reduce the magnitude of this impact. As a result, the DEIR has not sufficiently considered and analyzed this impact, nor the other impacts that routing construction traffic through Getty Center Drive and St. Chalon Road would have on the operation and safety of the Getty's transportation systems as well as neighboring streets.

IV. MSM IMPROPERLY ASSUMES ACCESS TO GETTY PROPERTY.

In several sections of the DEIR, including the Fire Protection analysis, Alternative 1, Alternative 2 and Alternative 4, MSM erroneously assumes that it can grant access to emergency

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[13] DEIR, pages IV.K-41, IV.K-47.

[14] DEIR, Appx. I (Mount Saint Mary's University Wellness Pavilion Transportation Impact Analysis) page 89.

vehicles over the Getty's property, including Getty Center Drive and St. Chalon Road.[15] Although the Getty is happy to grant access to first responders and would do so as a matter of course, that authority rests with the Getty and not MSM. Thus, the Getty disagrees with these portions of the DEIR to the extent they improperly assume MSM can grant access to the Getty's property without the Getty's permission. 1

V. CONCLUSION.

As set forth above, Alternative 3 must be rejected in the Final EIR as infeasible, because MSM's construction traffic cannot be relocated to Getty property. Alternative 3 should not be selected as an alternative preferable to the Project or any other alternative because it presents significant safety concerns and additional significant environmental impacts. The Getty appreciates recent correspondence from MSM stating their intention not to pursue Alternative 3 and hopes to receive confirmation from the City that this alternative will be removed from future consideration.

Thank you for considering these comments on the Draft EIR. We appreciate the opportunity to comment and look forward to the responses.

Very truly yours,

Lucinda Starrett

Lucinda Starrett of
LATHAM & WATKINS LLP

Cc: Stephen Clark, Esq.
DJ Moore, Esq.
Greg Swartz, Esq.

[15] DEIR, pages IV.J.1-29, V-19, V-39-40, V-74.

Connect Create Collaborate

MOSMA

Kathleen King <kathleen.king@lacity.org>

Letter from MOSMA re: corrections needed in Mount Saint Mary's EIR

2 messages

STEPHEN DRIMMER <stevedrim@me.com> Tue, Jun 12, 2018 at 3:24 PM
To: kathleen.king@lacity.org, Tricia Keane <tricia.keane@lacity.org>
Cc: Allan Abshez <aabshez@loeb.com>

Regards,

STEPHEN DRIMMER
stevedrim@mac.com
310-704-8267

scan.pdf
1248K

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:19 AM
To: STEPHEN DRIMMER <stevedrim@me.com>
Cc: Tricia Keane <tricia.keane@lacity.org>, Allan Abshez <aabshez@loeb.com>

Mr. Drimmer,

Thank you for your comment regarding the MSMU Wellness Pavilion project. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

On Tue, Jun 12, 2018 at 3:24 PM, STEPHEN DRIMMER <stevedrim@me.com> wrote:

> Regards,
>
> STEPHEN DRIMMER
> stevedrim@mac.com
> 310-704-8267

--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

MOUNTAINGATE OPEN SPACE MAINTENANCE ASSOCIATION

June 12, 2018

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

Tricia Keane
Deputy Chief of Staff
Councilmember Mike Bonin
City of Los Angeles

Sent via Email

Re: Mount Saint Mary's University Chalon Campus Wellness Pavilion Project; ENV-2016-2319-EIR (SCH 2016081015)

Ladies & Gentlemen:

The Mountaingate Open Space Maintenance Association is the HOA representing the community of 300 residences in the Sepulveda Pass known as "Mountaingate."

We are writing to comment on the Draft EIR for the Mount Saint Mary's University Chalon Campus Wellness Pavillion Project ("Draft EIR").

The Draft fails to adequately address emergency access for the Project. At V.J.1-18, the Draft EIR states:

> "Evacuation would occur to the east on Chalon Road to Norman Place and via Norman Place to Bundy Drive and to Sunset Boulevard; or to the west on Chalon Road to Bundy Drive and via Bundy Drive to Sunset Boulevard. The Project Site is also accessible by fire emergency vehicles from the Mt. Saint Mary's fire road. The fire road runs between the Campus and the Mountain Gate subdivision to the north of the crest of the Santa Monica Mountains and terminates at the north end of the Campus. The fire road provides LAFD access to undeveloped open space areas within the Santa Monica Mountains."

This description is incorrect and/or misleading. The Mount Saint Mary's fire road does not connect to a public street through the Mountaingate Subdivision. The fire road terminates at

1

Stoney Hill Road, which is a private gated street. No public or emergency access is available through Stoney Hill Road connecting to the fire road. 1 (cont'd)

At V.J.1-28, the Draft EIR also states: 2

> "North of the Campus emergency access is provided via the Mt. Saint Mary's Fire Road that runs between the Campus and Mountain Gate Drive and Sepulveda Boulevard. The main access road merges with the Mt. Saint Mary's Fire Road at the north boundary of the Campus."

Once again, this description is incorrect and/or misleading. The Mount Saint Mary's fire road does not connect to Mountaingate Drive.

Even if there were access to the Mount Saint Mary's fire road (which there is not), it would not be prudent to add additional evacuation burden through the Mountaingate community. Mountaingate Drive provides the sole in and out access for 300 households. It connects only to Sepulveda Boulevard, which is already a very constrained and over-burdened corridor in the confined and fire-vulnerable Sepulveda Pass. If there is a large fire that affects multiple communities, additional evacuation burden would interfere with Mountaingate's ability to effect its own orderly evacuation.

Because the Draft EIR fails to accurately and adequately address emergency access it should be revised and recirculated with an adequate plan for emergency access to public streets that does not assume access through the Mountaingate community. Unless these issues can be resolved to our reasonable satisfaction, the Mountaingate Open Space Maintenance Association is opposed to the Mount Saint Mary's University Chalon Campus Wellness Pavilion Project. 3

Sincerely.

Stephen Drimmer
President

CT Prop Management, LLC – P.O. Box 1508 – Simi Valley, CA 93062
Phone 805.520.0301 – Fax 805.520.0374 – Email carol@ctpropmgmt.com

Connect Create Collaborate

MSMU

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's University

1 message

Lucille Villegas <lvillegas@msmu.edu> Fri, Jun 8, 2018 at 6:47 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

Mount Saint Mary's University
LOS ANGELES

Office of the President

June 8, 2018

Ms. Kathleen King
Department of City Planning
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012

Dear Ms. King:

1

On behalf of Mount Saint Mary's University, I am writing to ensure that you and the City are aware that MSMU will not, under any circumstances, pursue use of the Getty Road for the construction of MSMU's Wellness Pavilion Project.

We have met with the Getty, and after numerous discussions, the Getty has made it unequivocally clear to MSMU that it opposes use of the road as set forth in Alternative No. 3 of the Project's Environmental Impact Report. Unfortunately, Alternative 3 has led to significant misinformation in the MSMU neighborhood, as many community members believe that Alternative 3 would result in the Getty Road being opened for public use (i.e., for non-MSMU traffic). As you know, MSMU never contemplated or proposed public use for the Getty Road in the Project's EIR.

Ultimately, the Getty's position on this matter settles the issue. The Getty will not provide access to MSMU, and thus Alternative 3 must be dismissed and deemed infeasible by the City of Los Angeles in connection with the Project's approval.

Should you have any questions, please do not hesitate to contact me directly at 310.954.4011. I appreciate your help with this matter and your assistance throughout the EIR process.

Sincerely,

Ann McElaney-Johnson

Ann McElaney-Johnson
President

cc: Councilmember Mike Bonin

Chalon Campus, 12001 Chalon Road, Los Angeles, CA 90049 Doheny Campus, 10 Chester Place, Los Angeles, CA 90007 phone 310.954.4010

Connect Create Collaborate

ABELL

Kathleen King <kathleen.king@lacity.org>

Mt. St. Mary's Wellness Pavilion Project

2 messages

Leslie Abell <leslieabell@abelllaw.com> Mon, Apr 16, 2018 at 5:34 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

1

I am and have been a resident on North Bowling Green since 1981. We have watched as traffic has naturally increased as Bundy Canyon has been developed. We are very concerned about the proposed Mt. St. Mary's Wellness Pavillion . The traffic on Bowling Green and Bundy is horrible. People cut up the canyons during peak driving periods inorder to go up the canyon, over Benmore Terrance and back down to Sunset via North Barrington. Mt. St. Mary's buses are going up and down the canyons all day and evening. When questioned why so many buses are running empty, their response is that they send buses between campuses to pick up and drop off students on fixed schedules, whether or not the students need the rides. As a result, we have Mt. St. Mary's buses running at all hours, students and visitors traveling up and down the canyons on streets that were originally developed for a much smaller community. There are only a fixed number of inlet and outlet streets to Sunset. Adding so many additional drivers and cars as mandated by the Mt. St. Mary's Construction, new students, new programs and classes at the Wellness Center will make our canyon streets impassable. We have no alternatives as cars must pass through our streets to get up the hill.

We still have student cars racing up and down and canyons, honking their horns if we move too slowly or sticking their fingers in the air at us if we do not move over.

I am not in any way against progress and the need for education. But to make a decision for growth when no feasible alternatives are provided for ingress and egress seems to be selfish on behalf of the College and totally unworkable for the homeowners. There is no mitigation possible for the added construction trucks and cars. Right now it can take 45 or more minutes for us to get to to the freeway after 7:15 in the morning and 2:25 in the afternoon. The "shortcut" down North Barrington to Sunset sometimes takes 8 to 15 changes of the traffic signal to finally immerse one's car into the already heavy Sunset Traffic.

How do more cars, busses, truck and the inevitable invited guests and student to the new Wellness Center make sense for the community? I know that when these issues are raised before Councilmember Bonin, he usually goes along with "progress" and supports the development of more potential tax payers and tax dollars. But here, we have no alternative. To further block our streets will be not conducive to our "wellness."

Please listen to the neighbors and take note of not fixing something that is not broken. Let the School build its wellness center, but not where the traffic will not support such a development.

Thank you for your consideration.

Leslie Abell

310 472-1539

Kathleen King <kathleen.king@lacity.org> Tue, Apr 17, 2018 at 7:06 AM
To: Leslie Abell <leslieabell@abelllaw.com>

Ms. Abell,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

AHMADI

Kathleen King <kathleen.king@lacity.org>

Response to ENV-2016-2319-ER

2 messages

mamirahmadi <mamirahmadi@gmail.com> Thu, Jun 7, 2018 at 4:22 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "krista.kline@lacity.org" <krista.kline@lacity.org>

Dear Ms. King,
I'm writing you as a resident of N bundy drive to express my concern and opposition to the expansion of Mount St Marry's Chalon campus. Our neighborhood is already gravely affected by traffic and noise of college campus commuters and expansion of that campus in predominantly residential area with no public transportation will make those problems even worse and will affect the health of us and our families as the residents of this neighborhood. I would greatly appreciate your time and attention to this important matter

Best,
Amir Ahmadi

1

Kathleen King <kathleen.king@lacity.org> Thu, Jun 7, 2018 at 4:41 PM
To: mamirahmadi <mamirahmadi@gmail.com>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "krista.kline@lacity.org" <krista.kline@lacity.org>

Mr. Ahmadi,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

ALLEN-NIESEN

Kathleen King <kathleen.king@lacity.org>

Support for Mount St. Mary's Wellness Pavilion

2 messages

Kim Allen-Niesen <kankankim@aol.com> Wed, Jun 13, 2018 at 3:38 PM
To: kathleen.king@lacity.org
Cc: krista.kline@lacity.org

1

I am writing to express my support for the Mount Saint Mary's University Wellness Pavilion project. I have lived in Brentwood for 19 years and consider it a privilege to live in a community enriched by schools. I consider it my responsibility as a citizen, and yours as our leadership, to do everything possible to support the education of our youngest generation. It is one of our most important obligations.

I do not foresee this project, providing an health center completely within the school grounds, as having any severe impacts on my quality of life as a resident. I urge you and Councilmember Bonin's office to fully support the project.

Mount Saint Mary's University should be allowed to keep pace with the advancement in recreational facilities that other universities already provide in equally developed areas. The Mount Saint Mary's student body, many of whom hail from underserved areas across the country, deserve the same opportunities to grow and commit to healthy living. We as a community should be whole heartedly supporting that, not putting up obstacles.

Despite the influx of highly misleading information currently circulating our close-knit community, I personally see this project as a win-win for both Mount Saint Mary's University and Brentwood. Mount Saint Mary's has been a responsible neighbor. I can enthusiastically say I support this new addition to my neighborhood and I think our government leadership should too.

Thank you for this opportunity to comment on this project.

Sincerely,

Kim Allen-Niesen
251 N. Bundy Drive
Los Angeles, CA 90049

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:35 PM
To: Kim Allen-Niesen <kankankim@aol.com>
Cc: Krista Kline <krista.kline@lacity.org>

Ms. Allen- Niesen,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

ANTOLA

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's Chalon Campus Wellness Pavilion Project Environmental Case No. ENV-2016-2319-EIR

2 messages

Victor Antola <vicantola@yahoo.com> Tue, Apr 17, 2018 at 7:26 PM
To: Kathleen King <kathleen.king@lacity.org>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, Brentwoodhomeowners Info <info@brentwoodhomeowners.orgg>

1

Ms. King, the original of the attached letter commenting on and opposing the above project has been sent to you, Councilmember Bonin and the Brentwood Homeowners Association by mail. This project should be stopped. We already have awful traffic in this area and this project will only make traffic much worse. If this project goes forward, we will be confronted with a couple of years of substantial construction traffic and, once the project is completed, we will be left with a lifetime of more traffic pain as Mount Saint Mary's uses the project to expand its operations on the Chalon campus. I trust that you will hear from many other residents expressing their opposition to this project.

MSM Letter.docx
17K

Kathleen King <kathleen.king@lacity.org> Wed, Apr 18, 2018 at 7:05 AM
To: Victor Antola <vicantola@yahoo.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, Brentwoodhomeowners Info <info@brentwoodhomeowners.orgg>

Mr. Antola,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

On Tue, Apr 17, 2018 at 7:26 PM, Victor Antola <vicantola@yahoo.com> wrote:

> Ms. King, the original of the attached letter commenting on and opposing the above project has been sent to you, Councilmember Bonin and the Brentwood Homeowners Association by mail. This project should be stopped. We already have awful traffic in this area and this project will only make traffic much worse. If this project goes forward, we will be confronted with a couple of years of substantial construction traffic and, once the project is completed, we will be left with a lifetime of more traffic pain as Mount Saint Mary's uses the project to expand its operations on the Chalon campus. I trust that you will hear from many other residents expressing their opposition to this project.

--

Victor Antola

610 N. Bundy Dr., Los Angeles, Calif. 90049

April 17, 2018

Kathleen King

City of Los Angeles, Department of City Planning

221 North Figueroa Street, Suite 1350

Los Angeles, CA 90012

Re: Environmental Case No. ENV-2016-2319-EIR, Mount Saint Mary's

Chalon Campus Wellness Pavilion Project ("Project")

2

Dear Ms. King,

I have reviewed the Draft EIR on the above Project ("Report") and the following comments are based on that review.

As a forty year resident of North Bundy, I am stunned that Mount Saint Mary's ("MSM") wants to subject its neighbors to significant and horrific traffic impacts through this Project. The tranquility of our residential community, to which MSM claims it proudly belongs (see July 31, 2017 letter from Ann McElaney-Johnson, MSM's President), will be degraded significantly if this Project is permitted to proceed. Proud members of the Brentwood community should work in harmony and one neighbor, in this case MSM, should not be allowed to substantially damage our residential community.

The Report makes clear that the Project will cause significant and unmitigable traffic problems, both during a long construction period and from substantial expansion of Chalon campus operations. Not only will the traffic for the twenty two months, or more, construction period be horrible, but the expressed intention of MSM to expand its Chalon campus operations will cause a lifetime of traffic pain, with hundreds of additional vehicles accessing the campus through our residential streets. MSM now proposes to use the Project to host "Wellness/Sports Events, new Health & Wellness Speaker Series events, and summer camps" which concededly will "result in significant and unavoidable impacts" on traffic in the neighborhood. (Report, V-76). The Report concedes that there are no feasible mitigation measures to address the Project's significant daily construction impacts nor the operational traffic during the school year or summer camp sessions. (Report, IV K-89-90). Although MSM emphasizes that it is not now requesting an increase in student enrollment on the Chalon campus, the net effect of the expanded Chalon campus operations with new events and summer camps, will be the same as expanding enrollment, , i.e., more traffic and disruption in the residential neighborhood. In addition, with a completed Project, who knows what additional uses MSM may (or have to) invent to enhance utilization of a costly, multi-use structure and new parking

Even without the proposed Project, the Report shows that we have unacceptable and failing afternoon traffic problems at the Sunset intersections for Barrington, Saltair and Bundy. The Report concedes that the MSM Project significantly will aggravate those intersection problems. (Report, IV K 89-90). Likewise, the Report concedes that the residential street traffic on North Bundy and Norman Place

2(cont.)

will be significantly impacted in a negative way by construction and new operations on the Chalon campus.

MSM has asserted that the focus of any future University growth is the Doheny campus near Downtown Los Angeles (August 4, 2016 Notice of Preparation of Environmental Impact Report). The expansive new operations described in the Report for the Chalon campus belie these earlier assurances from MSM. This 38,000 square feet multi-use pavilion, new parking, new events and summer camps belong on the Doheny campus and not the Chalon campus, in the middle of a residential area.

The Report considers use restrictions on the new facilities as a means to alleviate operational impacts. The Report candidly recognizes that stopping the project is the "superior alternative" and that use restrictions will not mitigate problems during the construction period. (Report, S-12-14). Use restrictions on the proposed Project, in the short term, might reduce some of the operational traffic impacts, but the real question is why our neighborhood should be subjected to <u>any</u> increased residential street traffic and intersection congestion because of this Project? The fair response is that we residents and our community should not be so harmed! Moreover, even the most carefully crafted use restrictions have a way of being finessed, forgotten or unenforced over the years so that, over the long term, the detrimental traffic impacts described in the Report from expanding Chalon campus operations probably will be realized, if not exceeded.

This proposed Project should not be allowed to proceed. If MSM wishes to propose a less grand facility that enhances the wellness of its existing students, faculty and staff, but does not expand Chalon campus operations or exacerbate surrounding traffic problems, then such a proposal probably will be met with less hostility. This Project is not that proposal.

Very truly yours,

Victor Antola

Cc:

Councilmember Mike Bonin

Brentwood Homeowners Association

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

ASHWORTH

Kathleen King <kathleen.king@lacity.org>

Mount St Marys- No to expansion - traffic nightmare already...

2 messages

Chris Ashworth <ashworth@nohotoyota.com> Sat, Jun 9, 2018 at 11:59 AM
To: "Kathleen.King@lacity.org" <Kathleen.King@lacity.org>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>

June 9, 2018

Ms. Kathleen King
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

Dear Ms. King:

We have lived on Bundy Dr for twenty five years. During this time period Mt. St. Mary's (MSM")Chalon campus went from a small college with about 200 students living on campus in residential dormitories to a 2,700 student, 600 faculty commuter college campus. This change dramatically affects our lives in this canyon. 1

1. The exits to Sunset Boulevard from Bundy, and Barrington are dangerous and not workable. Now, it can take from 10-30 minutes just to turn onto Sunset at the Barrington intersection, especially between 4-6:00 p.m.
3. The noise of cars whizzing by on Barrington, North Bundy Drive, North Bowling Green Way and Norman Place is extreme.
4. The added pollution to our air is deleterious.
5. Norman Place, and north Bundy Drive are substandard in width with limited sidewalks so that all pedestrians are at added risk of being hit by a car.
6. Chalon Road is full of cars parked on the street, cars owned by commuting students and faculty. 2

Now that MSM is a University with 2,700 students and 600 faculty and staff offering undergraduate and graduate degrees in 35 fields spread out over two campuses, the limited access Chalon Campus and the multi-modal Doheny Campus downtown near USC, MSM should not expand the Chalon campus. It should, if reasonable, expand the Doheny Campus, as the Doheny Campus is served by light rail, two freeways and multiple bus routes. This location will serve their students and the public and not further impact a residential neighborhood. This is sensible; a more intense use of the Brentwood residential neighborhood is absurd. 3

I would be happy to provide more evidence and/or testify to these economic impacts.

3 (cont.)

Sincerely,

Chris Ashworth

1212 N. Bundy Dr.

Brentwood, CA 90049

310-968-9876

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Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:59 AM
To: Chris Ashworth <ashworth@nohotoyota.com>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>

Mr. Ashworth,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

ASHWORTH

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's Expansion is ruining our neighbourhood!

2 messages

Veronica Ashworth <veronica-ashworth@hotmail.com> Sat, Jun 9, 2018 at 11:41 AM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>, Councilmember Mike Bonin <councilmember.bonin@lacity.org>

June 9, 2018

Ms. Kathleen King
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

Dear Ms. King:

1

My husband and I have lived in Bundy Canyon for over 20 years. Mount St. Marys expansion has dramatically affected our and our children's lives in this canyon for the worse. During the time that we have lived here Mt. St. Mary's (MSM")Chalon campus went from a small college with about 200 students living on campus in residential dormitories to a 2,700 student, 600 faculty commuter college campus.

- The exits to Sunset Boulevard from Bundy, and Barrington are dangerous! Now, it can take from 45 minutes just to turn onto Sunset at the Barrington intersection, especially between 4-6:00 p.m.
- The noise of cars on Barrington, North Bundy Drive, North Bowling Green Way and Norman Place is rediculous.
- The quality of our air is greatly diminished.
- Norman Place, and north Bundy Drive are substandard in width with limited sidewalks so that all pedestrians are at added risk of being hit by a car. It is VERY dangerous! I fear whenever my kids and I take our dogs for a walk. We should not have to live this way.
- Chalon Road is full of cars parked on the street, cars owned by commuting students and faculty.

We pay a lot of money in taxes and we want to live in the quiet, safe residential neighborhood that we bought into. This expansion is turning our charming canyon into a major traffic artery that is dangerous! As elected officials I would highly reconsider your actions regarding this expansion. The people of Brentwood are very unhappy.

Sincerely,

Veronica Ashworth

1212 N. Bundy Dr.

Brentwood, CA 90049

310-968-9346

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:58 AM
To: Veronica Ashworth <veronica-ashworth@hotmail.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>

Ms. Ashworth,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

BACAL 1

1221 N Norman Place,
Los Angeles, CA 90049

May 23rd, 2018

Ms Kathleen King
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

1

Response to ENV-2016-2319-EIR

Dear Ms. King,

As a homeowner I am vehemently opposed to MSMU's student and expansion project which will exponentially increase traffic in our already congested canyon and Sunset Boulevard.

I cannot accept 700 more students, more teachers and support staff. Nor can I accept hundred of heavy construction vehicles for at least 3 years on our narrow streets. Followed by hundreds of vehicle trips 24/7/ 365 days and nights a year.
I am opposed to a 38,000 square feet Wellness Centre which is no doubt intended to commercialize the institution with camps and speaker events .

Furthermore, this represents dangerous interference with exiting and entering the canyon in times of emergency be it fires, accidents, earthquakes or medical calamities.

Perhaps MSMU could be prevailed upon to find an alternate route to their campus that would not impact our neighborhood in such a dangerous and deleterious manner.

Thank you

Howard Bacal

BACAL-2

1221 N Norman Place,
Los Angeles, CA 90049

RECEIVED
CITY OF LOS ANGELES
JUN 14 2018
MAJOR PROJECTS
UNIT

May 23rd, 2018

Ms Kathleen King
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR

1

Dear Ms. King,

As a homeowner, I am vehemently opposed to MSMU's student and expansion project, which entails 700 more students, more teachers and support staff. This will exponentially increase traffic in our already congested canyon and Sunset Boulevard. There will be hundreds of heavy construction vehicles for at least 3 years on our narrow streets, followed by hundreds of vehicle trips 24/7/ 365 days and nights a year.

I am opposed to a 38,000 square feet Wellness Centre that is no doubt intended to commercialize the institution with camps and speaker events, causing further traffic congestion.

All of this represents dangerous interference with exiting and entering the canyon in times of emergency, be it fires, accidents, earthquakes or medical calamities.

Perhaps MSMU could be prevailed upon to find an alternate route to their campus that would not impact our neighborhood in such a dangerous and deleterious manner.

Thank you,
Howard Bacal
Howard Bacal, M.D.

BACAL 3

Kathleen King <kathleen.king@lacity.org>

Re: Environmental Case No. ENV-2016-2319

2 messages

Howard Bacal <hbacal@me.com> Fri, Jun 8, 2018 at 9:54 PM
To: Kathleen.King@lacity.org

Dear Ms. King, 1

We are now nearing the 11th hour in our efforts to rescue our canyon from an incursion that will severely affect our everyday lives, our safety, and even the value of our homes.

MSMU's plan to construct a 38,000 square foot "wellness" Center bodes ill for all of us, both neighbors in Bundy Canyon as well as students, faculty, and staff of MSMU itself.

I respectfully refer you to the letters Mr. Victor Antola and Mr. Joseph Ebin wrote to you, dated April 17 and May 27, 2018, respectively, explicitly describing our concerns.

In addition to the traffic congestion that heavy construction vehicles would temporarily cause (for 2-3 years) in our narrow roads – and by extension, onto Sunset Boulevard - and which would continue due to the increased vehicular traffic to and from MSM, we have a more serious concern. It is not an exaggeration to say that this project constitutes a significant threat to our lives. As a physician, I suggest that the resulting increase in traffic in Bundy Canyon, the exits from which are already dangerously compromised every week day, is analogous to the further blockage of already narrowed coronary arteries, which could lead to a heart attack. 2

Due to the "unacceptable risk for wildfire" in the Canyon, our insurance company (Liberty Mutual) refused to renew our household policy, citing poor road accessibility for firefighting/emergency response equipment (see attachment "Liberty Mutual Insurance" dated April 15, 2017). 3

We appreciate your attention to this serious matter.

Yours sincerely,

Howard A. Bacal, M.D.
1221 N. Norman Place
Los Angeles, CA 90049

KING.pdf
260K

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:53 AM
To: Howard Bacal <hbacal@me.com>

Mr. Bacal,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

000059
Liberty Insurance Corporation
P.O. Box 9099
Dover, New Hampshire 03821

Liberty Mutual. INSURANCE

(800) 225 8285

April 15, 2017

[redacted]

4

We are writing to notify you that the property listed above poses an unacceptable risk for wildfire due to one or more of the following conditions:

Close proximity to native and/or non-native flammable vegetation
Wind patterns relative to fire fuel during typical wildfire season
Poor road accessibility for firefighting/emergency response equipment

Due to this wildfire risk, the policy listed above will not be renewed effective [redacted] This notice complies with the provisions of your policy.

This notice does not affect other policies you may have with Liberty Mutual Insurance, with the following exceptions:

- If you have an earthquake policy covering this property, we will not be able to continue that coverage. California Earthquake Authority rules preclude us from writing earthquake coverage on any property that we do not primarily insure.
- If you are extending liability from this policy to another property (such as a rental property), that liability coverage will lapse when this policy is not renewed. Please contact customer service to discuss available options for continuing liability coverage.

We are required to notify your mortgagees in the event of a discontinuation of coverage. The following mortgagees are being notified of this action:

[redacted]

This decision will not impact your ability to secure fire coverage through another carrier. However, should you have difficulty obtaining property insurance, you may be eligible for coverage through the California FAIR Plan Association.

Please read the important enclosed notice for more information.

Sincerely,
Liberty Mutual Insurance

[redacted]

JBACAL

1221 N Norman Place,
Los Angeles, CA 90049

May 23rd, 2018

Ms Kathleen King
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR

Dear Ms. King,

1

As a homeowner I am vehemently opposed to MSMU's student and expansion project which will exponentially increase traffic in our already congested canyon and Sunset Boulevard.

I cannot accept 700 more students, more teachers and support staff. Nor can I accept hundred of heavy construction vehicles for at least 3 years on our narrow streets. Followed by hundreds of vehicle trips 24/7/ 365 days and nights a year. I am opposed to a 38,000 square feet Wellness Centre which is no doubt intended to commercialize the institution with camps and speaker events .

Furthermore, this represents dangerous interference with exiting and entering the canyon in times of emergency be it fires, accidents, earthquakes or medical calamities.

Perhaps MSMU could be prevailed upon to find an alternate route to their campus that would not impact our neighborhood in such a dangerous and deleterious manner.

Thank you

Jacqueline Bacal

BATTARRA

Kathleen King <kathleen.king@lacity.org>

MSMU / ENV-2016-2319-EIR

2 messages

Angela Battarra <dbattarra@gmail.com> Sat, May 26, 2018 at 1:36 PM
To: kathleen.king@lacity.org
Cc: Brentwood Homeowners Association <info@brentwoodhomeowners.org>

Please cut this email and paste it to cc: info@brentwoodhomeowners.org I have the following comments on MSMU's proposal: My Name My Address
Vincenzo and Deirdre Battarra
125 N Bundy Dr
90049

First of all we have so much traffic from the school accross the street. They have even taken parking away from us 2-4 each day from in front! Now with these huge trucks coming up and down the street, cars speeding through stop lights trying to catch the green light which is very very slow in changing, well, our street is just ruined.... I wish they could somehow divert traffic going up to the university.... God only knows how the new students and faculty will drive.... thank you for asking, sincerely, the Battarra Family

1

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:27 PM
To: Angela Battarra <dbattarra@gmail.com>
Cc: Brentwood Homeowners Association <info@brentwoodhomeowners.org>

Ms. Battarra,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

BAUER

Wednesday, 06 June 2018

Frederick B. Bauer, Homeowner
12006 Chalon Road
Los. Angeles, California 90049

RECEIVED
CITY OF LOS ANGELES
JUN 14 2018
MAJOR PROJECTS
UNIT

Ms Kathleen King
Major Projects - Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012

Re: Response to ENV-2016-2319-EIR
Los Angeles Planning Dept.

1 Dear Ms King:

The Mount Saint Mary's University's Wellness Pavilion Project should not be permitted. The Bundy Canyon area has been over conjested with automobile traffic for years and Mount Saint Mary's University cars are the reason why.
The Chalon campus must be scaled back so the roads can handle the traffic.

2 I also unincorporate myself from Grace Lane Neighbors of Mount Saint Mary's University; specifically I retract my signature of 02 September 2016 for the comment letter of Ronald E. Altman, Esq. of Raines Feldman, LLP. I never saw or read the letter.

Sincerely,
Frederick B. Bauer
Frederick B. Bauer

copy to Mike Bonin
11th District Councilmember

BAUM 1

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's

2 messages

Carol Baum <cbaumprods@gmail.com> Wed, May 23, 2018 at 3:54 PM
To: mike.bonin@lacity.org, kathleen.king@lacity.org
Cc: info@brentwoodhomeowners.org, Tom Baum <tombaum@gmail.com>

1

Dear Mike and Kathleen --

As Bundy Canyon homeowners, we are concerned about the expansion of Mt. St. Mary's campus. We live on Bundy Drive and are very nervous about what will be increased truck and people traffic. What we have learned is the expansion is going to be much bigger than we've been told. It appears that there aren't significant restrictions on the work they are about to begin.

We would implore you to enact similar protections that were given the neighborhoods around the Archer and Brentwood schools to mitigate the impact on our neighborhoods.

Best,

Carol and Tom Baum
570 N. Bundy Drive
Los Angeles, CA 90049

--
Carol Baum | Carol Baum Prods. | 3000 Olympic Blvd. Bldg. 3, Suite 2367 | Santa Monica, CA 90404 | tel 310.550.4575

Kathleen King <kathleen.king@lacity.org> Wed, May 23, 2018 at 4:22 PM
To: Carol Baum <cbaumprods@gmail.com>
Cc: mike bonin <mike.bonin@lacity.org>, Brentwoodhomeowners Info <info@brentwoodhomeowners.org>, Tom Baum <tombaum@gmail.com>

Ms. Baum,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King



Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

BAUM 2

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

No on Mount Saint Mary's expansion

2 messages

Tom Baum <tombaum@gmail.com> Tue, Jun 5, 2018 at 8:35 AM
To: kathleen.king@lacity.org
Cc: councilmember.bonin@lacity.org, krista.kline@lacity.org

Ms. King:

Adding my name to the growing list of Bundy Canyon residents appalled by the planned expansion of Mount Saint Mary's.

Tom Baum
570 N. Bundy Dr.

310 367 9694
TomBaumWrites.com

1

Kathleen King <kathleen.king@lacity.org> Tue, Jun 5, 2018 at 8:44 AM
To: Tom Baum <tombaum@gmail.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, Krista Kline <krista.kline@lacity.org>

Mr. Baum,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

BERBERIAN

Kathleen King <kathleen.king@lacity.org>

MSMU / ENV-2016-2319-EIR

2 messages

Craig Berberian <craigberberian@gmail.com> Sat, May 26, 2018 at 7:40 AM
To: kathleen.king@lacity.org
Cc: info@brentwoodhomeowners.org

1

I have the following comments on MSMU's proposal:

The school should comply with the Sunset Standard for traffic and open its recreational facilities to local residents that live north of Sunset.

Also students should all park inside the campus and not on residential streets outside the campus.

Thank you,

Craig H Berberian
N Westgate Ave resident

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:15 PM
To: Craig Berberian <craigberberian@gmail.com>
Cc: Brentwoodhomeowners Info <info@brentwoodhomeowners.org>

Mr. Berberian,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. You comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

BERGMAN

Kathleen King <kathleen.king@lacity.org>

MSMU Wellness Pavilion Draft EIR

2 messages

Richard Bergman <richard@bergmangroupinc.com> Tue, Jun 12, 2018 at 6:50 AM
To: kathleen.king@lacity.org, councilmember.bonin@lacity.org

We have been residents of the Brentwood area for twenty four years and we live north of Sunset Boulevard on the corner of Norman Place and Brentridge Drive. As our home is on one of the only two routes to Mount Saint Mary's University ("MSMU") we have first-hand knowledge of the increase in MSMU related traffic (students, faculty, administration, security and other support automobiles, medium and large delivery vehicles and student vans) and its contributory adverse impact on the level of traffic along Sunset Boulevard. We have personally seen cars parked on the narrow streets in this area get side swiped, large trucks barely able to pass through this area and cars having to back up, go into driveways or make other dangerous maneuvers to allow vehicles to pass. In fact, there is a section of Norman Place that is particularly narrow at approximately 19 feet wide without sidewalks on either side. We have had to limit walking along these narrow streets as they have become more and more unsafe. Additionally, even though we only live 1 ½ miles from Sunset, in the afternoons it can take up to 45 minutes just to go onto or cross Sunset. 1

The MSMU plan to (a) build a sports and events center (MSMU misleadingly and callously calls it a "Wellness Pavilion"), (b) potentially increase the student enrollment to over 2,200 students with its commensurate increase in faculty, administration and support staff, delivery trucks, catering and all of the other associated personnel, (c) operate the campus at any time including nights and weekends and (d) use the campus for commercial purposes such as summer camps that clearly do not meet the core mission of an educational institution will seriously exacerbate an already out of control traffic and safety nightmare. Our lawyers, Jeffer Mangels, Butler & Mitchell, sent a letter to each of you yesterday to further explain these issues. 2

While we understand the legitimate desire of MSMU to modernize its facilities we cannot support this project without major changes to its planned uses and improvement of its ineffective mitigation solutions. With respect to its planned uses, there needs to be an appropriate student enrollment cap, restriction on time of use and elimination of certain uses such as non-core related summer camps, conferences and the like. Also, given MSMU's past belligerent attitude towards its neighbors, its intentional lack of transparency and its apparent disregard of city rules and agreements, there needs to be an effective monitoring and verification system put in place with severe penalties for material violations of any agreement reached. With respect to its ineffective mitigation solutions both during and after construction, better and more creative solutions need to be developed such as requiring MSMU to construct a direct access to Sepulveda Blvd (outside of the Getty road system) rather than using the narrow hazardous streets of Norman Place and Bundy for ingress and egress. 3

We look forward to hearing more from you about how the City is working to improve the lives of its constituents while managing growth responsibly.

Yours truly,

Barbara and Richard Bergman

11995 Brentridge Drive

Los Angeles, CA 90049

310-440-0500

Kathleen King <kathleen.king@lacity.org> Tue, Jun 12, 2018 at 7:57 AM
To: Richard Bergman <richard@bergmangroupinc.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>

Mrs. and Mr. Bergman,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

BERK

Kathleen King <kathleen.king@lacity.org>

MSMU / ENV-2016-2319-EIR

2 messages

Michael Berk <mdb@mdberklaw.com> Sat, May 26, 2018 at 2:09 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>
Cc: "info@brentwoodhomeowners.org" <info@brentwoodhomeowners.org>

I have the following comments on MSMU's proposal: 1

It is all about adding more traffic to an already intolerable situation. The proposed expansion, given its proposed size, uses and hours of operation, inevitably will cause increased traffic in sunset and, particularly, at the Kenter, Bundy and Barrington intersections. If permitted at all, the project should be much more limited as to permitted size, uses and hours of operation. In all events, use of carpooling and van components must be required.

My Name
My Address

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:21 PM
To: Michael Berk <mdb@mdberklaw.com>
Cc: "info@brentwoodhomeowners.org" <info@brentwoodhomeowners.org>

Mr. Berk,

Thank you for your comment regarding MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

BILL

Kathleen King <kathleen.king@lacity.org>

MSMU Wellness Center

2 messages

Anders Bill <anders@darkroom.tech> Fri, Jun 8, 2018 at 3:03 PM
To: Kathleen.king@lacity.org

Hey!

I just wanted to pass along my support for the MSMU wellness center! It's a great place I use everyday!

Have a great weekend.

Anders

--
Anders Bill
Co-Founder, President
Darkroom Technologies Inc.
anders@darkroom.tech | (860) 967-8688
Instagram | Twitter | Facebook

1

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:29 AM
To: Anders Bill <anders@darkroom.tech>

Mr. Bill,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

BLOOMGARDEN

Kathleen King <kathleen.king@lacity.org>

ENV-2016-2319-EIR (Mt. Saint Mary's Chalon campus)

2 messages

david@dtbla.com <david@dtbla.com> Mon, Jun 11, 2018 at 4:56 PM
To: Kathleen.King@lacity.org

David Bloomgarden

1350 N. Bundy

Los Angeles, CA 90049

June 11, 2018

Ms. Kathleen King

Department of City Planning

200 N. Spring St. – Room 750

Los Angeles, CA 90012

Re: Mt. Saint Mary's – ENV-2016-2319-EIR

Dear Ms. King:

I have two comments pertaining to your review of the desire of Mt. Saint Mary's (MSM) application to construct a Wellness Center on the Chalon campus. 1

First, I request that if the application is granted that any construction related activities (including workers and construction related vehicles) be precluded from driving north of Sunset Boulevard before 7:15 AM. When MSM constructed its parking garage, workers and construction vehicles would frequently park on North Bundy or Chalon before 7:00 AM. Most egregious were the tractor trailers who parked behind my house with engines running between 6:30 and 7:00 AM. We live in a canyon and noise travels.

Second, traffic during the academic year is a problem. Most of Bundy north of Norman Place is one lane in each direction and parking on the west side of Bundy only. There are no sidewalks starting about 100 yards north of the Bundy Norman Place intersection. There are no sidewalks on Chalon between Bundy and the MSM entrance. There also is no room for parking on this stretch between MSM and west to Bundy. The street in front of my home is less than 30 feet wide. While I would prefer that traffic to and from MSM be restricted to the fire road if it could be improved and constructed to prevent traffic from continuing on to Chalon, Bundy or Norman, we could probably endure if MSM was not allowed to have summer camps on its Chalon campus. It is also unreasonable for MSM to seek Wellness/Sports Activities up to 4 times per month for up to 400 outside guests. 2

MSM has been our neighbor for over 40 years. We recognized, when we moved here, that there would be some noise and traffic from MSM. However, we did not anticipate the extent to which it has increased since 1975. Traffic coming down Bundy at night is frequent and often fast which poses a safety issue when exiting our driveway or walking. Some reasonable restrictions in MSM's use of its facilities seem to be in order. 3

Thank you.

David Bloomgarden

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 5:01 PM
To: david@dtbla.com

Mr. Bloomgarden,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

BRAM

Kathleen King <kathleen.king@lacity.org>

Env 2016 2319 EIR – Comments regarding Mount St Mary's Wellness Center

2 messages

Steve Bram <sbram@gspartners.com> Sun, Jun 10, 2018 at 9:10 AM
To: "Kathleen.king@lacity.org" <Kathleen.king@lacity.org>

Kathleen,

Please see the attached letter.

Please confirm by e mail receipt of this e mail.

Thank you.

GEORGE SMITH PARTNERS
REAL ESTATE INVESTMENT BANKING

Steve Bram

Co-Founder and Principal

DIRECT 310.867.2904 10250 Constellation Blvd., Suite 2700

MAIN 310.557.8336, x123 Los Angeles, California 90067

CELL 310.650.8336 DRE # 00822654

sbram@gspartners.com www.gspartners.com

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Kathleen King Letter 6.10.18.pdf
195K

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 9:08 AM
To: Steve Bram <sbram@gspartners.com>

Mr. Bram,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Steve and Julie Bram
12147 Travis Street
Los Angeles, CA 90049
Sbram@gspartners.com
310-440-3944

Kathleen King
Dept of City Planning
City of Los Angeles
221 North Figueroa Street, #1350
Los Angeles, CA 90012

Via E Mail Kathleen.king@lacity.org

RE: Env 2016 2319 EIR –
Mount St Mary's Wellness Center

1

Dear Kathleen,

I am writing to express my **strong support** for the proposed Mount St Mary's Wellness Center. My reasons are summarized below:

2

Campus -

- MSM is not adding any new dormitory or classroom space
- MSM is not planning to increase their student count as a result of the project
- The Wellness Center will finally give the College a competitive fitness center.
- I have visited their current center and see that it is around 500 sf. Photo below. It is an embarrassment for any college – its smaller than most 100 unit apartment buildings fitness centers.
- When I visited their current fitness center, the school's fitness director told me about the uses of the building – it will just be work out rooms, dance rooms, palates rooms, etc. There will not be any new academic classroom space, as has been alleged by the NIMBY's in our area.

3

Traffic

- While there will be additional construction traffic for a short period of time, it will be no different than any other large home or homes being constructed in the area. The benefit is that the workman will at least be able to park on the campus, not on area streets, as is the case with nearby residential construction.
- There has been improvement on the streets since MSM started their bus service. They continue to do a good job being a good neighbor with the buses for their students
- I can't see the street traffic increasing after construction is completed as a result of this new fitness center since their student count will not change
- MSM will not have any additional weekend events as a result of this new wellness center

- MSM can't be blamed for the gridlock on Sunset. It comes mainly from Brentwood and Archer schools and from cut thru traffic from Santa Monica to the Valley, thanks to Waze providing the "shortest routes."

3 (cont.)

Neighbor Center

- I appreciate that MSM has offered to open up the new fitness center to neighbors on the weekend, so that we can use it for swimming or sunning.
- MSM also offers some programs to the neighbors, which are interesting and conveniently located

4

The School vs Bundy Canyon Association

- One neighbor has formed the Bundy Canyon Association with the single purpose of stopping any new projects in the area. I attended a meeting of this "association" and there were 10 people in attendance. This group represents a few "gadfly's" but does not represent more than a handful of neighbors.
- Many neighbors I have spoken to are okay with the new wellness center.

5



Best Regards,

Steve Bram

Steve Bram

BROWN

Kathleen King <kathleen.king@lacity.org>

Response to EV-2016-2319 E.I.R.

2 messages

ronna brown <ronnambrown@usa.net> Sat, Jun 9, 2018 at 12:03 PM
To: Kathleen.King@lacity.org
Cc: councilmember.bonin@lacity.org, krista.kline@lacity.org

Dear Ms. King/L.A. City Planning Department: 1

I have been a resident at 1010 North Bundy Drive for almost 50 years. North Bundy Drive is a narrow, two-lane street with parking only on one side north of Benton Way.

The heavy traffic coming from Mount Saint Mary's College is constant from 8:00 a.m. to 9:00 p.m. Monday through Friday, with three-quarters of said traffic emanating from MSM. The posted speed limit on North Bundy Drive is 30 m.p.h. Most of these vehicles are exceeding that posted speed limit by any where from 20 m.p.h. to double the speed limit. Very few use the provided college transportation.

It is now a very dangerous situation, with no sidewalks north of Norman Place, putting adults, children, baby carriages, and bicycles in imminent danger.

In the event of any emergency exodus from North Bundy Drive, with very few exits, how could the residents safely evacuate, while competing with many hundreds of vehicles from M.S.M. College and nonresidents? 2

My neighbors and my family are vehemently opposed to any expansion, construction, or increased student enrollment at MSMC.

Please stop any plans for expansion, construction, or increased student enrollment at MSMC.

For all of us, we remain,
LAWRENCE AND RONNA M. BROWN
1010 North Bundy Drive
Los Angeles, CA 90049-1511
(310) 476-5739

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 9:01 AM
To: ronna brown <ronnambrown@usa.net>

Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, Krista Kline <krista.kline@lacity.org>

Mr. and Mrs. Brown,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

CANTWELL

Kathleen King <kathleen.king@lacity.org>

Fw: Failure Notice

2 messages

craig cantwell <norsewind20@yahoo.com> Wed, Jun 13, 2018 at 11:17 AM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

----- Forwarded Message -----
From: MAILER-DAEMON@yahoo.com <MAILER-DAEMON@yahoo.com>
To: "norsewind20@yahoo.com" <norsewind20@yahoo.com>
Sent: Wednesday, June 13, 2018 10:09:37 AM PDT
Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<kathleenking@lacity.org>:
550: 5.1.1 The email account that you tried to reach does not exist. Please try
5.1.1 double-checking the recipient's email address for typos or
5.1.1 unnecessary spaces. Learn more at
5.1.1 https://support.google.com/mail/?p=NoSuchUser u186-v6si2515052iod.260 - gsmtp

--- Below this line is a copy of the message.

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=yahoo.com; s=s2048; t=1528909775; bh=0gQv2Hcc+/
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X-YMail-OSG: i7NyI34VM1IyKCwbO4hLU9hBSUaRgOjQ0G.Qea2to24HFZb3.gLmw.SWz7SubmY
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Received: from sonic.gate.mail.ne1.yahoo.com by sonic305.consmr.mail.ne1.yahoo.com with HTTP; Wed, 13 Jun 2018
17:09:35 +0000
Date: Wed, 13 Jun 2018 17:09:32 +0000 (UTC)
From: craig cantwell <norsewind20@yahoo.com>
To: "kathleenking@lacity.org" <kathleenking@lacity.org>
Message-ID: <742236313.4885317.1528909772474@mail.yahoo.com>
Subject: Env-2016-2319-EIR mount st marys wellness center
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="----=_Part_4885316_551962154.1528909772473"
References: <742236313.4885317.1528909772474.ref@mail.yahoo.com>

X-Mailer: WebService/1.1.11950 YMailNorrin Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/58.0.3029.110 Safari/537.36 Edge/16.16299
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Content-Type: text/plain; charset=UTF-8
Content-Transfer-Encoding: quoted-printable

Hello, talked to you a couple weeks ago, I live at 1065 north Norman place =
in the canyon going up to the college, I was born here in the canyon and ha=
ve watched=C2=A0 avocado orchards and horse corrals turn into what the cany=
on is today. It still has all of nature from the northern part of the canyo=
n connecting to the Santa Monica mountains national park. The wellness cent=
er is a mistake and should not happen. The college should restore what they=
have now which has been neglected and not used enough by students.The cany=
on to the west is full of dry brush bringing all the people ,cars , equipme=
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and the college should be grateful for what it has , that pool and view fr=
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large weight room for there football team oh they don't have a football tea=
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not a huge university. the wellness center is unhealthy for the neighborho=
od, the animals in the area and it will be a huge fire danger. The streets =
are too crowded now with all the building and all the workers for all the h=
omes here, there should be a stop building of all the large house constcuti=
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er building having some limits on the construction stopping the greed oh so=
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of control building. Environmentally the building could effect the great ho=
rned owls here in the canyon along with the deer that move around the colle=
ge and the raccoons, skunks, coyotes and,snakes,=C2=A0 lizards, red tailed =
hawks, cougars, rabbits , California quail, bobcats, squirrels,mourning dov=
es bluebirds screech owls , bats , and all the other species of birds and a=
nimals in the canyon. Yes all those animals are still here but will they be=
here if we keep building ,the human across the street has been building th=
at huge add on or refurb for the last 3 years are you kidding. So where are=
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ed more by the students and the nuns. I think the building and people will =
affect the environment negatively we don't need more cars and people in the=
canyon or creating a fire hazard up at the mount st marys college NO TO AN=
Y MORE CONSRUCTION people should and need to be grateful and thank god for =
what they have and they should cherish it not destroy it. Sincerely CRAIG C=
ANTWELL 1065 NORTH NORMAN PLACE =C2=A0 =C2=A0 =C2=A0=C2=A0
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N PLACE   </body></html>
------=_Part_4885316_551962154.1528909772473--

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:28 PM
To: craig cantwell <norsewind20@yahoo.com>

Mr. Cantwell,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

CHAPMAN

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's

2 messages

Michael Chapman <eskimodog35@gmail.com> Wed, Jun 13, 2018 at 2:12 PM
To: kathleen.king@lacity.org

My name is Michael Chapman and I am a neighbor of Mount Saint Mary's University. I support their plan to build a new fitness center.

Yours/M. chapman

Sent from my iPad

1

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:33 PM
To: Michael Chapman <eskimodog35@gmail.com>

Mr. Chapman,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]

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Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

CHICCARELLI

Kathleen King <kathleen.king@lacity.org>

Response to ENV-2016-2319-EIR

2 messages

Joseph Chiccarelli <artfitpro@mac.com> Mon, Jun 18, 2018 at 3:51 PM
To: kathleen.King@lacity.org
Cc: councilmember.bonin@lacity.org

1

Dear Miss King, As a ten year resident of Bundy Canyon I want to repeat the sentiments of many of my neighbors regarding the Mount St. Mary's expansion.

In my years on Bundy Drive I have seen the traffic and congestion on my street as well as Norman Place increase exponentially with every expansion of the school.

I have seen wildlife killed by reckless student drivers and have avoided several accidents myself by students speeding down the hill at over 50mph at the end of the school day.

Due to the noise, congestion and added pollution to the neighborhood I would ask that any motions by MSM school to expand be denied or at least exploration of a secondary entrance and exit route to the school be considered.

Sincerely, Joe Chiccarelli

Joe Chiccarelli
1234 N. Bundy Drive
LA, CA. 90049
(310)717-3480 mobile
(310)476-2560 home
(310)476-2483 fax

Email: artfitpro@mac.com

Kathleen King <kathleen.king@lacity.org> Mon, Jun 18, 2018 at 4:50 PM
To: Joseph Chiccarelli <artfitpro@mac.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>

Mr. Chiccarelli,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

CIARLO

Kathleen King <kathleen.king@lacity.org>

Support for Mount St. Mary's University

2 messages

Teryl Ciarlo <tc@teryldesigns.com> Tue, Jun 12, 2018 at 8:43 PM
To: kathleen.king@lacity.org
Cc: krista.kline@lacity.org

1

Dear Kathleen,
I am a neighbor of Mount St. Mary's University and I am in support of the new wellness center that is proposed for the University. I personally support it because Mount St. Mary's has the right to improve and expand the same way that Brentwood School and Archer School for Girls is remodeling and expanding.

2

Additionally the neighbors in our area that are able to use the Wellness Center for exercise will help the traffic by not going down to Sunset, San Vicente, Bundy or Barrington….that is a big plus for our neighborhood. If we can exercise up the street instead of going down the street and contributing to more traffic that is a benefit for all.

I currently have to deal with the expansion of Archer and Brentwood Schools with no benefit what so ever.

I urge you to support the Wellness Center for Mount St. Mary's University.
Thank you for any and all considerations.

--
All the best,

Teri Ciarlo
Teryl Designs
tc@teryldesigns.com
310.463.7863

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:25 AM
To: Teryl Ciarlo <tc@teryldesigns.com>
Cc: Krista Kline <krista.kline@lacity.org>

Ms. Ciarlo,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

CUEVA

Kathleen King <kathleen.king@lacity.org>

Supporting Wellness Center

2 messages

Nancy Cueva <ncueva2@gmail.com> Sun, Jun 10, 2018 at 11:07 PM
To: kathleen.king@lacity.org
Cc: krista.kline@lacity.org

1

Good evening my name is Nancy Cueva and I am a proud Mount Saint Mary's University alumni. I am writing this email in support of the Wellness Center that I believe will be beneficial to support a healthy community for all students and residents including myself that live in the Council District 11. Please know MSMU has my full support for this project. If you have any further questions or concerns please feel free to contact me at
310-210-0797.

Respectfully,

Nancy Cueva

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:42 AM
To: Nancy Cueva <ncueva2@gmail.com>
Cc: Krista Kline <krista.kline@lacity.org>

Ms. Cueva,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

DAVIS

Kathleen King <kathleen.king@lacity.org>

expansion of msmu

2 messages

Gabrielle Davis <4gabrielledavis@gmail.com> Wed, Apr 18, 2018 at 3:05 PM
To: kathleen.king@lacity.org

1

I live in Brentwood on bristol between sunset and san vicente.....most days after 1:00 it can take an hour and 30 minutes to 2 hours to get to where i might go for work..or pleasure. i find it hard to believe that you would even consider more construction on the the west side. this lovely community is no longer working well and people are hating every minute of the life that was so wonderful.. turned horrible. Will you stop to consider we can't go east for dinner,shopping or business and resent all the construction going on. What is going on...dont you see how problematic it all is?Gabrielle Davis

Kathleen King <kathleen.king@lacity.org> Wed, Apr 18, 2018 at 4:13 PM
To: Gabrielle Davis <4gabrielledavis@gmail.com>

Ms. Davis,

Thank you for your comment regarding the MSMU Draft EIR Wellness Pavilion Project. Your comment has been added to the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

On Wed, Apr 18, 2018 at 3:05 PM, Gabrielle Davis <4gabrielledavis@gmail.com> wrote:

> I live in Brentwood on bristol between sunset and san vicente.....most days after 1:00 it can take an hour and 30 minutes to 2 hours to get to where i might go for work..or pleasure. i find it hard to believe that you would even consider more construction on the the west side. this lovely community is no longer working well and people are hating every minute of the life that was so wonderful.. turned horrible. Will you stop to consider we can't go east for dinner,shopping or business and resent all the construction going on. What is going on...dont you see how problematic it all is?
> Gabrielle Davis

--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

DISNER

Kathleen King <kathleen.king@lacity.org>

MSMU / ENV-2016-2319-EIR

2 messages

Sandra Disner <sdisner@gmail.com> Sat, May 26, 2018 at 10:08 AM
To: kathleen.king@lacity.org

I have the following comments on MSMU's proposal: 1

Please don't increase traffic in Brentwood. The Brentwood Homeowners' Association has our community's best interests at heart. Please listen to them.

Sandra Disner and family
619 Tuallitan Road
LA 90049

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:24 PM
To: Sandra Disner <sdisner@gmail.com>

Ms. Disner,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

DUNCAN

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's University Proposed Wellness Center

3 messages

Kathleen Duncan <kathleenmduncan@aol.com> Mon, Jun 11, 2018 at 2:53 PM
To: Kathleen.king@lacity.org
Cc: krista.kline@lacity.org

1

Dear Kathleen,
I am writing in support of the Wellness Center at Mount St. Mary's University - Chalon Campus. I think it is so important and long overdue for the Mount St. Mary's student - it will be a wonderful addition to the campus! I am an alum and also live in the neighborhood and know Mount St. Mary's is putting a great amount of time, effort, and hard work to make sure it will have the least impact in our Brentwood Community. Again, I wholeheartedly support this project -
Thank you for your consideration!
Sincerely,
Kathleen Duncan

Sent from my iPad

Kathleen Duncan <kathleenmduncan@aol.com> Mon, Jun 11, 2018 at 3:04 PM
To: Kathleen.king@lacity.org
Cc: krista.kline@lacity.org

Dear Kathleen,
I am writing in support of the Wellness Center at Mount St. Mary's University - Chalon Campus. I think it is so important and long over due for the Mount St. Mary's student. I am an alum and do live in the neighborhood and know that there is a great deal of time, effort, and hard work on making sure there is the least amount of impact on and for our Brentwood community. I wholeheartedly support the project, and thank you for your consideration!
Sincerely,
Kathleen Duncan

Sent from my iPad

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 3:54 PM
To: Kathleen Duncan <kathleenmduncan@aol.com>
Cc: Krista Kline <krista.kline@lacity.org>

Ms. Duncan,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

On Mon, Jun 11, 2018 at 2:53 PM, Kathleen Duncan <kathleenmduncan@aol.com> wrote:

> Dear Kathleen,
> I am writing in support of the Wellness Center at Mount St. Mary's University - Chalon Campus. I think it is so important and long overdue for the Mount St. Mary's student - it will be a wonderful addition to the campus! I am an alum and also live in the neighborhood and know Mount St. Mary's is putting a great amount of time, effort, and hard work to make sure it will have the least impact in our Brentwood Community. Again, I wholeheartedly support this project -
> Thank you for your consideration!
> Sincerely,
> Kathleen Duncan
>
> Sent from my iPad

--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

EBIN 1

Kathleen King <kathleen.king@lacity.org>

Mount St. Marys ("MSM") Expansion Chalon Rd. Brentwood

5 messages

Joe Ebin <joe.ebin@gmail.com> Fri, May 25, 2018 at 10:24 AM
To: Kathleen.King@lacity.org
Cc: Fern Salka <fernsalka@gmail.com>, Bundycanyonevents@gmail.com

Dear Ms. King:

We have lived on Norman Place for thirty years. During this time period Mt. St. Mary's morphed from a residential college with about 200 students living on campus to a commuter college with all students driving to campus. This change dramatically affects our way of life. How so? 1

Now that MSM is a commuter school, there is endless traffic and congestion on the roads to and from MSM. MSM is located in a residential neighborhood with no means of public transportation and with limited access and egress roads. This neighborhood is clearly the worst choice area for a commuting campus as each student and teacher needs their own vehicle.

E.g., 1. Chalon is full of cars parked on the street.

2. The exits to Sunset Boulevard from Bundy, and Barrington are dangerous and not workable. Now, it can take from 10-30 minutes just to turn onto Sunset at the Barrington intersection, especially between 4-6:00 p.m.

3. The noise of cars whizzing by is extreme

4. The added pollution to our air is deleterious..

5. Norman Place and Bundy Drive are substandard in width with limited sidewalks so that all pedestrians are at added risk of being hit by a car.

It is an extreme overreaching into our way of life to propose any further demands on our neighborhood. If MSM is intent on changing their business plan again, they should do so at a campus with access to public transportation in order to better serve their students and teachers and to not further impact a residential neighborhood.everyone else. This is sensible, a more intense use of our neighborhood is nonsensical, it is absurd. 2

I would be happy to demonstrate or testify to this situation and the economic impacts.

Sincerely,

Joseph M. Ebin,

1216 Norman Place

Los Angeles, CA 90049

Joe Ebin <joe.ebin@gmail.com> Fri, May 25, 2018 at 10:52 AM
To: Kathleen.King@lacity.org
Cc: Fern Salka <fernsalka@gmail.com>, Bundycanyonevents@gmail.com, Jacqueline Bacal <jc.bacal@yahoo.com>

correction

Joseph

From: Joe Ebin [mailto:joe.ebin@gmail.com]
Sent: Friday, May 25, 2018 10:25 AM
To: Kathleen.King@lacity.org
Cc: 'Fern Salka'; Bundycanyonevents@gmail.com
Subject: Mount St. Marys ("MSM") Expansion Chalon Rd. Brentwood

Dear Ms. King:

We have lived on Norman Place for thirty years. During this time period Mt. St. Mary's morphed from a residential college with about 200 students living on campus to a commuter college with all students driving to campus. This change dramatically affects our way of life. How so? 3

Now that MSM is a commuter school, there is endless traffic and congestion on the roads to and from MSM. MSM is located in a residential neighborhood with no means of public transportation and with limited access and egress roads. This neighborhood is clearly the worst choice area for a commuting campus as each student and teacher needs their own vehicle.

E.g., 1. Chalon is full of cars parked on the street.

2. The exits to Sunset Boulevard from Bundy, and Barrington are dangerous and not workable. Now, it can take from 10-30 minutes just to turn onto Sunset at the Barrington intersection, especially between 4-6:00 p.m.

3. The noise of cars whizzing by is extreme

4. The added pollution to our air is deleterious..

5. Norman Place and Bundy Drive are substandard in width with limited sidewalks so that all pedestrians are at added risk of being hit by a car.

It is an extreme overreaching into our way of life to propose any further demands on our neighborhood. If MSM is intent on changing their business plan again, they should do so at a campus with access to public transportation in order to better serve their students and teachers and to not further impact a residential neighborhood. This is sensible, a more intense use of our neighborhood is nonsensical, it is absurd. 4

I would be happy to demonstrate or testify to this situation and the economic impacts.

Sincerely,

4 cont

Joseph M. Ebin,

1216 Norman Place

Los Angeles, CA 90049

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:12 PM
To: Joe Ebin <joe.ebin@gmail.com>
Cc: Fern Salka <fernsalka@gmail.com>, Bca <Bundycanyonevents@gmail.com>

Mr. Ebin-

Thank you for you comment dated May 25, 2018 regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Joe Ebin <joe.ebin@gmail.com> Tue, May 29, 2018 at 12:16 PM
To: Kathleen King <kathleen.king@lacity.org>

Ms. King,

Please use the enclosed letter. I expanded my thinking on the project.

Thank you.

Joseph M. Ebin

From: Kathleen King [mailto:kathleen.king@lacity.org]
Sent: Tuesday, May 29, 2018 12:12 PM
To: Joe Ebin
Cc: Fern Salka; Bca
Subject: Re: Mount St. Marys ("MSM") Expansion Chalon Rd. Brentwood

[Quoted text hidden]

letter opposing further development of Mount St. Marys Chalon Campus 052718.docx
17K

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:28 PM
To: Joe Ebin <joe.ebin@gmail.com>

Mr. Ebin,

Your comment dated May 26, 2018 has been included in the MSMU Wellness Pavilion Draft EIR project file.

Thank you,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]

Joseph M. Ebin, Master of Urban Planning
1216 Norman Place Los Angeles, CA 90049
310-472-6512, joe.ebin@gmail.com

May 26, 2018

Ms. Kathleen King via email Kathleen.King@lacity.org
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

Dear Ms. King:

We have lived on Norman Place for thirty years. During this time period Mt. St. Mary's (MSM")Chalon campus morphed from a residential college with about 200 students living on campus in residential dormitories to a commuter college campus, with all students driving to the Chalon campus. This change dramatically affects our way of life. How so? 5

Now that MSM is a commuter school with about 1500 students at the Chalon Campus, there is endless traffic and congestion on the roads to and from MSM. MSM is located in a residential neighborhood with no means of public transportation and with limited access and egress roads. This Brentwood neighborhood is clearly the worst choice area for a commuting campus as each student, teacher and staff member needs their own vehicle.

This is what are we dealing with now in and around MSM:
1. The exits to Sunset Boulevard from Bundy, and Barrington are dangerous and not workable. Now, it can take from 10-30 minutes just to turn onto Sunset at the Barrington intersection, especially between 4-6:00 p.m.
3. The noise of cars whizzing by on Barrington, North Bundy Drive, North Bowling Green Way and Norman Place is extreme.
4. The added pollution to our air is deleterious.
5. Norman Place, and north Bundy Drive are substandard in width with limited sidewalks so that all pedestrians are at added risk of being hit by a car.
6. Chalon Road is full of cars parked on the street, cars owned by commuting students and faculty.

Now MSM has grown to a University with 2,700 students and 600 faculty and staff offering undergraduate and graduate degrees in 35 fields spread out over two campuses; the limited access Chalon Campus and the multi-modal Doheny Campus downtown near USC. MSM should not expand the Chalon campus. 6

MSM should, if reasonable and if they are determined to grow, expand the Doheny Campus, as the Doheny Campus is served by light rail, two freeways and multiple bus routes. This location will serve their students and the public and not further impact a residential neighborhood. This is sensible; a more intense use of the Brentwood residential neighborhood is not just nonsensical, it is absurd.

In short, it is an extreme overreaching into our residential neighborhood to propose any further demands on our substandard streets. If MSM is intent on changing their business plan again which would create ever more vehicular traffic to the Chalon campus, they should not do so at the Chalon campus which has no access to public transportation. MSM might and should consider expanding the Doheny Campus if they are intent on growth. My advice is not nimbyism (not in my backyard), this is common sense and very good and current advanced planning and it should be well received by the proper agencies. Expanding educational choices near public transportation allows more students to obtain higher education at an affordable level, one of the stated goals of MSM as MSM has a policy of educating lower-socio-economic students with "first to graduate" achievements in their families. This is a noble task.

6 cont

I would be happy to provide more evidence and/or testify to these economic impacts.

Sincerely,

Joseph M. Ebin, Master of Urban Planning

Joseph Ebin is a 1975 graduate of UCLA's School of Architecture and Urban Planning. Ebin has worked in the affordable housing field for thirty years and is also involved with financing and advancing the education of minority students through philanthropic work.

EBIN 2

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

letter opposing further development of Mount St. Marys Chalon Campus 052618

2 messages

Joe Ebin <joe.ebin@gmail.com> Sat, May 26, 2018 at 11:31 AM
To: Kathleen.King@lacity.org

letter opposing further development of Mount St. Marys Chalon Campus 052618.pdf
276K

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:18 PM
To: Joe Ebin <joe.ebin@gmail.com>

Mr. Ebin,

Thank you for your letter dated May 26, 2018 regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

On Sat, May 26, 2018 at 11:31 AM, Joe Ebin <joe.ebin@gmail.com> wrote:

--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Joseph M. Ebin, Master of Urban Planning
1216 Norman Place
Los Angeles, CA 90049

May 26, 2018

Ms. Kathleen King
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

Dear Ms. King:

We have lived on Norman Place for thirty years. During this time period Mt. St. Mary's (MSM")Chalon campus morphed from a residential college with about 200 students living on campus in residential dormitories to a commuter college campus, with all students driving to the Chalon campus. This change dramatically affects our way of life. How so? 1

Now that MSM is a commuter school with about 1500 students at the Chalon Campus, there is endless traffic and congestion on the roads to and from MSM. MSM is located in a residential neighborhood with no means of public transportation and with limited access and egress roads. This Brentwood neighborhood is clearly the worst choice area for a commuting campus as each student, teacher and staff member needs their own vehicle.

This is what are we dealing with now in and around MSM:
1. The exits to Sunset Boulevard from Bundy, and Barrington are dangerous and not workable. Now, it can take from 10-30 minutes just to turn onto Sunset at the Barrington intersection, especially between 4-6:00 p.m.
3. The noise of cars whizzing by on Barrington, North Bundy Drive, North Bowling Green Way and Norman Place is extreme.
4. The added pollution to our air is deleterious.
5. Norman Place, and north Bundy Drive are substandard in width with limited sidewalks so that all pedestrians are at added risk of being hit by a car.
6. Chalon Road is full of cars parked on the street, cars owned by commuting students and faculty.

Now that MSM is a University with 2,700 students and 600 faculty and staff offering undergraduate and graduate degrees in 35 fields spread out over two campuses, the limited access Chalon Campus and the multi-modal Doheny Campus downtown near USC, MSM should not expand the Chalon campus. It should, if reasonable, expand the Doheny Campus, as the Doheny Campus is served by light rail, two freeways and multiple bus routes. This location will serve their students and the public and not further impact a residential neighborhood. This is sensible; a more intense use of the Brentwood residential neighborhood is nonsensical, it is absurd. 2

In short, it is an extreme overreaching into our way of life to propose any further demands on our residential neighborhood with substandard streets. If MSM is intent on changing their business plan again which would create ever more vehicular traffic to the Chalon campus, they should not do so at the Chalon campus which has no access to public transportation. MSM should consider expanding the Doheny Campus if they are intent on growth. My advice is not nimbyism (not in my backyard), this is common sense and very good and current advanced planning and it should be well received by the proper agencies. Expanding educational choices near public transportation allows more students to obtain higher education at an affordable level, one of the stated goals of MSM as MSM has a policy of educating lower-socio-economic groups with "first to graduate" achievement to upwardly mobile families and students. This is a noble task.

2 cont

I would be happy to provide more evidence and/or testify to these economic impacts.

Sincerely,

Joseph M. Ebin, Master of Urban Planning

Joseph Ebin is a 1975 graduate of UCLA's School of Architecture and Urban Planning. Ebin has worked in the affordable housing field for thirty years and is involved with financing and advancing the education of minority students through philanthropic work.

EBIN 3

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

letter opposing further development of Mount St. Marys Chalon Campus 052718

2 messages

Joe Ebin <joe.ebin@gmail.com> Tue, May 29, 2018 at 12:41 PM
To: Kathleen King <kathleen.king@lacity.org>

1

Kathleen

If you use this one attached there will be no confusion…

thanks Joe Ebin

letter opposing further development of Mount St. Marys Chalon Campus 052718.pdf
279K

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:42 PM
To: Joe Ebin <joe.ebin@gmail.com>

Great- thank you for the clarification.

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Joseph M. Ebin, Master of Urban Planning
1216 Norman Place Los Angeles, CA 90049
310-472-6512, joe.ebin@gmail.com

May 27, 2018

Ms. Kathleen King via email Kathleen.King@lacity.org
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

Dear Ms. King:

2

We have lived on Norman Place for thirty years. During this time period Mt. St. Mary's (MSM")Chalon campus morphed from a residential college with about 200 students living on campus in residential dormitories to a commuter college campus, with all students driving to the Chalon campus. This change dramatically affects our way of life. How so?

Now that MSM is a commuter school with about 1500 students at the Chalon Campus, there is endless traffic and congestion on the roads to and from MSM. MSM is located in a residential neighborhood with no means of public transportation and with limited access and egress roads. This Brentwood neighborhood is clearly the worst choice area for a commuting campus as each student, teacher and staff member needs their own vehicle.

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3. The noise of cars whizzing by on Barrington, North Bundy Drive, North Bowling Green Way and Norman Place is extreme.
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5. Norman Place, and north Bundy Drive are substandard in width with limited sidewalks so that all pedestrians are at added risk of being hit by a car.
6. Chalon Road is full of cars parked on the street, cars owned by commuting students and faculty.

3

Now MSM has grown to a University with 2,700 students and 600 faculty and staff offering undergraduate and graduate degrees in 35 fields spread out over two campuses; the limited access Chalon Campus and the multi-modal Doheny Campus downtown near USC. MSM should not expand the Chalon campus.

MSM should, if reasonable and if they are determined to grow, expand the Doheny Campus, as the Doheny Campus is served by light rail, two freeways and multiple bus routes. This location will serve their students and the public and not further impact a residential neighborhood. This is sensible; a more intense use of the Brentwood residential neighborhood is not just nonsensical, it is absurd.

3 (cont.)

In short, it is an extreme overreaching into our residential neighborhood to propose any further demands on our substandard streets. If MSM is intent on changing their business plan again which would create ever more vehicular traffic to the Chalon campus, they should not do so at the Chalon campus which has no access to public transportation. MSM might and should consider expanding the Doheny Campus if they are intent on growth. My advice is not nimbyism (not in my backyard), this is common sense and very good and current advanced planning and it should be well received by the proper agencies. Expanding educational choices near public transportation allows more students to obtain higher education at an affordable level, one of the stated goals of MSM as MSM has a policy of educating lower-socio-economic students with "first to graduate" achievements in their families. This is a noble task.

I would be happy to provide more evidence and/or testify to these economic impacts.

Sincerely,

Joseph M. Ebin, Master of Urban Planning

Joseph Ebin is a 1975 graduate of UCLA's School of Architecture and Urban Planning. Ebin has worked in the affordable housing field for thirty years and is also involved with financing and advancing the education of minority students through philanthropic work.

Connect Create Collaborate

EBIN 4

Kathleen King <kathleen.king@lacity.org>

FW: MSMC-CHALON-outline of traffic reduction-mitigation and new CUP 071118--r9 (Recovered)

1 message

Joe Ebin <joe.ebin@gmail.com> Fri, Jul 27, 2018 at 8:15 AM
To: Kathleen King <kathleen.king@lacity.org>

Ms. King: Maybe you can get the attached proposal introduced as part of the Draft EIR responses? 1

Thank You

Joseph M. Ebin

From: Joe Ebin [mailto:joe.ebin@gmail.com]
Sent: Friday, July 27, 2018 6:55 AM
To: 'Zhila Ross'
Subject: FW: MSMC-CHALON-outline of traffic reduction-mitigation and new CUP 071118--r9 (Recovered)

From: Joe Ebin [mailto:joe.ebin@gmail.com]
Sent: Friday, July 27, 2018 6:55 AM
To: 'JOANNE SOLOV'; 'zhila.ross!@yahoo.com'; Howard and Jackie Bacal (jc.bacal@icloud.com); 'Stefanie Michaels'
Subject: MSMC-CHALON-outline of traffic reduction-mitigation and new CUP 071118--r9 (Recovered)

Joanne, 2

After meeting with the city and many parties, the councilmember's office asked me to come up with a creative solution to MSMC-Chalon enrollment issues and mitigating traffic. It is essentially a return to a residential college format for MSMC-Chalon which will accomplish both. They have my proposal, attached. I sent it in personally not as a member of any association.

It is interesting to note that MSMC would make a lot more revenue with a residential college plan approach, which is much more consistent funding than a summer camp and occasional external events which should not be allowed under any circumstances.

The city is reviewing this and I believe that they are in discussion with MSMC.

Yes, I would be happy to discuss this approach and all the other approaches which are out there to mitigate traffic and enhance our quality of life. Please let me know if you want to meet Thursday evening August 2 at my place?

2 cont

Joe Ebin 310-472-6512

MSMC-CHALON-outline of traffic reduction-mitigation and new CUP 071118--r9 (Recovered).pdf
295K

EBIN 5

Joseph M. Ebin, Master of Urban Planning
1216 Norman Place Los Angeles, CA 90049
joe.ebin+pol@gmail.com

Re: Mount St. Mary's College ("MSMC") Expansion Request for the Chalon Campus

Dear Neighbor:

1

After entering into discussions with City Council Mike Bonin's office (our City Council Member) they suggested that I circulate the proposal below which I crafted in order to move this discussion to a meaningful level. This proposal offers substantial reductions in traffic, allows MSMC to remodel some outdated facilities and firms up a hazy Conditional Use Permit for the school. The reduction in traffic is a result of the school's return to a "residential college format" which requires increasing dormitory space from 32% of enrollment to a minimum of 50% of enrollment within 24 months and eventually to 66.6% of enrollment. With the above and the caveat that the dorms must be occupied by enrolled students, the express agreement that 75% of the commuting students must be carpooled and the absolute refusal to allow all external events such as summer camps, the neighborhood will see a marked reduction in traffic.

If you agree with this concept, please send me an email affirming your agreement with a copy to:

1. Krista Kline, Land Use Assistant to Mike Bonin krista.kline@lacity.org
2. Councilmember Mike Bonin councilmemberbonin@lacity.org
3. Kathleen King, City Planning Kathleen.king@lacity.org
4. Brentwood Community Council…use their website
5. Bundy Canyon Association bundycanyonevents@gmail.com
6. Brentwood Homeowners Association info@brentwoodhomeowners.org

2

Salient Issues Summary-- MSM-Chalon has applied to build new buildings, clarify its CUP which it has illegally surpassed, open the campus to more external events including a children's summer camp and other external sporting events.

3

1. It is certainly worth noting the not insignificant factor that MSMC owns and operates two campuses, the Chalon Campus ("MSM-Chalon") located in a remote residential area of Brentwood about two miles north of West Sunset Boulevard by direct street access; currently with 1557 student enrollment. MSM-Chalon slowly changed its original education model from a residential college to a commuter school with some residential living provided.

MSMC also operates a second venue, called the MSMC-Doheny Campus ("MSMC-Doheny"). MSMC-Doheny has a larger enrollment than the MSM-Chalon campus, it is located near USC and downtown Los Angeles, proximal to multiple forms of public transportation, trains, light rail, bus routes, freeways, etc.

4

2. MSM-Chalon is located in a densely populated residential area with no public transportation offered now and none likely for decades to come. Access and egress to MSMC-Chalon is constrained by inadequate surface street system of narrow and substandard width, most areas with zero to one sidewalk. All the intersections from and to MSM-Chalon to Sunset Boulevard, the main surface arterial, have been graded as "F"-- failed and unfixable in the EIR for this proposed project. The failed and

Joseph M. Ebin, Master of Urban Planning
1216 Norman Place Los Angeles, CA 90049
joe.ebin+pol@gmail.com

unfixable street system was a lot less onerous when MSM-Chalon had an enrollment of 200 students commuting and later 500 students living on campus. This was the bargain that our neighborhood had agreed to and the agreement that was tolerated for years. 4 cont

3. The failed and unfixable street system causes many problems for the neighbors of MSMC-Chalon, all n o n -mitigatable due to constrained access to their homes, fire and life safety threats, inability to commute and access the neighborhood shopping, etc. The failed street system causes many problems for MSMC--Chalon today in its current enrollment with its current curriculum. 5

4. MSMC is operating outside of its CUP which limits its operation to about 1,078 enrolled students; the entire operation of MSMC at Chalon campus currently with about 1,557 students is arguably an illegal use as it is not permitted by the effective CUP. If reasonable accommodations are not made to the neighbors of MSMC-Chalon, the enrollment should be rolled back to the approved level of the existing and controlling CUP, 700-1,078 students, depending upon interpretation, with at least 500 living on campus, that is a ratio of 500/700 in dormitories (71%) or 500/1078 (46%) in dormitories. This would effectively reduce and mitigate traffic and congestion for the immediate neighbors of MSMC-Chalon and all the commuters who use Sunset Boulevard. 6

5. No plan for MSMC expansion should be allowed which exacerbates the failed and unfixable street system by increasing commuter traffic during the day, evenings, weekends or the summer time. 7

6. The MSMC-Chalon administrators want to further expand the use of the campus, another intensification of use. One can only suppose that they want more enrollment which generates more revenue. 8

7. **Perhaps a collaborative solution is possible: Any MSMC expansion plan which quantitatively and meaningfully mitigates and improves the failed and unfixable street system by reducing MSMC-Chalon commuter traffic should be seriously entertained and would probably be supported by the neighbors, our city council member, the Planning Department and by the city planning commission (the "CPC") , ("All Concerned Parties"). What would it take to provide this traffic mitigation and reduction of car trips, as now about 1,057 students per day commute to campus? All Concerned Parties would probably look favorably on the following, all of which is reasonably achievable by MSMC-Chalon:** 9

a. In lieu of a 38,000 square foot athletic venue as proposed, MSMC-Chalon could build more dormitories on the Chalon campus or reconfigure existing buildings to offer more dormitory beds.

b. The dormitories on MSMC-Chalon campus should immediately provide a ratio of at least one dormitory bed for every two enrolled students so that the net result would be that 50% of the enrollment would be required to live on campus. Currently they have about one dormitory bed for every three students (500/1557).

c. What does this mean quantitatively? If the CPC were to approve the current 1,557 enrolled students in a new qualitatively restrictive and monitorable CUP, it should now require that 778 students live on campus; this reduces the commuters now from 1,057 per day to 778 per day. There currently exists about 500 dormitory rooms on campus plus a large minimally used convent. MSM-Chalon would have about 24 months to reconfigure the enrollment and the dormitories to verify that 50% of the

Joseph M. Ebin, Master of Urban Planning
1216 Norman Place Los Angeles, CA 90049
joe.ebin+pol@gmail.com

enrolled students actually live on campus. Of the commuting students, the car pool shuttles would be required to deliver and remove at least 75% of the commuting students, this would need to be monitored.

9 cont

d. If more dormitories were built in the future, the neighbors and the CPC might favorably look at an enrollment increase provided that the total enrollment not exceed 1900 students of which at least 66.67% (2/3) or 1,267 would reside on campus and 633 could commute into campus; 633 commuters s is less than the 1057 students commuting into campus now and this is a qualitative improvement for the traffic gridlock in the Sunset Corridor.

e. Instead of building an athletic venue to attract outside athletic events and exacerbate commuter traffic, MSM-Chalon could rebuild their swimming pool and small athletic services building for their own students' usage.

f. No summer camp or any external rental venue should be allowed on this campus as it would exacerbate the traffic and it does not comply with the CUP now which prohibits non-academic activities.

8. Possible economic benefits to enhanced dormitories and enhanced enrollment:

10

a. Stage One: enrollment of 1557 students requires increasing the dormitory beds from 500 to 779 which would create the following economic benefit: 279 additional dormitory occupants at about $900 per month each would generate annually about ……. **$3,013,200**

b. Stage Two: … 1900 student enrollment

(i) increasing the dormitory beds from 779 to 1267 (2/3rd of enrollment) would create the following economic benefit: 488 additional dormitory occupants at about $900 per month each would generate annually ……..**$5,270,400**

(ii) increasing the enrollment from 1555 students to 1900 students would create the following economic benefit: 345 new students at about $38,000 per annum for tuition would generate annually ……..**$13,110,000**

TOTAL INCREASE PER ANNUM $21,393,600

TOTAL POTENTIAL ANNUAL REVENUE ENHANCEMENT FROM DORMITORIES AND SOLID CUP STATUS ENABLING 1,900 STUDENTS IS $21,393,600 PER ANNUM AND THIS IS CONTINUOUS AND SELF-SUSTAINING ONCE BUILT. IT REQUIRES NO SUMMER CAMPS OR EXTERNAL EVENTS WHICH GENERATE MORE STREET TRAFFIC. IT ALSO MEETS THE MISSION OF HIGHER EDUCATION AND IT DOESN'T VIOLATE THE CUP REQUIRING ACADEMIC ACTIVITIES.

9. Results of not reaching a compromise: If the MSM-Chalon Campus does not agree to substantially increase the live- in component with a defined monitorable formula such as offered here, then the project should be denied in its entirety and the CUP for its operation should be withdrawn

11

EPSTEIN

1

Wellness is important so I suggest the school board it another area where public transportant is available. One is not going to a castle but to an easily reached location.

I strongly oppose this poorly thought out proposal.

Mrs. George N. Epstein
672 MacKellar Drive.

Thank you

672 MacKellar Dr.
Los Angeles, Ca. 90049

May 18th 2018

I live at 672 MacKellar Drive & though your notice was addressed to my husband George N. Epstein (who died) I still reside at this address.

Mount Saint Mary University has proved to be a most insensitive & unreasoning neighbor. We were promised long ago that a large portion of their students would be bussed in ——— NOT TRUE & from 3:00 P.M 6:00 P.M I see car after car, with one person exiting the campus making residents wait 3 block waiting times to cross Sunset. One only does errands & markets in the morning when the line of traffic is going to the campus.

FELDMEN

Kathleen King <kathleen.king@lacity.org>

Environmental Case No. ENV-2016-2319-EIR; Change of Address

2 messages

Raymundo Arroyo <rarroyo@raineslaw.com> Mon, Apr 30, 2018 at 3:28 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

1

Dear Ms. King:

I'm assistant to Ronald E. Altman, he is in receipt of the attach notice from your department.

Will you please update the correspondence address, from 9720 Wilshire Blvd., 5th Floor, Beverly Hills, CA 90212 to 1800 Avenue of the Stars, 12th Floor, LA, CA 90067. Should you have any questions in regards to this matter, please do not hesitate to contact me.

Best,

Ray Arroyo

Raines Feldman LLP

Raymond Arroyo

RAINES FELDMAN LLP | 1800 Avenue of the Stars, 12th Floor | Los Angeles, California 90067

Main: 310 440-4100 | Direct: 310 734-0397 | Cell: 310 913-0831 | Fax: 424 239-2605

Irvine Office: 18401 Von Karman Avenue | Suite 360 | Irvine, California 92612

Email: arroyo@raineslaw.com

www.RainesLaw.com

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destroy the email, and any and all copies thereof, including any attachment(s), without reading them or saving them in any manner. Thank you.

Los Angeles Department of City Planning - Notice of Completion & Availability 04.12.18.pdf
250K

Kathleen King <kathleen.king@lacity.org> Tue, May 1, 2018 at 8:08 AM
To: Raymundo Arroyo <rarroyo@raineslaw.com>

Mr. Arroyo,

Thank you for your email regarding the MSMU Wellness Pavilion Project. The request to change the address for Raines Feldman LLP has been made.

Thank you,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

FIELDS

Kathleen King <kathleen.king@lacity.org>

ENV-2016-2319-EIR

2 messages

Bethany Fields <bmw332@earthlink.net> Fri, Jun 8, 2018 at 2:24 PM
To: kathleen.king@lacity.org

1

Dear Ms King,
Thank you for taking the time to read the letters written by the residents of Bundy Canyon. We have lived in this beautiful canyon for 20 years. We have watched it change. MSM is directly responsible for that. I urge you to read and re-read the letter written to you from Joseph M. Ebin. MSM does NOT have the right to further affect our daily way of life. This campus is in a RESIDENTIAL neighborhood. Would you appreciate an expansion of this magnitude where YOU live??
MSM does NOT have the right to drive down the property values in this neighborhood.
MSM has already put way too many demands on us.
MSM should seriously consider expanding their other campus.

Bethany Fields

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:19 AM
To: Bethany Fields <bmw332@earthlink.net>

Ms. Fields,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

FOX

Kathleen King <kathleen.king@lacity.org>

Response to ENV-2016-2319-EIR (Mount Saint Mary's Expansion)

2 messages

Emily Ellis Fox <emily.ellis.fox@gmail.com> Wed, Jun 13, 2018 at 12:00 PM
To: Kathleen.King@lacity.org, Kathleen.King@gmail.com
Cc: BundyCanyonEvents@gmail.com

Dear Ms. King,

My husband and I purchased our home on Marzella Ave less than one year ago. We moved to the area ahead of having our baby daughter last October and I feel so lucky to represent the fourth generation of my family who has grown up in and returned to this area.

We have not regretted our decision, but the one problem we face daily is the necessity of using North Bundy Drive as our access road. Driving this street is akin to navigating an obstacle course every single time we leave or return home. Despite being technically two lanes, traversing it reveals that Bundy in fact functions as a single lane when cars are parked on either side (which they always are). The result is that you must stop and pull over each time you and another car try to pass one another. It's a timely endeavor, but also a dangerous one, with vehicles driving above the speed limit (thus the addition of neighborhood speed bumps and a speed tracker), then refusing to put on their brakes in an aggressive attempt to proceed first.

There is no easy way around this issue either. Bowling Green functions the same way (accounting for parked vehicles, becoming a single lane with two way traffic), as do the cut throughs on Benmore Lane and North Saltair (two narrow streets with zero visibility around their corners). I fear adding more vehicular traffic to the road, more commuters and more visitors who are not sensitive to the fact that this is first and foremost a residential neighborhood and who are not familiar with these blind turn streets, the fact that cars also come the opposite way on them, or that pedestrians and children are often crossing and playing here. Benmore Lane, North Saltair, North Barrington and most of North Bundy are all streets which are not served by sidewalks, meaning that anyone who walks puts themselves at risk by having to enter the street itself.

Perhaps most concerning of all, the intersection at Bundy and Sunset has long been classified as one of the most dangerous in Los Angeles and THE most dangerous intersection on the Westside. Shattered glass is a regular sight on the asphalt here, as are cars running red lights and making illegal turns. This, combined with the huge amount of daily traffic, has required the regular employment of a traffic cop. Putting increased burden on this already overstressed intersection seems irresponsible at best.

1

It is not just the safety and wellbeing of our children and neighborhood that concerns me, but also that of commuters, including low income workers and students, who I know Mount Saint Mary's strives to support. Youth and employees of both the neighborhood and university who are without access to cars must walk in the street alongside moving vehicles in order to reach the bus stop at Bundy. And anyone with a car attempting to make the commute home in the afternoon or evening is forced to endure unreasonable amounts of traffic. It can take over half an hour to make the turn onto Barrington and over forty-five minutes to reach the freeway, which from our house is fewer than two miles away. While this may only be an occasional concern for a resident who typically comes home against traffic at the end of the day, it is an extraordinary burden for those who do not live here and must return east.

2

From a safety, traffic and urban planning perspective, I cannot understand what would justify adding more cars to our small neighborhood and its limited access points, which were not built to support this type of infrastructure. I love that there is a school in our community, but also am practical in understanding that Mount Saint Mary's was originally built to be a residential campus, not the commuter property it has become. When I learned Mount Saint Mary's also has a location in downtown Los Angeles, that seemed the far more logical choice for expansion. The downtown Doheny campus is served by multiple freeways, light rail and bus lines. It is in an area near USC that students, teachers and the public can all access with ease and is surrounded by businesses and housing options that specifically cater to and support the needs of students.

3

3 (cont.)

Mount Saint Mary's plan to expand the Chalon campus puts increased stress on both Bundy Canyon and their own community. It is a decision that negatively impacts all involved and makes sense to no one: Not the children, family and workers of our neighborhood, whose safety must be considered. And not the students and staff of Mount Saint Mary's, who will by and large be forced to commute here along routes that often take hours, rather than having easy access to their higher education as is a stated goal of Mount Saint Mary's itself. The wellbeing of lower socio-economic students is, I understand, of paramount importance to the university, yet it seems to have been neglected or misunderstood by their current expansion plan. I would beg Mount Saint Mary's and the Department of City Planning to consider another option for the school that would better serve both its own community and the greater community in which it resides.

Thank you so much for taking the time to read our input.

Best Regards,

Emily Fox (Dan Kessler and Evelyn Fox Kessler)

740 Marzella Ave
Los Angeles, CA 90049

emily.ellis.fox@gmail.com
310.463.3135

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:32 PM
To: Emily Ellis Fox <emily.ellis.fox@gmail.com>
Cc: Kathleen.King@gmail.com, Bca <BundyCanyonEvents@gmail.com>

Ms Fox,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

GAGNE

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's DEIR

2 messages

Carla <carla.gagne@gmail.com> Wed, Jun 6, 2018 at 4:16 PM
To: Kathleen.King@lacity.org

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

Dear Ms. King:

1

My family has lived on Marzella Ave for about five years. We chose this neighborhood because it felt like we were living in the mountains away from much of the bustle of Los Angeles - even though we are in the middle of this huge city. In general we have loved it, but there have been some challenges....

We deal with a heavy amount of traffic from tourists looking for the Getty Center because of faulty GPS directions. The traffic on Sunset can be unbearable because of our proximity to the freeway and the very many schools in our area. But by far the biggest aggravation is Mt. Saint Mary traffic issues.

There are constant shuttles trying to weave in and out of the parked cars in our neighborhood's narrow streets. Many of the students, who I assume must be late for class, drive at exceedingly dangerous speeds - deer have been struck and killed by these aggressive drivers, and I myself have come close to getting hit numerous times. Much of our neighborhood does not have sidewalks, and so the danger to walking our dogs, or pushing strollers, or kids playing outside - is significant.

The streets of our neighborhood were not designed for the amount of traffic flow that comes through here already, it would be unbearable if there were an increase in traffic due to the MSM expansion plans. Considering the Skirball Fire that threatened our neighborhood last year, it seems reckless to even consider any move that would further congest the very limited evacuation routes we would have in the event of a fire - in an area that is a very high fire risk!

I can not emphasize enough how much the MSM expansion would negatively impact our neighborhood and our personal safety. I would be happy to provide more information or speak further about this matter.

Sincerely,

Carla Gagne

769 Marzella Ave.

LA 90049

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Thu, Jun 7, 2018 at 7:07 AM
To: Carla <carla.gagne@gmail.com>

Ms. Gagne,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

GLENN

Kathleen King <kathleen.king@lacity.org>

ENV-2016-2319-EIR

2 messages

Dana Glenn <dlb96@aol.com> Wed, May 23, 2018 at 5:32 PM
To: Kathleen.King@lacity.org
Cc: BundyCanyonEvents@gmail.com, jpg@tbdla.com

Dana Glenn
1247 N. Bundy Dr.
Los Angeles, CA 90049

To:
Ms. Kathleen King
Major Projects-Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

ENV-2016-2319-EIR

Dear Ms. King,

1

I am writing to express my opposition to the proposed Wellness Center at Mount Saint Mary's University. As a long-time homeowner in Bundy Canyon (nearly 20 years), we have seen the traffic to and from Mount St. Mary's College grow year after year. Students, supply trucks, buses, MSM trucks, employees and staff of the college drive carelessly through our streets.

Now, the school proposes a 38,000-sqr. ft. structure, which will undoubtedly bring in more students, faculty, service vehicles, events and more to the Chalon Campus, which we as neighbors and our streets will be negatively impacted.

Our neighborhood is no longer a quiet community that happens to have a college at the top of the hill. MSMU has been expanding over the years, turning our community into a speedway for access to and from the school. A few years ago, my husband was driving on a Sunday morning and was hit by a MSMU student who was racing up the hill to get to an event. Mind you, she wasn't even going along the required path, which only allows for students to go north on Norman and South on Bundy. She was speeding north on Bundy. Our car sustained significant damage and had to be towed.

Walking our dog is extremely dangerous with so many cars. There are no sidewalks and due the "S" curves on the street, drivers don't always see pedestrians until they are nearly about to run them over.

The number of cars and buses going to and from the campus on a daily basis is already more than our area can handle. Adding more events as well as a summer camp is only going to make it worse. I have regularly witnessed the traffic from MSMU flying down the hill all at once, so it is easy to tell when an event just ended. 10-20 cars can speed past my home in just a few seconds.

The intersection of Barrington and Sunset has become impossible to cross. Granted, some of that traffic is due to Waze and other traffic apps, but much of the traffic is coming from MSMU. I have to plan my day around my ability to get around my own neighborhood. It's ridiculous and frustrating. And this is BEFORE adding the Wellness Center to the area.

I do not want the MSMU Wellness Center. It can only make the quality of life in the neighborhood worse. 1 (cont.)

Thank you,
Dana Glenn

Kathleen King <kathleen.king@lacity.org> Thu, May 24, 2018 at 4:12 PM
To: Dana Glenn <dlb96@aol.com>

Ms. Glenn,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

GLENN

Kathleen King <kathleen.king@lacity.org>

ENV-2016-2319-EIR

2 messages

Jonathan P Glenn <jpg@tbdla.com> Wed, May 23, 2018 at 9:10 PM
To: Kathleen.King@lacity.org
Cc: Dana Glenn <DLB96@aol.com>, BundyCanyonEvents@gmail.com

Jonathan Glenn
1247 N. Bundy Dr.
Los Angeles, CA 90049

To:
Ms. Kathleen King
Major Projects-Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

ENV-2016-2319-EIR

Dear Ms. King,
I am writing to express my opposition to the proposed Wellness Center at Mount Saint Mary's University. As a long-time homeowner in Bundy Canyon (nearly 20 years), we have seen the traffic to and from Mount St. Mary's College grow year after year. Students, supply trucks, buses, MSM trucks, employees and staff of the college drive carelessly through our streets. MSMU has designated North Bundy Drive the exit street to Los Angeles. It is a little over 2 miles downhill on Bundy and the traffic has grown in both the amount of traffic and the size of the vehicles. MSMU used to have an hourly Van to transport students from the school into Brentwood Village but now a large commuter bus zooms past our house every ten minutes. I do not wish to have cement trucks and other construction vehicles zooming past our house all hours of the day and night for the foreseeable future just so MSMU can have a fancy gym.
I do not want the MSMU Wellness Center. It can only make the quality of life in the neighborhood worse. 1

Thank you, Jonathan Glenn

Kathleen King <kathleen.king@lacity.org> Thu, May 24, 2018 at 4:20 PM
To: Jonathan P Glenn <jpg@tbdla.com>

Mr. Glenn,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

GOETZ

RECEIVED
CITY OF LOS ANGELES
JUN 14 2018
MAJOR PROJECTS
UNIT

5/23/18

Marjorie Goetz
11355 Farlin St.
Los Angeles, CA 90049

Ms. Kathleen King
Major Projects-Department of City Planning
200 N. Spring Street. Room 750 Los Angeles, Ca. 90012
ENV-2016-2319-EIR

Dear Ms. King,

As a homeowner in Bundy Canyon and in Brentwood, we have seen the traffic to and from Mount St. Mary's College grow year after year. Students, supply trucks, buses, MSM trucks, employees and staff of the college drive carelessly through our streets. Now, the school proposes a 38,000 sq.. ft. structure, which will undoubtedly bring in more students, faculty, service vehicles, events and more to the Chalon Campus, which will severely affect us as neighbors and create more traffic on our narrow neighborhood streets, Added to this would be the construction traffic during the lengthy construction period. 1

Traffic on Sunset is already very heavy. It can take an hour to move one mile in the vicinity of Bundy Dr. We have a right to peace and quality of life. Thank you.

Marjorie Goetz

GRAYSON

Kathleen King <kathleen.king@lacity.org>

Response to ENV - 2016-2319-EIR (Expansion of Mt. St. Mary's)

4 messages

Todd Grayson <tig@graysonesq.com> Fri, Jun 8, 2018 at 9:47 AM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>, "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "krista.kline@lacity.org" <krista.kline@lacity.org>

Dear Ms. King:

2ND COMMENT STARTS ON SECOND PAGE OF EMAIL

1

My family and I have lived on Lockearn Street for nearly 20 years. In the last 5-10 years the traffic between Sunset and our house has become unbearable. In fact during the afternoon hours it sometimes takes between 30-45 minutes to make the left hand turn from Barrington Place onto Sunset. If you also factor in that Bowling Green Way is an extremely small street where only one car can head in either direction because of parking on both sides of the street and you have a situation in which our residential neighborhood (one of the most exclusive and highest tax paying in the City) is no different than a public highway.

2

It is my understanding that since I have resided on Lockearn that Mount St. Mary's has gone from a small residential college with about 200 students to one with currently over 1,500 plus faculty and other employees. Mount St. Mary's use of the residential roads has not only become burdensome but dangerous. I can't tell you have many times the Mount St. Mary's buses have almost ripped off my car mirror or run into me and my wife will we are taking a walk in our beautiful neighborhood.

As such, I believe that permitting Mount St. Mary's to expand its Brentwood campus is nonsensical and without proper deference to your tax paying constituents and would cause additional burden to our residential neighborhood, streets and environment. Please consider the impact Mount St. Mary's is already having on our residential neighborhood and prevent its further expansion. I appreciate your consideration.

Todd I. Grayson

TODD I. GRAYSON

Grayson & Associates
149 S. Barrington Avenue, Suite 724

Los Angeles, California 90049

Phone: (310) 820-4444

Email: TIG@GRAYSONESQ.COM

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Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:15 AM
To: Todd Grayson <tig@graysonesq.com>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "krista.kline@lacity.org" <krista.kline@lacity.org>

Mr. Grayson,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Todd Grayson <tig@graysonesq.com> Mon, Jun 11, 2018 at 10:22 AM
To: Kathleen King <kathleen.king@lacity.org> **2ND COMMENT STARTS HERE**
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "krista.kline@lacity.org" <krista.kline@lacity.org>

3

Thank you Kathleen - i wanted to let you know that i was speaking with my family about the mount st. Mary's issue and my daughter wanted to let me know that the mount st. Mary's shuttle bus almost hits her every morning while she is driving her carpool to brentwood high school. Thanks

Sent from my iPhone
[Quoted text hidden]

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 10:27 AM
To: Todd Grayson <tig@graysonesq.com>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "krista.kline@lacity.org" <krista.kline@lacity.org>

Mr. Grayson,

Thank you for the additionally comment regarding the MSMU Wellness Pavilion Draft EIR. The additional comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]

GREENBERG

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

Please cancel building at Mt St Mary College in Brentwood

2 messages

Claire Steinberg Greenberg <clairejames@earthlink.net> Fri, Jun 1, 2018 at 9:28 AM
To: kathleen.king@lacity.org
Cc: Larry Greenberg <larrygreenberg@earthlink.net>

Dear Ms King,

We are strongly opposed to any new building at mount St Mary College in Brentwood. We cannot tolerate trucks, more traffic and more noise and driving up Bundy Canyon.

The nuns have already build illegal structure for their housing many years ago. Enough is Enough. Please see that this new project is eliminated.

Best,

Dr and Mrs Lawrence Greenberg

1334 North Bundy Drive

Los Angeles CA 90049

1



Claire James Steinberg

clairejames@earthlink.net

www.clairejamessteinberg.com

310 471 0432

Kathleen King <kathleen.king@lacity.org> Fri, Jun 1, 2018 at 9:31 AM
To: Claire Steinberg Greenberg <clairejames@earthlink.net>
Cc: Larry Greenberg <larrygreenberg@earthlink.net>

Ms. Greenberg,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning

T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

HAHN

Kathleen King <kathleen.king@lacity.org>

Supporting Mount Saint Mary's University

2 messages

J. Brady Hahn <bradyhahn@mac.com> Wed, Jun 13, 2018 at 11:42 AM
To: Kathleen.king@lacity.org
Cc: krista.kline@lacity.org

1

Hello City and Council Member Bonin, I know this university well, I have had the pleasure to get to know them through working with them, and I am also a Brentwood resident. I support their efforts in advancing women's health with their wellness center.

Jessica Brady Hahn

Phone: 612.991.8368

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:26 PM
To: "J. Brady Hahn" <bradyhahn@mac.com>
Cc: Krista Kline <krista.kline@lacity.org>

Ms. Hahn,

Thank you for comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

HARWOOD

Kathleen King <kathleen.king@lacity.org>

environmental impact mount saint mary's

2 messages

paula harwood <paulaharwood2000@yahoo.com> Fri, May 18, 2018 at 1:55 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>, "kathleenking@lacity.org" <kathleenking@lacity.org>

1

Dear Ms. King - My family and I live at 1130 N. Bundy Drive, Los Angeles, CA 90049.

I would like to express our serious reservations about the MSM planned Wellness Pavillion.

There is already significant construction on this street, maybe every 10th-15th house is being torn down and rebuilt into overly large "mcMansions".

But even more important and related to Mount Saint Mary's specifically, is that the students from the school already drive WAY too fast down N. Bundy Drive. One of these days, someone is going to get hurt by their driving. There is already a significant amount of traffic at the hours when get out from the students leaving the school - about 4-6pm. It is our local 'rush hour", when you don't dare take a walk on the street. I cannot imagine what the addition of a recreational building, with additional parking and cars, will add to this quiet, residential area, except traffic and noise.

I encourage you to decide against this plan. Thank you.

Paula Harwood

Kathleen King <kathleen.king@lacity.org> Mon, May 21, 2018 at 8:08 AM
To: paula harwood <paulaharwood2000@yahoo.com>

Ms. Harwood,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]

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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012



HAVERIM

Kathleen King <kathleen.king@lacity.org>

Re: Construction on MSMU, Chalon Campus

2 messages

Shahrzad Haverim <shahrzadhaverim@gmail.com> Mon, Apr 16, 2018 at 10:22 PM
To: kathleen.king@lacity.org

Dear Ms. Kathleen King,
LA Department of City Planning:

I am writing this letter to oppose the construction 38,000 square foot multi use pavilion used for wellness, sport events. This project will take 22 months of construction. As the result it will cause a much more traffic to an already congested street of North Bundy & much, much more traffic to the intersection of Sunset & Barrington.
These streets are filled with single family homes, most of which with young children. For the safety of people & their children and for the sake of their peace of mind & sanity this, this project should be stopped.
Thank you,
Shahrzad Haverim

1

Kathleen King <kathleen.king@lacity.org> Tue, Apr 17, 2018 at 7:13 AM
To: Shahrzad Haverim <shahrzadhaverim@gmail.com>

Ms. Haverim,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

HELIN-1

Kathleen King <kathleen.king@lacity.org>

Mt. St. Mary's University Chalon Campus Wellness Pavilion

2 messages

James Helin <jasdhelin@gmail.com> Mon, Jun 11, 2018 at 1:49 PM
To: kathleen.king@lacity.org
Cc: krista.kline@lacity.org

Hi Kathleen, 1

We wish to contribute some personal comments on the Draft Environmental Impact Report (DEIR) for the Mt. Saint Mary's University Wellness Pavilion project proposed for the Chalon Campus in Brentwood.

We reside in the immediate Bundy Canyon neighborhood and have enjoyed having MSMU as a responsible neighbor for over thirty years. However, we have recently become troubled by misrepresentations and unwarranted fears directed toward the proposed center, stirred up by a small ad hoc homeowners group who object to the project, and who have smeared the intentions of the University's endeavor. They have utilized neighborhood social media (among other tactics) to provoke opposition to the center by disseminating fabrications and mistruths regarding the scope of the center.

Personally, we enthusiastically support the MSMU project. 2

It is relatively modest and carefully designed to meet an essential educational need of the University. Once completed, there is no reason it would have an adverse impact on our neighborhood.

We believe that Mount Saint Mary's strives to be responsive to our neighborhood concerns, and we are satisfied that their investment in a wellness center will benefit an underserved population of students in Los Angeles.

Thank you for your attention and consideration,

Sally and Jim Helin

12156 La Casa Lane
LosAngeles, CA 90049
(310) 472-9511

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 3:43 PM
To: James Helin <jasdhelin@gmail.com>
Cc: Krista Kline <krista.kline@lacity.org>

Ms. and Mr. Helin,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

HELIN-2

Kathleen King <kathleen.king@lacity.org>

MSMU Wellness Pavilion

2 messages

Jim Helin <jasdhelin@gmail.com> Tue, Jun 12, 2018 at 2:34 PM
To: Kathleen King <kathleen.king@lacity.org>
Cc: krista.kline@lacity.org

Hi Kathleen,

1

As a follow-up to the concerns that I expressed to you yesterday regarding the misrepresentations and unwarranted fears being circulated to harm the MSMU Wellness Center,

attached is today's typical posting to all Bundy residences to remind us of the atrocities that we are to bear if the project is approved!

This project is hardly one that will "negatively impact our lives and will compromise our safety daily".

I can only assume that common sense will be a prime consideration!

Jim Helin



Jacqueline Bacal, Bundy Canyon 3

OUR CANYON - OUR CRISIS!

2

These are the final few days for you to respond to the DEIR with regard to MSMU and their attempt to build a 38,000 sq.ft Wellness Pavillion.

Make no mistake, this build, if it is allowed to proceed, will change our Canyon forever in ways that will negatively impact our lives and will compromise our safety daily.

We sincerely thank all of you who have joined with Bundy Canyon Association to fight this project and especially those who have generously donated.

We would not have been able to hire a fire expert and a land use expert without you. If you have not already done so we are asking you to go on line to www.bundycanyonassociation.com, and sign the petition.

Please donate generously on line or you can drop a check to Joanne Solov at 12157 La Casa Lane. 2 (cont'd)

Remember that experts charge in the range of $500.00 per hour. Your letters should go to kathleen.king@lacity,org and quote ENV-2016-2319-EIR by June 13th.

Please cc bundycanyonevents.com.

Jacqueline Bacal

Kathleen King <kathleen.king@lacity.org> Tue, Jun 12, 2018 at 2:37 PM
To: Jim Helin <jasdhelin@gmail.com>
Cc: Krista Kline <krista.kline@lacity.org>

Mr. Helin,

Thank you for your additional comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

HOPKINS

Kathleen King <kathleen.king@lacity.org>

My support for the MSMU Wellness Center

2 messages

Paige Hopkins <paigekiera@gmail.com> Wed, Jun 13, 2018 at 9:48 AM
To: Kathleen.king@lacity.org
Cc: Krista.kline@lacity.org

Hello Ms. Kathleen King,

My name is Paige Hopkins, I am a Mount St. Mary's University alumni class 2013. YES, I support the Wellness Pavilion proposed for the Chalon Campus of Mount Saint Mary's University. Health and wellness is so important and necessary for students. The pressures of school and meeting deadlines can become overwhelming and this Wellness Pavilion will truly help students in their overall mental and physical health and well-being .

Sincerely,

Paige Hopkins

--

"The more man meditates upon good thoughts, the better will be his world and the world at large." - Confucius

Paige K.

1

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:54 AM
To: Paige Hopkins <paigekiera@gmail.com>
Cc: Krista Kline <Krista.kline@lacity.org>

Ms. Hopkins,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King

Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

JACOBSON

Kathleen King <kathleen.king@lacity.org>

MOUNT SAINT MARY'S UNIVERSITY CHALON CAMPUS WELLNESS PAVILION PROJET

2 messages

Sandy Jacobson <sandy@thejacobsoncompany.com> Thu, Jun 7, 2018 at 3:29 PM
To: kathleen.king@lacity.org

Dear Ms. King

We are writing in response to your NOTICE OF EXTENSION planned for Mount Saint Mary's University. As residents of Bundy Canyon for almost 50 years, we've been dismayed and frustrated by the terrible increase in traffic in our neighborhood. As noted in the Environmental Effects, any addition to the University will only exacerbate an already unbearable situation.

We urge the City to deny permission to build ANY extension to Mount Saint Mary's University.

Respectfully
Sandy Jacobson and Paul Fischer
11955 Azure Place
Los Angeles, 90049

1

Kathleen King <kathleen.king@lacity.org> Thu, Jun 7, 2018 at 3:40 PM
To: Sandy Jacobson <sandy@thejacobsoncompany.com>

Ms. Jacobson,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

JAFFE

Kathleen King <kathleen.king@lacity.org>

Concerned neighbor re: Mount St. Mary expansion

2 messages

Mark Jaffe <mrjaffe@gmail.com> Wed, May 30, 2018 at 1:57 PM
To: kathleen.king@lacity.org, councilmember.bonin@lacity.org

Re: Response to ENV-2016-2319-EIR

Dear Ms. King (cc: Councilmember Bonin):

1

My family has lived in Brentwood for more than 25 years, and I've lived with my wife and young kids in the Bundy Canyon for 7 years. While I've always supported Mount St. Mary's presence in the community, I feel some of the school's proposals will significantly affect the neighborhood for the worse.

The traffic and congestion in Bundy Canyon is already unbearable, as well as dangerous for children. Specifically, the lack of sidewalks and the extremely narrow streets do not make Bundy Canyon an appropriate location for a large-scale campus expansion.

I don't mind that Mount St. Mary's wants to remodel its Athletic Center, and I realize we'll have to live with a continual flow of construction trucks during this development. But I do not think the university should use the Athletic Center project as an opportunity to push other proposals that truly would be detrimental to the neighborhood, such as adding more classes and events at night and weekends, and substantially increasing the student body at the Chalon Campus.

2

Even more alarming is the potential idea of opening the fire road by the Getty Museum, which would create a major thoroughfare between the Westside and the Valley. The Bundy Canyon cannot handle this level of additional traffic. For example, the intersection at Sunset and Barrington is already backed up three full blocks into the canyon on a daily basis. The Doheny Campus, which is closer to numerous public transportation options, is the logical option if the school wants to expand.

I am not an "anti-development" resident, and I feel Mount St. Mary's has the right to enhance its campus. But it should do so responsibly, without making changes that would permanently disrupt the lives of its neighbors.

Thank you for your consideration on this important matter.

Sincerely,

Mark Jaffe

P.S. My letter is attached as a PDF for your files.

Jaffe_Ltr_Dept_City_Planning_May_2018.pdf
98K

Kathleen King <kathleen.king@lacity.org> Fri, Jun 1, 2018 at 8:21 AM
To: Mark Jaffe <mrjaffe@gmail.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>

Mr. Jaffe,

Thank you for your email and letter regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Mark Jaffe <mrjaffe@gmail.com> Tue, Jun 5, 2018 at 10:44 PM
To: Kathleen King <kathleen.king@lacity.org>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, krista.kline@lacity.org

Thank you for reviewing this issue, Ms. King.

I've also attached a photo taken yesterday of Barrington Ave, north of Sunset. The traffic is backed up for 3 blocks *every* weekday from around 3pm - 7pm (as well as onto other side streets). It truly is a chaotic mess -- with narrow streets and no sidewalks -- and adding more traffic from MSMU will only compound the problem.

Thanks again,
Mark Jaffe

[Quoted text hidden]

3



Bundy_Canyon_traffic.jpg
1263K

Kathleen King <kathleen.king@lacity.org> Wed, Jun 6, 2018 at 7:23 AM
To: Mark Jaffe <mrjaffe@gmail.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, Krista Kline <krista.kline@lacity.org>

Mr. Jaffe,

Thank you for the additional comment and picture regarding the MSMU Wellness Pavilion Draft EIR. The comment and photo have been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]



Mark Jaffe
12167 Travis Street, Los Angeles, CA 90049
mrjaffe@gmail.com

May 30, 2018

Ms. Kathleen King
Major Projects – Dept of City Planning
Los Angeles Planning Department

Re: Response to ENV-2016-2319-EIR

Dear Ms. King:

My family has lived in Brentwood for more than 25 years, and I've lived with my wife and young kids in the Bundy Canyon for 7 years. While I've always supported Mount St. Mary's presence in the community, I feel some of the school's proposals will significantly affect the neighborhood for the worse.

The traffic and congestion in Bundy Canyon is already unbearable, as well as dangerous for children. Specifically, the lack of sidewalks and the extremely narrow streets do not make Bundy Canyon an appropriate location for a large-scale campus expansion.

I don't mind that Mount St. Mary's wants to remodel its Athletic Center, and I realize we'll have to live with a continual flow of construction trucks during this development. But I do not think the university should use the Athletic Center project as an opportunity to push other proposals that truly would be detrimental to the neighborhood, such as adding more classes and events at night and weekends, and substantially increasing the student body at the Chalon Campus.

Even more alarming is the potential idea of opening the fire road by the Getty Museum, which would create a major thoroughfare between the Westside and the Valley. The Bundy Canyon cannot handle this level of additional traffic. For example, the intersection at Sunset and Barrington is already backed up three full blocks into the canyon on a daily basis. The Doheny Campus, which is closer to numerous public transportation options, is the logical option if the school wants to expand.

I am not an "anti-development" resident, and I feel Mount St. Mary's has the right to enhance its campus. But it should do so responsibly, without making changes that would permanently disrupt the lives of its neighbors.

Thank you for your consideration on this important matter.

Sincerely,

Mark Jaffe

Cc: Councilman Mike Bonin

JEAN 1

Kathleen King <kathleen.king@lacity.org>

MSM project

2 messages

Al Jean <alfredejean@yahoo.com> Tue, May 22, 2018 at 8:14 PM
To: Kathleen.King@lacity.org

Dear Ms. King:

As a homeowner (11982 Brentridge Lane) who would be directly impacted by the proposed Mount St. Mary's construction, I want to object in the strongest possible terms to this project.

Two features in particular are preposterously bad ideas; to use the one lane Getty fire road for transport, and to open traffic through the Getty to Sepulveda which would paralyze Bundy. In a fire zone such as ours (which had a fire on July 8 2009, forcing evacuation of Mount St. Mary's) allowing either or both would be a terrible and completely unjustified risk of life and property.

Beyond these lunacies, I strenuously object to the project as a whole. It would be nothing but detrimental to every taxpayer in the neighborhood as well as the Getty. As I understand it MSM has been nonresponsive to the neighborhood in this matter and in general is a nuisance and detriment at best to our area.
I can see no way any public official who cares about her constituents would ever allow this project to go forward.

Thank you for your attention,
Alfred Jean

1

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Wed, May 23, 2018 at 7:15 AM
To: Al Jean <alfredejean@yahoo.com>

Mr. Jean,

Thank you for your email regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350



Los Angeles, CA. 90012

JEAN 2

Kathleen King <kathleen.king@lacity.org>

Environmental Case No. ENV-2016-2319-EIR 2016081015

2 messages

stephanie jean <stephaniejean777@gmail.com> Tue, May 8, 2018 at 11:21 AM
To: kathleen.king@lacity.org
Cc: SJ777 <stephaniejean777@gmail.com>, Al Jean <alfredejean@yahoo.com>

Dear Ms. King,

I am writing to you to strongly protest the Mount Saint Mary's "Wellness Center" project. State Clearinghouse No. 2016081015.

My family and I have been neighbors to Mt. St. Mary's for over 10 years. We have been told by Councilman Bonin's office that the school is now planning a 3 year project that includes a 50,000 sq. foot athletic center and garage. We live in a residential neighborhood used by Mt. Saint Mary's vans (used to transport students) and has endured the construction projects of the Brentwood school and the Archer School. When we had to evacuate during the fall 2017 fires, we were not able to leave quickly due to the traffic caused by all of the above. To add a third project to this small area likely means more accidents and if /when there is another fire it would be literally impossible to get down the canyon with the amount of construction vehicles slated as necessary to build this enormous complex.

The most terrifying part of the project is that the school has chosen to use Chalon Road as its first choice for the route to bring in the numerous cement trucks, materials, construction vehicles etc. needed for the 50,000 square foot, three year project. If you haven't seen Chalon Road, I urge you greatly to come and see it. It is a single lane fire road that is meant to handle very light, small vehicles in EMERGENCY situations only. It borders many residential houses. On July 8, 2009 there was a large fire on the Getty property that reached right over that road and into our backyards. That fire was caused by a truck and workers on the hillside. One truck. If numerous trucks were on the road for years we would certainly encounter the same situation. I am alerting you to this because if there is any sort of problem and the city has approved this project, the city will be responsible for the damage and the lives lost. 1

The hillside that runs along the fire road is dried grass. It is the perfect environment for a fire and has been in the past. The road was never intended to carry any sort of vehicle, forget three years worth of large construction trucks. It would affect the environment of the the animals that reside there and undoubtedly lead to an accident of some kind. It is a fire hazard as it is, yet MSM deems it the most convenient for their school. It is also the only way neighbors can escape fire if we can't get down the Norman Road if the fire is coming from the west.

The second choice for the school's construction vehicle route is Norman Road - the road the school already uses run their vans up and down the canyon. The congestion that already exists due to the Archer and Brentwood school projects will be greatly magnified by the numerous vehicles and materials needed for a 3-year 50,000 square foot athletic center and parking garage. 2

I implore you to reject this project. Undoubtedly it will lead to accidents and chaos in our small residential neighborhood. To add this unnecessary project to this small area likely means that if or when there is another fire, it would be literally impossible to get down the canyon with the amount of construction vehicles slated as necessary to build this enormous complex.

If the city approves this project and lives are lost, the city and those that approved it will be held responsible. Please contact me to let me know what decision is made regarding this matter.

Most sincerely,

Stephanie Jean

Kathleen King <kathleen.king@lacity.org> Tue, May 8, 2018 at 12:49 PM
To: stephanie jean <stephaniejean777@gmail.com>

Ms. Jean,

Thank you for your comment regarding the MSMU Wellness Pavilion Project Draft EIR. Your comment has been included in the project file and your email address has been added to the interested parties list.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

JMBM

Kathleen King <kathleen.king@lacity.org>

Mt. St. Mary's University EIR: Comment Letter (ENV-2016-2319-EIR [JMBM-LA.77914.0001]

1 message

Brower, Neill <nb4@jmbm.com> Mon, Jun 11, 2018 at 12:56 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>, "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "Reznik, Benjamin M." <BMR@jmbm.com>

Ms. King:

Please find attached our comment letter on the EIR, on behalf of neighbors Bernadette and Tim Leiweke, and Barbara and Richard Bergman. Please add my and Ben Reznik's contact information to your list of interested parties and hearing notice recipients. 1

Thank you,

---Neill

Neill E. Brower | Attorney at Law
Jeffer Mangels Butler & Mitchell LLP | JMBM
1900 Avenue of the Stars, 7th Floor, Los Angeles, California 90067
D: (310) 712-6833 | **M:** (818) 419-9132 | **F:** (310) 712-8564
VCARD | BIO | BLOG | LINKEDIN



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LTR to King re Comments on MSMU EIR 20180611 (Signed).PDF
428K

Benjamin M. Reznik
Direct: (310) 201-3572
bmr@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
www.jmbm.com

June 11, 2018

BY EMAIL

Kathleen King
City of Los Angeles
Department of City Planning
200 N. Spring Street, Rm. 721
Los Angeles, CA 90012
E-Mail: kathleen.king@lacity.org

Re: ENV-2016-2319-EIR
SCH No. 2016081015
Mount Saint Mary's University
Wellness Pavilion EIR

Dear Ms. King:

We represent Bernadette and Tim Leiweke and Barbara and Richard Bergman (the "Neighbors"), who live in the single-family residential neighborhood within which the University's Chalon Campus is located, are subject to the effects of current campus operations, and will be subjected to the significant impacts anticipated from construction and operation of an Event Center that will operate at all times, including nights and weekends. We write to provide comments on the Draft Environmental Impact EIR ("EIR") for the Event Center. The Neighbors recognize the University has programmatic needs and supports the reasonable and responsible development of the Chalon Campus to meet the needs of its student body. However, the University has not generally maintained good relationships with its neighbors, nor has it lived within its means, over the past approximately 30 years.

The Neighbors specifically oppose those aspects of the proposed Project that would give the University the right to continue to exceed its permitted enrollment, operate with no effective enrollment cap, expand its enrollment without further public and environmental review, and commercialize this limited-access location in the middle of a hillside residential neighborhood with limited emergency access and a history of severe fires. The Neighbors also maintain serious reservations regarding the Draft EIR's lack of disclosure of both the Project components and their environmental effects, as it evidences an intent by the City to allow the University to substantially commercialize the Chalon Campus, while sacrificing the safety of the surrounding community to do so. Moreover, this apparent willingness breaks the so-called "Sunset Standard" Councilmember Bonin pledged to apply to address the severe and widely recognized traffic impacts on Sunset Boulevard, west of Interstate 405.

1 cont.

The winding and congested residential neighborhood roadways that provide access to the Chalon Campus, and the University's failed attempts to reduce its impacts on those roads, have been the source of substantial community disruption, and numerous attempts over the years to resolve issues such as traffic and emergency access have failed. This traffic includes not only students, staff, and faculty—whether with their own vehicles or via ride-sharing services like Uber or Lyft—but also buses and large trucks delivering food, tents, and chairs to large-scale events, as well as staff and maintenance vehicles. Although the Neighbors understand a proposal to fulfill certain programmatic needs of the school, the concurrent request to essentially develop a major event center and camp is disturbing; the omission of the potential increase in enrollment, even more so. The failure of the Draft EIR to disclose adequately and evaluate these components of the Project violates the California Environmental Quality Act ("CEQA"; Pub. Res. Code § 21000 *et seq*.) and the State CEQA Guidelines (14 Cal. Code Regs., § 15000 *et seq*.) and requires revision of the Draft EIR. As described briefly below, serious and significant flaws of the Draft EIR include, but are not limited to: 2

- The failure to disclose the prior limits on Chalon Campus enrollment and the University's exceedence of the same;
- The potential for increased enrollment as a result of the Project, particularly in the absence of any proposed or acknowledged existing limitation;
- The failure to critically examine the University's Project objectives, which should not relate to the establishment of a major commercial event center or summer camp for non-students; and
- The failure to evaluate a reasonable range of alternatives that avoids or reduces the significant impacts of the Project.

Any of these errors, by itself, fatally compromises the Draft EIR and shakes public faith in the environmental review process. An EIR's very purpose is "to demonstrate to an apprehensive public that the agency has, in fact analyzed and considered the ecological implications of its action [approving a project]." *No Oil, Inc. v. City of Los Angeles*, 13 Cal. 3d 68, 86 (1974). Here, however, the omission of key project components and analyses has the opposite effect, demonstrating the Draft EIR's failure as an informational document The City must, at a minimum, revise the Draft EIR to correct these errors and omissions.

1. The Draft EIR Misleads the Public by Failing to Disclose the Chalon Campus' Exceedence of its Enrollment Limit. 3

The law requires "[an] ***accurate***, stable, and finite project description" (emphasis added), and courts have held the very proposition is foundational to CEQA and to the ability of an EIR fully to inform the public and decision makers. *County of Inyo v. City of Los Angeles*, 71 Cal.App.3d 185, 193 (1977). Here, however, the Project Description falls far short,

resulting in the failure of several analyses to adequately evaluate the Project's significant effects.

3 cont.

Perhaps most significantly, the Draft EIR (p. II-12) falsely states enrollment is limited solely by traffic. In fact, the 1984 conditional use permit ("CUP") referenced in that discussion merely confirmed the allowable *provision* of parking at one vehicle space per four students.[1] Condition 1 of that CUP expressly stated the approval included no increase in enrollment beyond that permitted at that time, and subsequent correspondence in that file confirmed the approval involved only a parking structure. Further, both the mitigated negative declaration prepared for that project and correspondence in the file from the City's Department of Transportation ("DOT") confirmed the environmental analysis expressly omitted any analysis of an enrollment increase. These statements are all the more noteworthy because the file indicates the request included a request to increase the enrollment from 750 students to 1037, but only the parking structure was permitted. Thus, ***no discretionary City approval has permitted an increase in enrollment at the Chalon Campus, beyond the 750 students that existed in 1984***, despite the requirement for a Plan Approval or modification of a deemed-to-be-approved CUP.[2] As the Municipal Code makes clear, intensifications of conditional uses—not merely new structures—are discretionary acts that require approval from the appropriate City body.[3]

In fact, separately from any other physical or programmatic intensification, the Project would recognize and legalize the University's enrollment of nearly twice the permitted number of students, and would permit further enrollment without any claimed requirement for environmental review. According to the Draft EIR, the University enrolled 1,498 students at the Chalon campus, down from over 1,500 in 2015 (Draft EIR, p. II-11). Although the Draft EIR purports to provide a discussion of the entitlement history in Section IV.H (Land Use and Planning), it fails to disclose this limitation and misleads the public regarding the nature and scope of the Project.

This failure also infects the analyses of the Draft EIR, preventing a full disclosure of the direct and indirect impacts of the Project as a whole. The statement in the Draft EIR that the Project proposes no increase in enrollment is meaningless in light of the University's apparent position that parking represents the only constraint upon enrollment. Absent any cap on enrollment proposed as part of the Project—or, in fact, any basis for assuming any particular limitation provided by the Project—the Project would foreseeably increase the enrollment at the campus by effectuating and legalizing the University's unsupported interpretation of the 1984 CUP. If the Project fails to include any stated enrollment cap, the University could then increase enrollment to as much as 2,244—an increase of 746 students

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[1] City Planning Case 4072-CU, granted January 26, 1984.
[2] *See* LAMC §12.24-M.1 ("existing uses may be extended on an approved site, as permitted in Subsection L of this section, provided that plans are submitted to ***and approved*** by the Zoning Administrator, the Area Planning Commission, or the City Planning Commission, whichever has jurisdiction at the time" [emphasis supplied]).
[3] *Id*. The same section authorizes the appropriate decision maker to deny any such request.

from existing levels, and approximately triple the parking recognized in the 1984 CUP—based only on the parking provided under the existing conditions.[4] The Project would facilitate this increase without any further approvals or environmental review by the City and, as described further below, the Draft EIR must evaluate the effects of that increase to provide any value as an informational document. 3 cont.

2. The Draft EIR Fails to Evaluate Enrollment Growth That Could Foreseeably Result from the Project, But Must Do So. 4

The Project would create the conditions to permit future increases in enrollment, arguably without any administrative review, by ignoring an established (but long-violated) constraint on enrollment. In conjunction with this removal of an impediment to intensification, the Project also would provide the physical facilities to facilitate that intensification. The law requires the EIR to evaluate and disclose the intensification that would foreseeably result from removals of physical and policy constraints to enrollment increases, such as traffic, other associated physical impacts (air quality, noise, greenhouse gases), and fire safety/emergency response. However, the EIR fails to do so.

(a) The Project Would Remove a Constraint to Further Intensification of the University's Use, and the EIR Must Evaluate the Foreseeable Effects Associated with the Removal of that Constraint. 5

No aspect of the Project purports to limit enrollment on the campus. In fact, the Project would appear officially to establish the University's unsupported position that parking provides the sole limitation on enrollment. Consequently, despite the claim in the Draft EIR that the Project would not increase enrollment, an increase in enrollment is a foreseeable Project consequence, whether direct or indirect. Yet the Draft EIR fails to evaluate any increase and therefore substantially understates Project-specific and cumulative effects and fails adequately to inform the public and decision makers of the true extent of Project effects.

The Draft EIR appears to rely solely on the proposition that because the Project would not explicitly increase Chalon Campus enrollment, no such increase would occur. However, given the new interpretation the Project would employ regarding limitations on enrollment—i.e., that no formal limit exists and parking represents the only limitation—the purported reason for omitting enrollment-based traffic is meritless. The Project would formally alter a prior constraint on campus development (the 1984 CUP), and would fail to provide any alternative limitation. The failure to acknowledge or provide any constraint, short of the physical constraint imposed by parking, creates the potential for the Project to induce and facilitate enrollment growth.

Consistent with the Draft EIR's avoidance of any analysis of enrollment, the traffic analysis prepared in support of the Project was premised upon changes in event attendance alone: it

[4] Draft EIR, p. II-8, stating a current parking inventory of 561 vehicle spaces.

included no other categories of trip generation.[5] Thus, the central assumption of the traffic analysis is that no increase in enrollment could foreseeably occur at any point in time. This unsupported and erroneous assumption is all the more important because the Project would increase parking at the Chalon Campus by 55 spaces. If the City and University recognize no enrollment limitation other than parking, and one parking space could permit up to four new students, the 55 new spaces proposed with the Project would foreseeably permit an increase in enrollment of 220 students beyond what the existing parking could otherwise accommodate.

5 cont.

Established case law compels the Draft EIR to evaluate the effects of foreseeable future enrollment, both as the result of the removal of any formal enrollment limitation and as the result of additional parking that would facilitate such enrollment. *Stanislaus Audubon Society, Inc. v. County of Stanislaus*, 33 Cal. App. 4th 144 (1995), concerned a proposed country club, golf course and attendant facilities, and the potential of those facilities to induce development of the surrounding area, also owned by the project proponent. The County contended an EIR was not required because the growth-inducing impacts of the proposed project were too remote or speculative, and EIRs would be prepared in connection with any application for a housing development. *See id.* at 158-59. The court rejected these contentions.

> "The fact that the exact extent and location of such growth cannot now be determined does not excuse the County from preparation of an EIR.... [R]eview of the likely environmental effects of the proposed country club cannot be postponed until such effects have already manifested themselves through requests for amendment of the general plan and applications for approval of housing developments."

Id. The court also noted that a refusal of the project proponent to accept a condition limiting development of its other, surrounding properties indicated an intent to develop them. *Id.* at 157.

Here, similar to *Stanislaus*, the Project would effectively abandon any constraint on enrollment other than parking, which would remove an obstacle to enrollment growth and incentivize future enrollment increases. Further, those potential enrollment increases may or may not be subject to CEQA, potentially depriving the public and decision makers of any future opportunity to consider those impacts.

Thus, the issue here is even more immediate and direct with the Project than in *Stanislaus*. In *Stanislaus*, the lack of acceptance of constraints on other properties indicated the possibility of future intensification; here, the issue involves the very facility under development, and a refusal to constrain that facility in any meaningful or enforceable way. In *Stanislaus*, development on one parcel merely established a precedent that other parcels could follow, even if doing so required substantial further exercises of discretion by the lead agency; here, the Project would remove a constraint to foreseeable intensification of the

[5] DEIR, Table IV.K-15.

applicant's use, and in a way that would permit further intensification arguably without further exercises of discretion by the lead agency.

5 cont.

For all of these reasons, just as in *Stanislaus*, in which the analysis of foreseeable future development was required in the first instance, despite the requirement for subsequent discretionary action and environmental analysis (33 Cal. App. 4th at 155–57), the Draft EIR here must consider the potential for enrollment growth that could, under the terms of the Project, occur without any further review of any kind. While *Stanislaus* makes clear that other discretionary approvals do not necessarily provide a bar to assuming whether development may occur, no such constraint exists here. Further, the refusal of the City to impose—or for the Project proponent to accept—any limitation on further intensification of the use of the Campus, provides strong evidence of the foreseeable nature of future enrollment growth. The failure of the EIR to consider that growth necessarily results in the failure of the EIR adequately to disclose the nature and extent of Project impacts.

(b) The Project Includes Physical Improvements to Facilitate Future Enrollment Growth, and the EIR Must Evaluate Foreseeable Resulting Enrollment Increases.

6

In addition to the effects of regulatory constraints, courts have established that CEQA requires evaluation of the growth-inducing or cumulative effects that could result from physical improvements intended to facilitate development. In *City of Antioch v. City Council of the City of Pittsburg*, 187 Cal. App. 3d 1325, 1336 (1986), found that analysis of a road and sewer project also must evaluate the housing those improvements could facilitate, because the infrastructure could not "be considered in isolation from the development it presages." *Id.* Accordingly, the court held the project should not go forward until such impacts were evaluated under CEQA. *See id.* at 1337-38.

Here, the Project not only refuses to constrain enrollment on the Chalon Campus by any external means, as described above, but also provides and extends the infrastructure necessary to facilitate increased enrollment in the very terms of the analysis. That is, because the Draft EIR purports to define parking as the sole constraint to enrollment and provides additional parking, the Draft EIR must evaluate the foreseeable enrollment increase associated with the parking provided on the Chalon Campus.

Coming full circle with respect to the constraints-based analysis of *Stanislaus*, *Antioch* also expressly extends consideration of impacts to removals of other, non-physical constraints to development. The court pointed specifically to changes in land use regulations and circumstances as examples of projects that had the potential to induce growth, stating, "[n]one of these cases hesitated to require an EIR where significant impacts were a realistic possibility, even though the exact form that development would take could not be known." *Id.* at 1336 (citations omitted). Here, as Neighbors have shown, the Project would substantially alter the historic land use regulations established by prior approvals, including and most especially the 1984 CUP, and would then provide the means for intensification of the use according to that alteration. The Draft EIR was required to evaluate the foreseeable

consequence of both changes, but failed to do so, thereby drastically understating the impacts that could result. 6 cont.

(c) The 561 Existing Vehicle Spaces Do Not Establish the Enrollment Baseline for the Chalon Campus. 7

The law establishes the analytic baseline as "the physical conditions which exist within the area ..."[6] Enrollment at the time of the Notice of Preparation ("NOP") did not approach the maximum enrollment implied by that parking. As disclosed in the Draft EIR, neither did the 2015 enrollment.[7] Consequently, the current (2016/Notice of Preparation) enrollment levels stated in the Project Description establish the baseline.

Therefore, the existing 561 parking spaces cannot serve as an environmental baseline for student enrollment or for any associated growth assumptions associated with the Project. As stated above, the maximum enrollment that parking would facilitate is 2,244 students. However, that maximum enrollment exists only in theory, and not in fact, and CEQA is clear that "paper" or theoretical baselines are impermissible: ultimate build-out of, for example, a land-use plan is not a permissible baseline.[8]

3. The Draft EIR Must Evaluate the Potential Enrollment Increase Associated with the New Parking Inventory. 8

Given the above, the Draft EIR cannot simply assume that any increase in enrollment that could result from the Project is either incidental or otherwise taken into account by any other analysis. And in fact, the MND for the 1984 CUP specifically disclaims such an analysis, and instead assumed the permitted enrollment level at the time: 750 students. We are unaware of any approval—and the Draft EIR does not disclose one—that explicitly evaluated the environmental effects associated with any particular enrollment level. Therefore the Draft EIR cannot rely on any prior analysis as support for any particular enrollment level above 750 students.

Rather, the Draft EIR must evaluate the potential for enrollment to increase commensurately with the new total amount of parking provided. As the Project would include 55 additional vehicle spaces, for a total of 616 spaces, would permit the campus to enroll four times as many students as it has parking spaces, the total potential enrollment could reach 2,464 students—an increase of nearly 1,000 students over the baseline enrollment levels assumed in the Draft EIR.

[6] CEQA § 21060.5.
[7] Draft EIR, p. II-11, stating 1,561 students in 2015.
[8] *See City of Carmel-by-the-Sea v. Bd. of Supervisors*, 183 Cal. App. 3d 229 (1986).

JMBM Jeffer Mangels Butler & Mitchell LLP
jmbm.com

(a) The Traffic Analysis Understates Project Impacts by Improperly Omitting Sources of Trip Generation.

9

As the traffic analysis in the Draft EIR fails to provide any analysis of the increased enrollment facilitated by the Project, it drastically understates the potential operational impacts of the proposed development. Among other things, it fails to account for the traffic of the nearly 1,000 additional students the Chalon Campus could accommodate with the Project, and explicitly omits that information.

But this failure extends beyond the omission of students: the traffic analysis omits other classes of vehicles from its operational analysis. For example, Draft EIR Table IV.K-15 includes only *attendees* at the new and expanded campus events proposed under the Project. It does not, however, disclose service, staff, or maintenance vehicles. This omission is far from merely technical: as directly observed by Neighbors and others, service vehicles for events can create substantial traffic effects on neighborhood streets, as the often large trucks—which accepted traffic analysis methods represent as the equivalent of three cars or more—cannot easily negotiate the relatively narrow and winding streets surrounding the campus. Many of the roads—such as Benmore Terrace—are barely able to accommodate two cars, but are used as primary access roads, and larger delivery trucks to the campus have regularly required multiple attempts to negotiate turns, snarling other traffic associated with the University, as well as residential traffic. This is all the more important because many streets in the surrounding neighborhoods do not have sidewalks, and the increase in traffic creates a substantial increase in pedestrian safety risks, and could prevent pedestrian use of the roadways at all during certain times. Making matters worse, the Project proposes to generate significant additional traffic at night and on the weekends, when residents are most likely to use those roads.

Larger and more numerous events proposed by the Project would add substantially more large trucks to these local neighborhood streets, exacerbating the existing impacts and further impeding not only neighborhood vehicle traffic but also pedestrian traffic and emergency response. The failure of the Draft EIR to account for this traffic and the associated effects understates the impacts of larger and more frequent events in terms of both volume and safety.

(b) The Failure to Account for Project-Related Traffic Also Results in the Understatement of Related Impacts.

10

As described above, the Draft EIR fails—in a variety of ways—to provide an adequate disclosure of Project-related traffic effects. The traffic analysis of the Draft EIR specifically excludes any traffic associated with the potential for increased enrollment, despite the removal of regulatory and physical constraints to such an increase, and omits delivery vehicles from its analysis of large events. Other analyses in the Draft EIR, such as public safety, air quality, noise, and greenhouse gases, directly depend on the traffic analysis for their baseline and Project impact assumptions. Consequently, a failure to account for substantial quantities of traffic necessarily results in failures to account for these associated

impacts, and the City must revise the Draft EIR to adequately disclose those classes of impacts, as well.

10 cont.

The extent of the University-related parking problem in the neighborhood also is understated, and is exacerbated by the apparent lack of any formal prohibition on University parking in the surrounding neighborhood. Virtually every day, Chalon Road, from the Chalon Campus entrance to Norman Place, is almost completely occupied by University-associated vehicles. Conditions such as this are the precise reasons that every recent approval of secondary schools—most notably Archer and Brentwood in the vicinity—contains strict limits not only on access routes, but also on off-campus parking. As the Project proposes to vastly intensify the University's use of the surrounding streets at all times of day, it must also include limits that are commonplace for educational institutions throughout the City. In the absence of such a prohibition, the existing problem will only worsen, and the Draft EIR fails adequately to address this.

This failure also extends to the alternatives analysis. Because the analyses of the various environmental issues areas understates those impacts, they deprive the selection of alternatives with a substantial evidentiary basis. Simply put, the alternatives analysis cannot adequately avoid or reduce impacts the Draft EIR does not sufficiently disclose.

4. The University's Project Objectives Fail to Describe the Underlying Purpose of the Project or to Inform the Analysis, and were Uncritically Accepted by the City, in Contravention of CEQA.

11

(a) The Project Objectives Fail to Describe the Underlying Purpose of the Project and, Therefore, Don't Properly Inform the Selection of Project Alternatives.

CEQA Guidelines Section 15124(b) states, "[a] clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project." The list of Project Objectives on Pages II-17 to II-18 of the Draft EIR contain eight extremely broad objectives, some of which amount to no more than florid aspirations that neither describe the underlying purpose of the Project nor inform the analysis, and merely serve to confuse the reader.

Later discussions of the objectives only confirm this impression. For example, the alternatives analysis does not articulate any rationale for the selection of the alternatives carried forward for analysis. Further, several objectives are so broadly construed as to provide no value for any particular rationale: for example, Objective 6 purportedly provides a rationale for a summer sports camp, but nowhere does that objective—or any other—actually state that operation of a sports camp with no connection to the University student body is an essential element of the Project. Consequently, the invocation of the need for a summer sports camp in Alternative 4 is unsupported even by the stated goals of the

University. By its very terms, Objective 6 would still be served even if no summer sports camp occurred.

11 cont.

Similarly, ***none of the project objectives address the vast expansion of special events and commercialization of the Chalon Campus***. If commercialization is a critical element of the Project, the Draft EIR must be revised to reflect the role of special events as a foundational Project objective, even if only for the purpose of disclosure to the public and decision makers.

(b) The City Failed to Exercise its Independent Judgment with Respect to Project Objectives.

12

The lead agency must exercise its independent judgment on project objectives, and must not uncritically accept the applicant's objectives (Pub. Res. Code § 21082.1(c)(1); *Uphold Our Heritage v. Town of Woodside*, 147 Cal. App. 4th 587 (2007). In addition, use of unduly narrow project objectives violates CEQA. *In Re Bay Delta Coordinated Environmental Impact Report Proceedings*, 43 Cal. 4th 1143, 1166 (2008) ("A lead agency may not give a project's purpose an artificially narrow definition").

Here, the Project objectives are read too narrowly and represent uncritical acceptance of the applicant's objectives by the lead agency. For example, the objectives regarding programming are read so narrowly as to preclude any alternative that does not involve development of large programs offered to off-campus paying customers or, apparently, development of a major event center for leasing to external entities. The notion that only a major event center, coupled with a youth summer sports program, can meet the basic objectives of a Project that (1) does not actually include an event center among the objectives; and (2) cannot articulate a connection between a major commercial event center, or an extensive youth summer camp of the kind typically offered by public parks, and the educational mission of a University is, quite frankly, absurd. The City must revise the Draft EIR to include objectives that actually relate to the Project and inform the environmental analysis in meaningful ways.

5. The EIR's Alternatives Analysis Fails to Provide a Reasonable Range of Alternatives.

13

An EIR must describe a reasonable range of alternatives to the project, or to the location of the project, that could feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any of the significant effects of the project. *See* CEQA Guidelines § 15126.6. Here, despite the acknowledged significant and unavoidable traffic and public safety effects associated with construction-related and operational traffic, the analysis fails to articulate any alternative access plan other than access through the Getty Center property—a solution that Neighbors understand the Getty has already refused. The alternatives analysis must provide an alternative access solution to Sepulveda Boulevard or elsewhere, whether via a new road, remote parking, or some other means, to address

construction-related and operational trips. If such an alternative is infeasible, the EIR must discuss the specific reasons why. 13 cont.

6. The City Cannot Override Significant Effects the Draft EIR Understated or Failed to Disclose, Avoid, or Reduce. 14

The law makes clear that "[o]nly through an accurate view of the project may affected outside and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures . . . and weigh other alternatives in the balance." *County of Inyo v. City of Los Angeles*, 71 Cal.App.3d 185, 192–193 (1977). The examples described above demonstrate foundational discrepancies among the Project Description and other sections of the Draft EIR, and severely compromise the technical analysis. As the deficiencies in the Project Description here actually prevented the analysis of several Project components, the Draft EIR fails in its central purpose, and the City must revise the Draft EIR to resolve these discrepancies and provide a complete analysis of the Project components. Absent this information, the EIR cannot provide substantial evidence to support any determination that the benefits of the Project outweigh its significant environmental effects. *See* CEQA Guidelines §15091–15092.

7. The City Must Revise and Recirculate the Draft EIR. 15

As noted above, Neighbors believe that some version of the Project could benefit the University while minimizing impacts to the surrounding community—not simply determining exactly how much that community can bear and reverse-engineering the maximum improvements within that envelope. However, as described above, the Draft EIR fails to establish any definitive limit on enrollment or to acknowledge the foreseeable effects of the Project, and ***a major event center, proposed operation of which bears no reasonable relationship to the educational objectives of the University***. Further, that wholly inappropriate use will cause severe impacts on neighboring property owners and the surrounding area—effects that the Draft EIR has failed adequately to evaluate and disclose. ***Numerous errors, omissions, and inconsistencies render the EIR devoid of value as an informational document***. Therefore, the City must, at a minimum, revise the EIR to accurately and fully disclose the impacts of the Project and consider specific mitigation and project alternatives to address those significant impacts.

Sincerely,



BENJAMIN M. REZNIK and
NEILL E. BROWER of
Jeffer Mangels Butler & Mitchell LLP

BMR:neb
cc: Hon. Mike Bonin, Councilmember, CD11
Krista Kline, Land Use Director, CD11

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JOHNSON

Kathleen King <kathleen.king@lacity.org>

Support for MSMU wellness center

2 messages

Autumn Johnson <acj2000@gmail.com> Fri, Jun 8, 2018 at 5:42 PM
To: Kathleen.king@lacity.org
Cc: krista.kline@lacity.org

1

Dear Ms. King,
I live in Brentwood, and have for the past 3.5 years, ever since moving to LA from Indiana. I am writing to express my support for Mount Saint Mary's University building of a wellness center. I have worked at several institutions of higher education, including Texas A&M University, Tulane University, Indiana University, and now Mount Saint Mary's University. A few reasons why I support this project:

1. I have worked at many universities and have had the opportunity to tour gyms at over 100 universities in dozens of states. MSMU's current fitness center is by far the worst gym I have ever seen. In fact, it is worse than all high school gyms that I have ever seen. This project should be approved to give Mount students a facility that is on par with almost all other universities.
2. The students at MSMU need the benefits of a wellness center just as much, if not more, than students at other universities. Many Mount students are going into the healthcare industry after they graduate. They come to the Mount with many habits that they will learn in class are not healthy. Not only should they learn how to tell their future patients how to be healthy, they should be examples of these healthy habits. One way this can be accomplished is by giving them a space to be physically active in the wellness center.
3. The wellness center would sit on the site of the current fitness center. Essentially, this is a project that will build a new facility, replacing the old one.
4. I have never known a university that has opened it's fitness center to it's neighbors for free, as the Mount does. In fact, when I worked at Indiana University and Tulane University (another land-locked university in an urban environment), they both charged more for memberships than local fitness businesses. It has been interesting to see that the Mount is not concerned with making revenue from their neighbors, but being a good neighbor by providing a free benefit. And although I am sure the neighbors in the canyon could easily pay for a gym membership somewhere, it does reduce Sunset traffic (and saves neighbors' time) by allowing them come to the gym at the Mount instead of traveling elsewhere.

Thank you and the entire City Planning Office for the service you provide for our community. I have enjoyed living in Brentwood, even though it is quite a change coming from Indiana! And although I work for Mount Saint Mary's University, the comments expressed in this letter are completely my own opinion.

Sincerely,
Autumn Johnson

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:40 AM
To: Autumn Johnson <acj2000@gmail.com>
Cc: Krista Kline <krista.kline@lacity.org>

Ms. Johnson,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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JULIEN 1

Kathleen King <kathleen.king@lacity.org>

Objections to Mount St. Mary's Wellness Center Project

1 message

Laurie Julien <lauriesjulien@gmail.com> Sat, Apr 28, 2018 at 4:09 PM
To: Kathleen King <kathleen.king@lacity.org>

Objection to DEIR.pdf
51K

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
kathleen.king@lacity.org@lacity.org

Re: Mount Saint Mary's Draft Environmental Impact Report ("DEIR")

1

Dear Ms. King,

I have lived at 1274 North Norman Place since 1994, and as a long-time resident adversely impacted by the past, present and proposed future conduct of Mount St. Mary's ("MSM"), I implore the City to strongly consider the following objections and points, and vote for the "No Build" Alternative.

Private St. Chalon Access Road ("Private Chalon")

The use of Private Chalon is not a solution to MSM's quest to expand its campus, profile, number of students, and ability to host significant events. Allowing construction of the behemoth building, recast as a "Wellness Center," merely encourages MSM to further violate it's representations to and agreements with the adjacent homeowners concerning the purported limited use of the MSM campus, and related traffic impacts.

I object to MSM's proposed use of Private Chalon, which runs ***through my backyard***. The homeowners on Norman Place that live contiguous to the Getty property all own 20-30 feet beyond their respective fenced yard areas, including the paved road and a bit beyond, subject to an easement. Per representations, inspections, title reports, locked gates and other indicia of lack of use, we purchased our home in 1994 with the understanding that Private Chalon is/was an emergency-only access road. We purchased our home in order to live in a quiet, peaceful canyon, and one where there was virtually nothing behind our property. MSM's proposal disrupts the expectations of life in the neighborhood, and particularly on Norman Place.

Significantly, MSM's disingenuously misrepresents the nature and extent of the easement along the rear of the Norman Place properties. MSM falsely claims it has a 40 foot wide easement. However, the property maps, title reports and other documentation uniformly show that the easement at the rear of the Norman Place properties is ***20 feet in width***. Furthermore, the road sits at the top of a precariously steep down slope, with substantial earth movement and erosion, at the base of which sit our homes. The danger in using that road for construction access or public ingress/egress to the campus, discussed more fully below, cannot be refuted.

MSM's DEIR states that use of Chalon for construction vehicles would not be visible from Norman Place. Not mentioned is the fact that the construction vehicles – and later, student vehicles -- would be visible from my backyard, my kitchen, my dining room and our bedroom

windows! MSM's DEIR later admits: "Construction vehicles along the alternative route (private Chalon Drive) would be only minimally visible, if at all, from nearby residential streets, with the exception of the northernmost properties on Norman Place." And, "minimally" is another falsehood. 1 (cont.)

The DEIR falsely states that using Private Chalon would not impact wildlife movement. Another falsehood. Deer wander along Private Chalon and the hillside every week! 2

To the extent MSM ever had purported easement rights to Private Chalon, those rights are extinguished as the facts clearly demonstrate that MSM has abandoned any such easement. Since at least 1994, I have never observed a single MSM vehicle or person using, walking on or traversing Private Chalon. Since 1994, I have been responsible for brush clearance on the road area, and the Getty has cooperated and/or performed the clearance of any dry brush in the Private Chalon vicinity. MSM has never performed any brush clearance or otherwise maintained the roadway or surrounding area to which MSM now claims easement rights. At all times since 1994, the large gate at the top of the street (one house away from my residence) has been locked. It is my understanding that MSM does not and has not had a key. 3

Any attempt by MSM to use the long-since abandoned Private Chalon would create a nuisance and adversely affect our use and enjoyment of our property. We hear even the Getty inspection vehicles on Private Chalon, which are smaller-sized, come one at a time, and leave within a few minutes. The impact of hundreds (or even dozens) of trips on the narrow road, which is approximately the width of half a roadway, would create noise, dust, safety issues and is otherwise impracticable. Private Chalon is not wide or stable enough to hold large cement or construction trucks, or to haul steel or other construction materials. The road is not wide enough for one large truck, let alone traffic in each direction. The road edges are crumbly and the soil lacks stability for multiple trips as contemplated by the DEIR. There is considerable erosion around the road and hillside. Rains contribute to the hillside erosion, as would the traffic use contemplated by MSM.

There is a reason for this emergency road to exist -- to protect the residents in case of emergency! Given the horrific fires on/adjacent to Getty property and extreme difficulty of driving up and down Norman Place on a daily basis due to traffic congestion, MSM vans, garbage trucks, large delivery trucks delivering goods to MSM, gardener trucks, etc., the ability of firefighters to use Private Chalon at a moment's notice is imperative. Also, the ability of firefighters, police or emergency response officials to direct residents to escape via Private Chalon must be protected.

To be clear, we will take all necessary steps to protect our backyard, our property, our safety, and our quiet enjoyment of our land. The alleged easement is **20 feet in width**; and, the existing road is not directly on the easement. Should MSM use, modify or expand the road in any way that violates our rights, we will take all necessary steps to enforce our rights, including suing for nuisance and continuing nuisance. As we own the land on both sides of the purported

easement, should MSM personnel or workers enter our land, we will sue for damages for trespass and continuing trespass. 3 (cont.)

Based on the above, the City must **deny** MSM all access to Private Chalon for construction purposes, and all phases of construction, and for public/student use.

Norman Place 4

MSM cannot be permitted to use Norman Place for ingress and egress of hundreds of haul trips per day during the construction phase. Norman Place is far narrower than Bundy, and Norman Place is difficult enough to traverse without the added traffic posed by MSM's expansion. As of now, it takes anywhere from 8 minutes to 20 minutes to reach Sunset from the top of Norman Place due to the existing traffic given the narrow confines of Norman Place. When trash trucks, gardening trucks, residential construction trucks, utility trucks, MSM vans, MSM food supply trucks and other vehicles try to pass one another, one car must completely pull over and stop – and sometimes back uphill to a wider area-- to allow vehicles going the other direction to pass. This happens on a daily basis, particularly in the mornings. Again, among the biggest contributors to this problem is the MSM vans, students and MSM-bound supply/food/delivery trucks.

Norman Place only has sidewalks in certain locations. The residents are power and leisure walkers, parents walking children in strollers, children walking to neighboring homes, joggers, and residents walking their dogs. It is dangerous enough to walk in front of our homes and in our neighborhood with no sidewalks or narrow sidewalks and the existing traffic hazards. Adding additional large cement and construction trucks to this already precarious situation would magnify the safety hazards to residents, and further restrict the ability of residents to drive to and from work, take their children to school, and escape in case of fire or other emergency.

We strongly request that the City **deny** MSM all access to Norman Place for construction purposes, and all phases of construction.

Equitable Considerations 5

MSM is a bad neighbor and has been since at least 1994. Since 1994, MSM has expanded its enrollment, and therefore increased student, personnel and supporting vehicular traffic (such a food supply trucks), while denying these facts. Students continue to park on the pubic portion of Chalon road in front of MSM toward Norman Place on a daily basis, and our complaints fall on deaf ears. Students and MSM workers continue to speed up Norman Place every day, swerve to get around residents pulling out of their driveways (instead of stopping) and are rude to the residents on their rush to get to campus. Not all students use the shuttle vans.

I have reported to MSM numerous incidents of speeding, road rage, improper parking, a student losing control of her vehicle and driving up on my lawn, a student hitting and

5 (cont.)

destroying my brick mailbox, and other incidents to MSM, to no avail. In fact, many of my complaints to MSM about speeding and reckless driving result in a denial that the offending car/driver is a MSM student, despite the fact that the car entered the MSM campus and went through the gate, or that a "parker" on Chalon admitted to being a MSM student.

MSM takes no responsibility for its conduct or that of its students, personnel and workers. MSM routinely feigns concern or cooperation, but does nothing! MSM consistently violates its CUP and promises and agreements with its neighbors. MSM is untrustworthy and its representations about the scope of this proposed project, traffic and noise impacts, and other matters -- such as the width and scope of the easement – should be viewed with suspicion. MSM's own past conduct should be taken into account when deciding upon its right to use emergency roads and narrow neighborhood streets for construction, and for a project which would cause increases in traffic congestion, and decrease in the quality of life, for the entire neighborhood, for the sole trade-off and purpose of lining MSM's coffers.

MSM's expansion request should be denied in its entirety. Alternatively, MSM should be access to and use of Private Chalon road for any purpose, at any time. And, MSM should not be permitted to use the too-narrow and congested Norman Place during any phase of construction.

Best,

Laurie Julien
1274 N. Norman Place
Los Angeles, CA 90049
lauriesjulien@gmail.com

JULIEN 2

May 2, 2018

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
kathleen.king@lacity.org@lacity.org

Re: Mount Saint Mary's Draft Environmental Impact Report ("DEIR")

Dear Ms. King,

1

I have lived at 1274 North Norman Place since 1994, and as a long-time resident adversely impacted by the past, present and proposed future conduct of Mount St. Mary's ("MSM"), I implore the City to strongly consider the following objections and points, and vote for the "No Build" option. Alternatively, I urge a no Private Chalon and no Norman Place stance for the reasons outlined in my prior letter and below.

Please consider this letter as a supplement to my initial Objection to MSM's DEIR, forwarded several days ago.

2

Norman Place

To further explain that Norman Place cannot accommodate large trucks used to haul construction materials or debris, and cannot accommodate cement trucks, consider the following verifiable facts:

- Norman Place is very narrow, and at the 900 and 1000 blocks, Norman Place is only 18 feet in width
- As such, Norman Place is far narrower than a standard neighborhood street. This has safety implications NOT addressed by MSM's DEIR. "For emergency access, 20 feet is commonly accepted as a minimum width for two way traffic. In addition, eight feet is necessary for on street parking. Therefore, 28 feet is a widely accepted minimum curb face to curb face neighborhood street width." http://plannersweb.com/2013/09/wide-neighborhood-street-part-1/ Accordingly, Norman Place is 10 feet narrower than a standard residential neighborhood street.
- Two passenger vehicles cannot pass one another on that stretch of Norman Place at the present time, causing increased congestion without added construction trucks contemplated by MSM
- There are no sidewalks on one or both sides of Norman Place, creating a huge safety risk for pedestrians
- Garbage trucks take up nearly the entire roadway on Norman Place, particularly at the 900-1000 block, with only 1-2 feet on each side, and the truck's side

2 (cont.)

mirrors invade that space. See photo taken on May 1, 2018, below. The contemplated construction, hauling and cement trucks are similar in size to the garbage truck depicted in the photo.

- The National Association of City Transportation Officials website provides that lanes and routes for trucks should be at least 11 feet in each direction, and that in all areas and for all vehicles, wider travel lanes (11–13 feet) are "favored to create a more forgiving buffer to drivers" and are safer. In contrast, lanes that are narrower than 11-13 feet "increase potential for side-swipe collisions."
- Clearly, MSM's desire to expand its campus, profile, student population and profitability does not outweigh the safety issues inherent in using Norman Place for construction or for additional student ingress and egress thereafter, nor does it justify the negative impact on this RESIDENTIAL community.



Thank you for considering the safety and well-being of the community ahead of MSM's expansion plans.

Best,

Laurie Julien
lauriesjulien@gmail.com
1274 N. Norman Place

KAMRAVA

Kathleen King <kathleen.king@lacity.org>

Objection to Mount St. Mary's Expansion

2 messages

Nancy Cohen <nancyecohen@gmail.com> Wed, May 2, 2018 at 5:27 PM
To: kathleen.king@lacity.org

Dear Ms. King-

Please see attached objection letter and photo to the proposed expansion of Mount St. Mary's for your consideration.

Confirmed receipt would be much appreciated and, of course, if there is need for further clarification or discussion, I can be reached at the number below.

Many thanks in advance,
Nancy

Nancy Cohen Kamrava
nancyecohen@gmail.com
917.601.0056

1

3 attachments



Norman Place_Garbage Truck.jpeg
47K

MSM Objection Page 1 of 2.pdf
409K

MSM Objection Page 2 of 2.pdf
262K

Kathleen King <kathleen.king@lacity.org> Thu, May 3, 2018 at 7:11 AM
To: Nancy Cohen <nancyecohen@gmail.com>

Ms. Kamrava,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012



Kathleen King
City of Los Angeles, Department of Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

Re: Mount St. Mary's Proposed Expansion April 30, 2018

Dear Ms. King,

2

My husband and I are newer residents on Norman Place, having just moved here in 2016. We purchased our new residence primarily for the idyllic and peaceful location it sits in and for the wonderful neighbors we have come to know.

We are deeply distressed by what we have read in the Draft Environmental Report, ("DEIR") and Mount St. Mary's, ("MSM's") proposal to not only expand it's campus and thus enrollment, but also it's proposed use of Norman Place for ingress/egress of large haul construction vehicles and cement trucks during it's construction of the 'Wellness Pavilion.' Norman Place is an extremely narrow and difficult road to navigate as is. It is only 18' feet wide at its narrowest point, (900-1000 block.) (*Please see attached image of garbage truck taking up entire street.) The addition of this traffic would make it virtually impossible to get out of the canyon.

In addition, we also object to the use of Private Chalon road which, living at the Northern-most end of Norman Place, runs through our backyard. This road is part of an easement that belongs to me and several of my neighbors. This easement, in fact, goes several feet beyond the road itself. When we purchased our home, it was clearly stated in our Title Report that this road was to be used *solely* for emergency access and has at all times since I have lived here, been patrolled and maintained by the Getty Center, not MSM's who claims to have rights to it. In fact, when I moved in and needed access to the top of my hillside for the installation of a fence, it was the Getty Center that granted me access to the otherwise locked and gated road.

3

During the recent fires near the Getty Center, although not required to do so, my family along with maybe a dozen other neighbors evacuated. I am horrified to think what might happen in the event of a mandatory evacuation of all homes in the area should Private Chalon road, (along with Norman Place,) become congested with construction traffic. Creating congestion on what is meant to be an *emergency road*, not only inhibits fire and emergency vehicle access, but could also block our exit, effectively trapping us in the canyon.

Private Chalon road also sits on top of an extremely steep hillside that backs up to many of my neighbor's homes and mine. Should this hillside become destabilized as I imagine it would with cement trucks and the like, we all risk erosion and landslides.

3 (cont.)

I strongly **object** to the proposal of this expansion including but not limited to the use of Norman Place for ingress/egress of construction vehicles and Private Chalon road for the same. I have seen no evidence to support the fact that MSM's has any claim to it as stated in the DEIR and their lack of ongoing maintenance and /or patrol suggests the same. From my understanding, MSM's has not used or claimed rights to this road in at least 5 years, (and up to 24 years according to neighboring accounts,) thus abandoning any rights that they have to the easement.

It is already extremely difficult to enter and exit our canyon, both from Barrington Avenue/Sunset and Bundy Drive/Sunset during rush hour. This proposed expansion at MSM's, would have a hugely negative impact on our quality of life, our environment, the safety of our homes and the people in them.

I would be happy to discuss this further with you should you require any additional information.

Sincerely,

Nancy Cohen Kamrava
1254 N. Norman Place
Los Angeles, CA 90049
nancyecohen@gmail.com
917.601.0056

Connect Create Collaborate

P. KANTOROVICH Kathleen King <kathleen.king@lacity.org>

Mount St Mary's

2 messages

Phil <Pkantorovich@roadrunner.com> Wed, Jun 13, 2018 at 9:55 AM
To: Kathleen.king@lacity.org, BundyCanyonEvents@gmail.com

Please find my response to Mount Saint Mary's proposal for expansion.

Thank you,

Phil Kantorovich

1

For Kathleen King.docx
16K

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:24 PM
To: Phil <Pkantorovich@roadrunner.com>
Cc: Bca <BundyCanyonEvents@gmail.com>

Mr. Kantorovich,

Thank for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

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Kathleen King
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221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
Email: kathleen.king@lacity.org

Re: Mount St. Mary's University Chalon Campus Wellness Pavilion Project; April 2014; ENV-2016-2319-EIR; SCH #2016081015

Dear Ms. King,

I am writing in regard to the proposed expansion by Mount Saint Mary's University.

As a homeowner who lives at the top of Norman Place, I have several concerns regarding the proposed expansion of the school. Unlike most Schools in the Los Angeles area, this school is located at the end of a residential neighborhood.

Access to the school is via narrow (less than 19 feet wide at some portions on Norman Place) residential streets. Ingress and egress through the neighborhood is via only two roads (only one viable road between Sunset Blvd and Norman Place).

There have been countless times where the street has come down to a complete stop as cars and trucks cannot pass each other as they are going in the opposite direction. There have been many days (especially trash truck days) where I have had to get out of my car and literally direct traffic forcing cars from one direction to back up so the vehicles traveling in the other direction can get through. There have also been many non-trash days where the MSM buses (no longer vans but buses) from the school cannot get through. 1 (cont'd)

Not only is it an inconvenience, it is a safety hazard. 2

We had a brush fire behind our house several years back and MSM evacuated. I cannot imagine what would happen if we had a LARGE and uncontrollable fire and the traffic would come to a standstill as residents, Mount Saint Mary's University and Carondolet Center would evacuate at the same time.

How are firetrucks going to come up the narrow streets? I witnessed this issue in the last fire and it wasn't good.

Fires are a reality for us, as we live in a fire zone where we are forced to have additional fire insurance (very expensive and can only find several carriers that will insure us) and have to keep our landscape at a minimum.

In addition to the inconvenience of having to stop for oncoming traffic and the concern of egress should there be a fire, I cannot walk my dog in the neighborhood without 3

having to stop to let cars pass. Only some portions of Norman Place and Bundy Drive have sidewalks, which forces the neighbors to walk and run in the street. Currently, it is not safe and would only be that much less safe should the neighborhood be burdened by additional traffic. When I am running with my dog, I have to slow speeding students down because of excessive speeding. 3 (cont'd)

The letter that has been sent out proposes a 38,000-square foot building on the campus which would be used for commercial use. How can a large facility like this be built without having large construction and cement trucks coming up the narrow streets? How can the school located in a residential neighborhood have a large commercial structure that would bring in additional traffic which it cannot already support? 4

I understand that we live in a city with a growing population and schools have a desire to expand, but in this case the school is located in a neighborhood where the expansion is not reasonable and responsible.

Thank you,
Phil Kantorovich
1278 N Norman Place,
Los Angeles, CA 90049

Connect Create Collaborate

S. Kantorovich **Kathleen King <kathleen.king@lacity.org>**

MSM DEIR Response Letter

2 messages

Business for Stefanie Michaels <adventuregirlquery@gmail.com> Wed, Jun 13, 2018 at 9:19 AM
To: kathleen.king@lacity.org, bundycanyonevents@gmail.com

1

Hl Kathleen,

Please find attached my letter to be included in MSM's DEIR response.

Thank you,

Stef

Hl Kathleen.docx
130K

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:35 AM
To: Business for Stefanie Michaels <adventuregirlquery@gmail.com>
Cc: Bca <bundycanyonevents@gmail.com>

Ms. Michaels,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

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Kathleen King
Department of City Planning
T: (213) 847-3746



221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Ms. Kathleen King
Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

June 13, 2018

HI Kathleen,

In reference to the MSM DEIR **RE: DEIR ENV-2016-2319-EIR**
Project: Mount Saint Mary's University "Wellness Center"

As a homeowner at the top of Chalon and Norman Place, I feel compelled to write this note to you.

We purchased our home in August 2002. Each year, we have witnessed an uptick in MSM traffic—students, staff, delivery vehicles, ubers/lyfts, support staff, specialty events and the massive amounts of vehicles that come with those events. I can go on and on.

Our tiny roads, simply cannot handle this. In fact, not only have neighbors lost their insurance due to us being in a red zone, with limited access to emergency vehicle access- see in the records Jaqueline Bacal letter from Liberty Mutual, but we also had a major sink hole in 2017, which meant a good portion of mid-Norman place had to be repaired and repaved. 1 (cont'd)

We have also seen a decrease in some of our wildlife, while school is operational, only to see them return when school is quiet and free of traffic and noise. Birds, mountain lion, deer, coyote, and many other species are here in our canyon and are affected by noise from students, vehicles, and other MSMU operations. 2

I wanted to comment on Alternative # 3, and the fact that we are owners of part of the road considered old St. Chalon, which we have an easement to the Getty for their fire road. We call it, and always have called it the "Getty fire road". The information on the road in the DEIR notes that the road is 40 feet in width. I measured from our fence to the hill—and it's barely 20 feet in width. I found several inaccuracies about this part of the DEIR. 3

Getty has also had to put up seismic fence guards, because rocks slide off of the hill behind us. Every now and then, Getty must come and remove the rock build up, and so they have been the best neighbors protecting us and our property/easement. 4

We have yet (since purchasing our home from 2002 until currently) have ever once been asked by MSM to use our key to the fence at Norman and Chalon, nor have we seen them take care of

the road, nor in fact have we ever seen anyone from MSM campus access the gate and road in all these years. And, we would know, since we have the only other key and are in direct contact with Getty when the gate is ever opened, if at all. 4 (cont'd)

I also want to note, that the "St. Chalon"/fire road is also a **wildlife corridor**, we've seen deer using it—in fact just the other day we saw a mama and her twin babies walking on it, coyotes—howling at our own animals from the other side of the fence from this road, numerous birds including a hawk family, who lives in one of the trees on the hillside behind our house just upwards from the fire road. 5

Animals use the Getty Fire Road, and cross over to MSMU property to graze and hide among the many trees on campus. In the summer, again when the school is quiet, it's their sanctuary.

Allowing MSM to utilize the Getty fire road would be detrimental to the lives of we owners who back it, as well as the animals who utilize it. Noise, air quality, congestion at an evacuation access point would be endangering all of us.

In our personal deed/documents, it says it is to be used as utility and for emergencies only, and so, it should remain so.

After reading the DEIR, and seeing that most of the project shows significant impacts and most is not mitigatable per MSM's own experts, I find that it's unconscionable for MSM to even consider expanding their Chalon Campus, as this would further upset the balance of this nature area, that has already been compromised by their previous expansions and student body increases. 6

Adding several hundred more students and staff to the top of our hills, (even knowing that they are putting us in danger by doing so by their own experts and who report most issues are UNMITIGATEABLE) places extreme negative impacts on our canyon, which would be irreversible.

The last fire in 2012 was close to the road on Norman and Chalon—within feet of our homes here. Thank goodness winds were on our side, or this whole canyon would have been decimated. Our local fire chief told my husband recently, that we are living in a tinderbox.

As it was during the 2012 fire, the evacuation of a 400 person MSM extracurricular/commercialized event and their vehicles, Carondolet Center and 100 heyar old nuns evacuating, including some nuns heading against traffic to head back up to the Mount, we residents were stuck in our cars and could not egress from our own driveways to escape the flames.

The fire vehicles could not make it up Norman due to all of the gridlock, and we lost precious time as the fire grew in front of our eyes. AND WE COULD DO NOTHING except watch in horror.

We have been told over and over again by local fire experts, that we are in a year-round fire red zone, and that the brush around MSMU campus needs to be cleared down to the dry stubs of foliage by professional clearance crews. We so far have witnessed, **after their May 31 deadline, which MSMU did not meet**, two gardeners using a gas cutter, cutting parts of the hillside on the MSMU grounds, and electric leaf blower blowing around dry debris across the roadway. There is no way, just two gardeners could ever hit the steepest places on the hillside effectivly. They have left dangerous clippings behind on the grounds, which fire experts have warned is so incendiary, it would take moments for a fire to canvas through our canyon. 6 (cont'd)

We are in severe trouble here should things remain the same with MSMU's lack of meeting LAFD deadlines, hiring inadequate brush clearance people and leaving incendiary cuttings behind.

Not only is MSMU putting its neighbors at risk, but also their students and staff. I wonder how many of them would live, visit, etc. here if they were told the truth about the dangers they are in?

In fact, MSM's total disregard for not only neighbors in this high fire zone, in the DEIR, MSM plans to have a fully operational campus, complete with valet service to stack cars during construction, putting us and their own students, faculty, staff and others on their campus at risk. For what purpose? Greed? 7

I ask you, how in an emergency, would anyone be able to evacuate from valeted vehicles? Each owner would have hold of their own keys? What kind of thought process would go in to an evacuation with stacked cars, so a school can operate at 100% during construction (on top of the planned 100 plus construction personal working on campus at the same time)?

Also, it has been noted to us by the Getty in meetings with them, that they are completely against this project as a whole, as well as opening their road to the public—not just MSM construction traffic, but also post construction—a new access to the MSMU campus via Sepulveda, which was discussed in earlier conversations with the Getty. 8

We are already dealing with Sunset and Bundy/Barrington gridlock, and the safety issues this creates for us downhill, but imagine now, that traffic also gets diverted up North Barrington, North Bundy, and then onto tiny-tiny Norman Place to St. Chalon Fire Road to cut down to Sepulveda and into the San Fernando Valley and then vice versa—allowing bypassing a huge chunk of commuting on roads that Councilman Bonin calls, "The biggest chokepoint" in LA—basically Sunset Boulevard at the 405 and into Brentwood. 9

Perhaps, this is "Alternative 3" is a red herring to look as if MSMU is trying to come up with a mitigating factor to appease the City and its process, but it creates safety-issues on so many levels, I'm not sure how this is even a consideration?

Again, per their own DEIR, this project is an UNMITAGBLE situation for any expansion as noted by MSM's own people/experts. 10

On that same note, how can their DEIR to City Planning Department be unbiased, when MSM, themselves is paying for it? Wouldn't that be considered a conflict of interest, since their own interests are put first above the safety of their own student body, staff and faculty along with neighbors?

MSM has no business moving forward and expanding their campus. If anything, they should be considerate neighbors, that they claim to be, but are not, and abort the project all together and look for another place to hold their planned 50+ commercialized activities annually on top of additional proposed programming on campus, (which would bring even more commuters onto our tiny inadequate roads). 11

The DEIR states that we have police for protection for certain issues contained within the DEIR. 12

We have **ONE** patrol car.

Often times, it takes more than an hour for police to respond, and by then any issues are either exasperated or done. Many times, we have had to call the police due to students playing pranks in the middle of the night, accidents caused by MSM students, or an animal killed because of MSM students.

Another inadequacy in the current DEIR.

This isn't just a "38,000 Wellness Pavilion". This is another way to commercialize their property to other entities with year-round programming—not necessarily just for MSMU students. 13

What was once promised to Bundy Canyon neighbors by MSM, was no night or weekend classes, and other activities such as graduation were moved to MSM's Doheny Campus.

Per the MSM DEIR, this seems now to be back. It is just another broken promise to neighbors and our neighborhood, which certainly as much as MSM says they are, MSM **is not being a good neighbor**.

There is also no public transportation to support this school's further endeavors, as we are in a zone, too far from Sunset to have this be part of the DEIR references and mitigation measures. 14 (cont'd)

It's an inane commentary that does not work for this area. Even with public transportation around the city, MSMU still needs to bus up students, faculty and staff through the canyon made up of tiny, narrow, steep and windy streets nearly 2 miles to get to campus, creating congestion from their massive transportation trucks, creating at times, a standstill in traffic on these tiny narrow streets.

And, because it is so far from public transportation, there has been an uptick, both to and from campus, of students, faculty and staff utilizing car sharing services like Uber/Lyft, which adds to additional trips on our streets. I don't believe this was addressed properly in the DEIR. How many trips via ride sharing services to and from campus are there? 14

As far as MSMU allowing neighbors to use its facilities, and proposed wellness center, I simply do not believe this to be a true option should this "wellness pavilion" become operational, especially with all of the student events and 50+ planned commercialized events per their DEIR. 15

Over the years, there have been many times neighbors have been turned away from using MSM's current Chalon facilities, due to various reasons at MSM's discretion.

On a side note: We have also, with this proposed expansion, considered selling our home and moving. We were told by several real estate agents, that we will need to disclose this behemoth MSM project, and that this could not only hinder the sale of our home, but also affect our entire neighborhood's value. As you can imagine, not one of us want to see our neighborhood's values decline. 16

This project should be abandoned at the current proposed Chalon location, rethought and brought over to the MSMU Doheny/Downtown campus, where students and all can actually utilize it, and be able to access it through public transportation, instead of disrupting an entire delicate canyon hanging in the balance, where it does not belong.

Thank you,

Stefanie Kantorovich
1278 N. Norman Place
LA. Ca. 90049

KEZAR

Kathleen King <kathleen.king@lacity.org>

Re: Mount Saint Mary's Draft Environmental Impact Report ("DEIR")

2 messages

Adrianna Kezar <kezar@rossier.usc.edu> Sat, May 5, 2018 at 12:37 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
kathleen.king@lacity.org

Re: Mount Saint Mary's Draft Environmental Impact Report ("DEIR")

Dear Ms. King,

I live at 1262 North Norman Place and want to raise some concerns and objections to Mount St. Mary's plans for both traffic in the neighborhood but particularly its Alternative to use the private St Chalon Access Road.

St. Chalon Access Road

I object to Mount St Mary's proposed use of Private Chalon, which runs behind my house. The road is not built for access of large trucks. It is a small and not fully developed access road passable for small emergency cars (currently Getty security). Using this road would be unsafe. Trucks would likely dislodge boulders that would come down the hillside hitting houses. Our houses are all located below the road, on a steep hillside. The hillsides are not stable and large trucks driving back and forth on them will cause significant damage that do not account for in their plans.

The road is very close to homes not just backyards and there is no way that the trucks will not cause substantial disruption to homeowners and likely damage to homes. So I object not just based on the sound and closeness of trucks to my home but the likely damage to occur from trucks running on this road which is unfinished and not fit for large scale trucks. In short, the road is narrow and not stable enough for large trucks. Erosion is already occurring without the presence of large trucks.

Furthermore, the main purpose of this road is for emergency. This Canyon has experienced one of the worst historic Los Angeles fires and was the sight of a recent potential fire. Using this road, which now serves as a main fire road, for the purposes of construction might leave firefighters without the main avenue to reach burning homes.

Chalon road should not even be considered an alternative for construction traffic and should be pulled as an option from documents and consideration. This is an unsuitable option.

1

Norman Place

While Norman Place is a paved road that can handle trucks (opposed to Chalon Road), it is extremely narrow and at one location half way up is only 18 feet for a significant portion of the road. 18 feet is not

2

suitable for high volumes of trucks. Norman Place is far narrower than Bundy, and Norman Place is difficult enough to traverse without the added traffic posed by Mount St. Mary's expansion. The environment is already borderline unsafe due to the high volume of traffic, lack of sidewalks in many places and narrow street size. There are many families with young children in this neighborhood. Additional traffic will be dangerous and lead to unsafe conditions. Currently, Norman Place is beyond capacity with the current level of traffic from Mount St Mary's vans, service trucks and students, and local construction of homes. It is dangerous already to walk in front of our homes and in our neighborhood with no sidewalks or narrow sidewalks and the existing traffic levels. If this plan is approved, large trucks from Mt. St. Mary's will create dangerous conditions and safety hazards to residents and prevent escape in case of fire or other emergency. Norman Place is not a safe route for the trucks. 2 cont.

The most logic approach is for trucks to come up and down Bundy which is the largest street in the area. Houses on Bundy are set back from the road for the most part as well. On Norman Place, all homes are butted onto the road so the trucks provide additional disruption. So in addition to significant safety concerns, the imposition on the neighborhood and its residents is much worse on Norman place due to the positioning of homes.

Best,
Adrianna Kezar and Paul Viskovich
1262 N Norman Pl.
Los Angeles, CA 90049
kezar@usc.edu

Adrianna Kezar, PhD, Professor, USC, Co-director Pullias Center and Director Delphi Project

See info on Delphi Project on Changing Faculty and Student Success at -- www.thechangingfaculty.org
See info on my change and leadership research at - http://www.adriannakezar.com/
Or follow us on Twitter: @DelphiEdu

Objection to DEIR.docx
16K

Kathleen King <kathleen.king@lacity.org> Tue, May 8, 2018 at 12:45 PM
To: Adrianna Kezar <kezar@rossier.usc.edu>

Ms. Kezar,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
kathleen.king@lacity.org@lacity.org

Re: Mount Saint Mary's Draft Environmental Impact Report ("DEIR")

Dear Ms. King,

I live at 1262 North Norman Place and want to raise some concerns and objections to Mount St. Mary's plans for both traffic in the neighborhood but particularly its Alternative to use the private St Chalon Access Road.

St. Chalon Access Road

I object to Mount St Mary's proposed use of Private Chalon, which runs behind my house. The road is not built for access of large trucks. It is a small and not fully developed access road passable for small emergency cars (currently Getty security). Using this road would be unsafe. Trucks would likely dislodge boulders that would come down the hillside hitting houses. Our houses are all located below the road, on a steep hillside. The hillsides are not stable and large trucks driving back and forth on them will cause significant damage that do not account for in their plans.

The road is very close to homes not just backyards and there is no way that the trucks will not cause substantial disruption to homeowners and likely damage to homes. So I object not just based on the sound and closeness of trucks to my home but the likely damage to occur from trucks running on this road which is unfinished and not fit for large scale trucks. In short, the road is narrow and not stable enough for large trucks. Erosion is already occurring without the presence of large trucks.

Furthermore, the main purpose of this road is for emergency. This Canyon has experienced one of the worst historic Los Angeles fires and was the sight of a recent potential fire. Using this road, which now serves as a main fire road, for the purposes of construction might leave firefighters without the main avenue to reach burning homes.

Chalon road should not even be considered an alternative for construction traffic and should be pulled as an option from documents and consideration. This is an unsuitable option.

Norman Place

While Norman Place is a paved road that can handle trucks (opposed to Chalon Road), it is extremely narrow and at one location half way up is only 18 feet for a significant portion of the road. 18 feet is not suitable for high volumes of trucks. Norman Place is far narrower than

Bundy, and Norman Place is difficult enough to traverse without the added traffic posed by Mount St. Mary's expansion. The environment is already borderline unsafe due to the high volume of traffic, lack of sidewalks in many places and narrow street size. There are many families with young children in this neighborhood. Additional traffic will be dangerous and lead to unsafe conditions. Currently, Norman Place is beyond capacity with the current level of traffic from Mount St Mary's vans, service trucks and students, and local construction of homes. It is dangerous already to walk in front of our homes and in our neighborhood with no sidewalks or narrow sidewalks and the existing traffic levels. If this plan is approved, large trucks from Mt. St. Mary's will create dangerous conditions and safety hazards to residents and prevent escape in case of fire or other emergency. Norman Place is not a safe route for the trucks.

The most logic approach is for trucks to come up and down Bundy which is the largest street in the area. Houses on Bundy are set back from the road for the most part as well. On Norman Place, all homes are butted onto the road so the trucks provide additional disruption. So in addition to significant safety concerns, the imposition on the neighborhood and its residents is much worse on Norman place due to the positioning of homes.

Best,
Adrianna Kezar and Paul Viskovich
1262 N Norman Pl.
Los Angeles, CA 90049
kezar@usc.edu

KIM

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's Environmental Impact Report

2 messages

Mun Kim <munkim613@gmail.com> Wed, Jun 13, 2018 at 3:51 PM
To: Kathleen.king@lacity.org

Dear Ms. King,

1

I live at the corner of Sunset and Barrington and am writing in support of Mount Saint Mary's Wellness Pavilion project. I am very troubled by some of the very alarmist "political campaign" style tactics being used by a few neighbors, and this caused me to look into the project for myself to see what was going on.

Ultimately, I don't see how building a gym for the existing students will lead to traffic nightmares. To me, this is fundamentally about fairness and the sort of facility I would want my son to have as a college student, and which all of the area's private high schools already have. Mount Saint Mary's University should be able to build a gym for their student body. I was surprised to read about the existing facilities and don't think it's too much to ask for the right to build a facility that mirrors those of other educational institutions in the area.

2

Having grown up in a significantly less affluent part of town, I consider myself very fortunate to be able to live in Brentwood today. I am aware of Mount Saint Mary's student body, which is largely minority and which comes from underserved parts of the City. I am discouraged when I see some of my neighbors attempting to deprive these students of the ability to incorporate physical fitness and healthy living into their lifestyles, especially given what we know about the rates of obesity and diabetes in certain segments of our society.

Mount Saint Mary's, to my knowledge, has been a good neighbor to this community and we should reciprocate in kind. I hope you approve this project.

Sincerely,

Mun Kim
Brentwood Resident

--
Mun Kim
310.498.9193 mobile

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:37 PM
To: Mun Kim <munkim613@gmail.com>

Ms. Kim,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

KLEIN

Kathleen King <kathleen.king@lacity.org>

ZA-2017-928-ZAD
2 messages

Raymond Klein <rklein908@gmail.com> Thu, Apr 19, 2(
To: Kathleen.King@lacity.org

Dear Ms. King,
What is the status of this matter?
Was there a hearing? If not, will there be a hearing?
If there was a hearing, is there a written decision?
How do we find out the exact location of the 17 acres?
How can land be added as a deemed to be approved conditional use under 12.24(L) when it was not LAWFULLY used for the purpose of a school sinc
was zoned R?

Thank you,
Raymond Klein, President
Brentwood Homeowners Association

1

Case Number | Ordinance | Zoning Information | CPC Cards | ZA Cards

Case Number: ZA-2017-928-ZAD Search Format: AA-YYYY-1234 Example: ZA-2011-3269 Advanced Search Help

Case Number: ZA-2017-928-ZAD
Case Filed On: 03/07/2017
Accepted for review on:
Assigned Date: 05/23/2017
Staff Assigned: KATHLEEN KING
Hearing Waived / Date Waived : No /
Hearing Location:
Hearing Date / Time: 0:00
ZA Action:
ZA Action Date:
End of Appeal Period:
Appealed: No
BOE Reference Number:
Case on Hold?: No

0 Case Documents found for Case Number: ZA-2017-928-ZA

Type ↑	Scan Date	Signed
No Documents were found		

Primary Address

Address	CNC	CD
12001 W CHALON ROAD 90049	None	11

View All Addresses

Project Description: APPROVAL OF A 17-ACRE ADDITION TO CHALON CAMPUS SITE, AS A DEEMED TO BE APPROVED CONDITIONAL USE
Requested Entitlement: PURSUANT TO LAMC 12.24 A CONDITIONAL USE APPLICATION TO ADD TO THE EXISTING COLLEGE SITE
Applicant: [Company:SAME AS OWNER]
Representative: VICTOR DE LA CRUZ [Company:MANATT, PHELPS, & PHILLIPS, LLP]

Kathleen King <kathleen.king@lacity.org> Fri, Apr 20, 2018 at 7:41 AM
To: Raymond Klein <rklein908@gmail.com>

Mr. Klein,

The MSMU Wellness Pavilion Project is still in the environmental review phase. The Draft EIR NOA was published last Thursday. I have attached a copy for your reference. No hearing is scheduled at this time and no hearing will be held until the environmental review phase is complete. I'd be happy to discuss the entitlement requests associated with this project and will be in the office today until 4 PM. Please feel free to call me if you would like to discuss the project further.

Thank you,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

MSMU NOA.pdf
89K

KOSLOW

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's Proposed Expansion

2 messages

Ronald Koslow <ronkoslow@aol.com> Mon, Apr 23, 2018 at 4:56 PM
To: kathleen.king@lacity.org

1

Dear Ms. King -

I have been a resident in Bundy Canyon for the past 28 years. I'm writing you to express my deep concern over the proposed Mount Saint Mary's expansion. Traffic on this street and especially where it congests at Sunset Blvd. has grown intolerable and dangerous. As it is today, with parking on both sides of the street, Bundy has become for long stretches, a one lane street. In the event of fire or emergency, a rapid evacuation could be a tragedy waiting to happen. Please help us prevent this Negative Impact to the enjoyment and safety of our neighborhood.

Sincerely,

Ron Koslow
1014 N. Bundy Dr.
L.A. 90049

Kathleen King <kathleen.king@lacity.org> Tue, Apr 24, 2018 at 3:27 PM
To: Ronald Koslow <ronkoslow@aol.com>

Mr. Koslow,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

KURTZMAN

Kathleen King <kathleen.king@lacity.org>

Re: MSM expansion

2 messages

Via Adventure Girl, Inc <smcproductions@roadrunner.com> Wed, Jul 25, 2018 at 9:55 PM
To: Kathleen King <kathleen.king@lacity.org>
Cc: bundycanyonevents@gmail.com

On 6/13/18, 12:42 PM, "Wendy Kurtzman" <wendykurtzman@gmail.com> wrote:

1

Kathleen,

This letter is intended to move you. I am writing not as a strident dissenter of “expansion and growth” but as a mother, neighbor and long time Brentwood resident.
I moved to 1277 North Norman Place in 2011. Prior to that I had lived in a neighborhood that was peaceful with relatively no traffic concerns.

That’s how Norman was as well...just 7 years ago.

Today, North Norman Place and the access to it is drastically different.
Thanks to Waze, Sunset congestion, 3 schools and too many trucks and construction vehicles,
It now takes me 20-30 minutes on Barrington to just reach Sunset.
My street is lined with storage and waste bins and cars on both sides.
What used to be a quiet canyon is like the 405 freeway. Students in their cars going to school, MSM buses, trucks supplying MSM, trash trucks that take up the whole street etc...
Wildlife used to be on my front lawn. No more. I used to wake up to birds, now it’s traffic.

There is not a day that goes by where I don’t have to pull aside and wait for traffic heading north to pass on my street so I can head south downhill.

Norman was not designed for commercial access. It’s a narrow canyon street.
All of us in the canyon have watched this change with dismay.

Now, the University wants to expand its footprint, increase more vehicles and create a construction project without doing any remediation as to how it will affect the neighborhood and the already arduous access to our homes.
I do not summarily object to the expansion per se, but I do object to the roads being used even more heavily, the campus becoming increasingly more populated plus the addition of rental events and commercialization of the property.

MSM needs to take a hard look at a permanent solution to the access to this Campus. Access off the freeway, through Mountaingate or fire road are the discussions I would like to have.

If you can put yourself in my shoes and understand how exhausting it is to fight my way home and fight my way out every day, maybe you will be moved to help us find a reasonable solution to this problem?

Thank you,
Wendy Kurtzman

Kathleen King <kathleen.king@lacity.org> Thu, Jul 26, 2018 at 7:01 AM
To: "Via Adventure Girl, Inc" <smcproductions@roadrunner.com>
Cc: Bca <bundycanyonevents@gmail.com>

Ms. Kurtzman,

Thank you for your email regarding the MSMU Wellness Center. It will be included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

LAZAR 1

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

Mt Saint Mary, sunset traffic

Alex Lazar <alexlazar@hotmail.com> Mon, Apr 16, 2018 at 11:32 AM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

1

I am very concerned about being able to get home and go to work in the near future, it is already very hard to make a left turn on Bundy or Barrington when coming south in afternoons, if Mount St. Mary college starts construction it's going to become impossible, with all the construction trucks and traffic that will involve.
Alex Lazar MD

Sent from my iPhone

LAZAR 2

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary construction

2 messages

Alex Lazar <alexlazar@hotmail.com> Tue, May 22, 2018 at 8:25 PM
To: "Kathleen.king@lacity.org" <Kathleen.king@lacity.org>

Dear Kathleen I am very concerned about the ramifications that the construction will have for our neighborhood, many of my neighbors are also concerned, what can be done about this? 1

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Wed, May 23, 2018 at 7:16 AM
To: Alex Lazar <alexlazar@hotmail.com>

Mr. Lazar,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

On Tue, May 22, 2018 at 8:25 PM, Alex Lazar <alexlazar@hotmail.com> wrote:

> Dear Kathleen I am very concerned about the ramifications that the construction will have for our neighborhood, many of my neighbors are also concerned, what can be done about this?
>
> Sent from my iPhone

--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

LEIWEKE

Kathleen King <kathleen.king@lacity.org>

Env-2016-2319-EIR

6 messages

DRAFT EIR COMMENT STARTS ON 2ND PAGE; PLEASE NOTE COMMENT DATED AUGUST 21, 2016 IS A NOP COMMENT

Bern <bleiweke@gmail.com> Sun, Aug 21, 2016 at 8:06 AM
To: kathleen.king@lacity.org

As a resident of brentwood for nearly 20 years, I want to express my concern and opposition to the proposed project.

I have seen the degradation and the negative impact that Mount Saint Mary's as had on our neighborhood.

My concern is for my grandchildren and the many pedestrians who can no longer safely cross our street because of the reckless, destructive, and catastrophic speed of the staff, the students, the bus drivers and the many vendors servicing the large campus. Our elderly neighbors have barely made it across the street at times because of the many cars and buses. Cars parked in front of our home have found their side mirrors left dangling because large trucks have hit them and failed to stop.

As further proof my gate on Bundy and Benmore Terrace was completely destroyed after a female student from the school and her friends crashed into it because they lose control going too fast while it was raining. Their lack of insurance added to the problem and expensive repairs. Mount St. Mary's would not even return phone calls to discuss the situation. When students have been asked to slow down, the response has often been abrasive and insulting.

The school has been unresponsive and dishonest in their commitments to help fix these ongoing issues and shown no evidence of being a good neighbor.

I am on record saying I do not support any further growth of this campus. Further, if they are allowed to go forward with their entitlement-

1. They need to commit to a comprehensive public workshop process that mandates a traffic management plan that not only limits the hours and times that people can access their site but also completely protect the neighbors and residents. Without the great community we provide and the properties we own their campus would be worthless.

2. They need to be good neighbors and commit to a **TMP that is joined to their environmental impact report that commits financially to a minimum amount of dollars that is supporting traffic cops, traffic redirect to other streets, mandatory busing programs that limit the amount of cars that go through our neighborhood and streets**.

3. They need to financially commit to capital improvements to Bundy as a whole from the wear that will happen to it and they have to allocate dollars to our existing infrastructure especially at sunset and the various streets their staff and students use to leave campus where we see the most frustrating and dangerous points of friction with their presence. IF they do not commit to tangible, meaningful and specific capital dollars that directly impact the mitigation of the traffic implication then they should not be allowed and should except diligent lawsuits that verify they are not fulfilling the EIR standards and good neighborhood policy for growth.

4. Further they need to be transparent with the homeowners and provide information regarding all of the building projects on the campus, the number of students, the number of vendors and other impactful information.

Respectfully submitted,
Bernadette Leiweke

Sent via handheld device. Please disregard spelling, grammar and brevity.

Kathleen King <kathleen.king@lacity.org> Mon, Aug 22, 2016 at 7:19 AM

To: Bern <bleiweke@gmail.com>

Ms. Leiweke,

Thank you for your comments regarding the MSMU Project. Your comment has been included in the EIR administrative record and will be forwarded to the environmental consultant for consideration in preparation of the EIR.

Thank you again,

Kathleen King | **Assistant Planner**
Major Projects | Department of City Planning | City of Los Angeles
kathleen.king@lacity.org | **213.978.1195**

[Quoted text hidden]
--

Kathleen King | **Assistant Planner**
Major Projects | Department of City Planning | City of Los Angeles
kathleen.king@lacity.org | **213.978.1195**

Kathleen King <kathleen.king@lacity.org> Mon, Aug 22, 2016 at 7:32 AM
To: Mike Harden <MHarden@esassoc.com>

Hi Mike-

please see the comment letter below and the attached comment letters I received via mail regarding the MSMU project.

Thanks-
[Quoted text hidden]

3 attachments

CL_Bacal.pdf
42K

CL_SCAQMD.pdf
200K

CL_Schirripa.pdf
41K

Bernadette Leiweke <bleiweke@gmail.com> Mon, Jun 11, 2018 at 2:15 PM
To: Kathleen King <kathleen.king@lacity.org>, mike.bonin@lacity.org

DRAFT EIR COMMENT STARTS HERE

1

Mt. St. Mary's University's proposed expansion and enrollment increase at the campus at the top of Bundy will have adverse effects on Brentwood's residential neighborhoods and may very well negatively change the neighborhood forever if approved. The impacts on our current traffic, the air quality, noise, and particularly the safety of the neighborhood are just a few of the many reasons we stand in strong opposition. The project should be denied.

The current majority of traffic to Mt. St. Mary's is on Sunset Blvd. and Bundy Drive to Norman Place onto Chalon Road through two miles of narrow, winding residential streets, many with no sidewalks and parking on both sides. Students and the hundreds that travel daily to Mt. St. Mary's are often also using the narrow, winding roads that barely tolerate two vehicles at slow speeds. In the twenty years we have lived here, we have seen our elderly neighbors and children almost run down with speeding cars, buses and the massive trucks supporting from Mt. St. Mary's. The numbers have increased exponentially. We also see a constant stream of Uber and Lyft drivers also making their way through the neighborhood. 2

Our property has been damaged numerous times by students taking turns to fast on Benmore Terrace and running into our gate. In addition, daily you hear horns honking as drivers speeding up the very narrow Benmore Terrace almost collide. Our complaints to Mt. St. Mary's have been ignored.

The proposed 38,000 square foot MSMU expansion would compromise Brentwood residents safety in terms of increasing the risk of accidents involving faculty, staff, students that live on Campus, and commuter students. Expansion of the campus would also aggravate the existing fire risk in this Very High Fire Hazard Severity Zone. 3

The proposed "Wellness Pavilion" would replace existing 1,030 square foot building, pool area, and two tennis courts with a two-story, approximately 38,000 square foot multi-use building with an outdoor pool area and new parking deck. The so-called Wellness Pavillion would include a gymnasium, multipurpose meeting rooms, exercise rooms, dance studios, and office space. Proposed new events would include new external Summer Sports Camps, a Health and Wellness Speaker Series, and other activities and events. (EIR, p. II-17.) The problems we face daily would be extended into the evenings, nights and weekends. 4

While MSMU may be 3/10 of a mile off the I-405 freeway there is no direct access to that freeway so heavy-duty construction vehicles will travel back and forth on quiet residential streets. At any given time after 2:30 in the afternoon, the cars are so backed up on these residential streets that it is frequently an hour to go 7/10 of a mile. 5

Mt. St. Mary's seeks to enroll 2,244 students. (EIR, p. II-12.) This would be an intensification of use far beyond the 1072 students allowed under the current permit that was approved in 1984 permit. More students and staff mean more traffic including student drivers and polluting, noisy school busses and all of the suppliers that frequently deliver to Mt. St. Mary's. 6

Higher enrollment means more traffic and danger to the community located at the top of the hillside in a Very High Fire Hazard Severity Zone. Numerous wildfires have required the MSMU campus in recent years including a brushfire on July 9, 2009, September 14, 2012, and December 6, 2017. Cars evacuating from the MSMU Campus can trap residents in their own driveways and create gridlock on the narrow windy roadways of Norman Place and Bundy Drive. 7

Severe traffic impacts from expansion must be avoided. 8

Over the years, there have been numerous complaints about the traffic and public safety impacts created by MSMU. There has been a huge increase of student body, MSMU transport vehicles, constant and ongoing traffic on the narrow and winding roadways, and MSMU has done little to address these problem.

Severe noise and vibration impacts from construction and operational activities can be avoided. 9

The Environmental Impact Report states that noise impacts during construction concrete pouring phase will be significant and exceed City noise regulations. (EIR, p. IV.I-59.) 9 (cont'd)

There are many other projects that are pending with the City or that will put construction truck traffic on Sunset Boulevard or the local residential streets even without the Mt. St. Mary's construction proposal. (EIR, p. IV.K-85 and III-5 to -8.) The Environmental Impact Report states if these project activities overlap, human annoyance from vibratory impacts would be significant. (EIR, p. IV.I-54.) Instead, the proposed project should be disapproved. Mt. St. Mary's should be held accountable for the current situation and absolutely prohibited from any further expansion.

Thank you for your attention to this matter,

Bernadette Leiweke

[Quoted text hidden]

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 3:48 PM
Draft To: Bernadette Leiweke <bleiweke@gmail.com>
Cc: mike bonin <mike.bonin@lacity.org>

Ms. Leiweke,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 3:49 PM
To: Bernadette Leiweke <bleiweke@me.com>
Cc: mike bonin <mike.bonin@lacity.org>

[Quoted text hidden]

LEVIN

Kathleen King <kathleen.king@lacity.org>

Mt. St. Mary's expansion

2 messages

Bonnie Levin <blevin8252@aol.com> Tue, Jun 5, 2018 at 9:51 AM
To: Kathleen.King@lacity.org
Cc: councilmember.bonin@lacity.org, krista.kline@lacity.org

Dear Ms. King,

We are writing about the proposed expansion of Mt. St. Mary's College off Bundy Canyon. We have lived in our home on Octagon St,
a cul-de-sac off N. Bundy Canyon, for 47 years. We have gone from "quiet enjoyment" in our neighborhood to utter chaos. Except for a couple of hours around lunchtime, it seems that we cannot get in or out of our home to drive to nearby places, without encountering tremendous traffic which delays our travel time by, at times, 200%. The speeding cars coming down Bundy Canyon from the students have created a dangerous problem.

We have read the letter submitted to you by Joseph Ebin and agree with all of his points. Please do not allow this new construction. Our neighborhood is really at a breaking point.

Respectfully,

Robert and Bonnie Levin
12227 Octagon St.
Los Angeles, CA 90049

1

Kathleen King <kathleen.king@lacity.org> Tue, Jun 5, 2018 at 1:01 PM
To: Bonnie Levin <blevin8252@aol.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, Krista Kline <krista.kline@lacity.org>

Ms. Levin,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

LIU

Kathleen King <kathleen.king@lacity.org>

Regarding: Case #ENV-2016-2318-EIR

2 messages

Katherine Liu <kjliu789@gmail.com> Mon, Jun 11, 2018 at 3:01 PM
To: Kathleen.king@lacity.org
Cc: Krista.kline@lacity.org

Ms. Kathleen King
City Planning Department
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

Dear Ms. King:

1

Thank you for the opportunity to add my comments to your consideration of the proposed Wellness Pavilion at Mount Saint Mary's University in Brentwood. I am familiar with the university, and can vouch for the important work they do, not only for students but also for the health and welfare of the entire community.

The new facility will replace a woefully inadequate fitness center and allow students and adjacent residents to benefit from an environment that supports and encourages wellness activities and knowledge, improving basic quality-of-life standards for everyone.

As far as I can tell, the Wellness Pavilion will not cause any negative impact in the neighborhood except during construction. I'm sure you will carefully evaluate this one issue and design a plan to minimize any short-term effects. Please keep in mind that the long-term benefits provided by the new facility will far outweigh any temporary concerns.

I hope this project can move forward without delay, and I appreciate your attention to my opinion.

Sincerely,

Katherine Liu

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 3:53 PM
To: Katherine Liu <kjliu789@gmail.com>
Cc: Krista Kline <Krista.kline@lacity.org>

Ms. Liu,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

MAHGEREFTEH

Kathleen King <kathleen.king@lacity.org>

Mt. St. Mary's wellness pavilion

1 message

Dr. Hengameh Mah <doctorh.psych@gmail.com> Mon, Apr 16, 2018 at 2:54 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

1

Dear Ms. King,

I hope this email finds you well. I am writing to express a strong opposition to the planned wellness pavilion at Mt. St. Mary's. On behalf of myself and my family, I would like to voice the difficulties we have already experienced due to this school, such as increases in traffic, accidents, and wreckless students driving in the canyon. If the school engages in more construction, we, the residents who look for a peaceful home environment, will be significantly disturbed and distressed. The traffic in our canyon already causes delays, so much so that it takes me over 30-40 minutes to get to sunset boulevard during rush hour. If construction trucks and workers are allowed into the area for a big project, this time will surely double or triple. I would like to plead and hope for their project to be denied. Please think about the many families that live in the canyon and around the school. I hope that we don't have to endure more than we already do on a daily basis due to Mt. St. Mary's.

Thank you for your time,

Dr. Hengameh Mahgerefteh
--
Hengameh Mahgerefteh, Psy.D.
Adjunct Professor, Pepperdine University
Consultant Medical Staff, Joyce Eisenberg Keefer Medical Center
Consultant Psychologist, Los Angeles Jewish Home
Psychologist, Best Me Psychotherapy

email: doctorH.psych@gmail.com
phone: (818) 770-8559

This email (and any attachments) is only intended for the use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. Unauthorized redisclosure or failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify me by return email, and delete this message from your computer.

Sent from my iPhone

MARLIS

Kathleen King <kathleen.king@lacity.org>

Opposition to Mount St. Mary's University Well was Pavilion

2 messages

Jane Marlis <janemarlis4@gmail.com> Wed, May 23, 2018 at 9:09 PM
To: kathleen.king@lacity.org

1

My husband & I (at 409 North Bundy Dr.)
are writing this email because we are very concerned about the impact this proposed expansion will have on our already traffic choked Bundy Canyon Community.
We are asking the City & our Homeowners Association for help in the following areas:
Limit the number of vehicle trips to campus by faculty, students, guests, vendors, & Uber/Lyft.

Limit the size of special events, athletic competitions, camps, & any other activity not related to core classes.

Annual monitoring & compliance

No outside rental of campus facilities

Cap on enrollment

Thank you in advance for helping us protect our Bundy community.
Rand & Jane Marlis

Sent from my iPhone from my iPhone

Kathleen King <kathleen.king@lacity.org> Thu, May 24, 2018 at 4:18 PM
To: Jane Marlis <janemarlis4@gmail.com>

Mr. and Ms. Marlis,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

MCAPLIN

Kathleen King <kathleen.king@lacity.org>

MSMU Wellness Pavilion on Chalon Campus

2 messages

Lola2 McAlpin-Grant <lmcag@msn.com> Mon, Jun 11, 2018 at 9:38 AM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>, "kfergusson@msmu.edu" <kfergusson@msmu.edu>

Dear Ms. Kathleen King,

I understand that your Planning Committee is reviewing our Wellness Pavilion Project for our Chalon Campus. I fully support for this much needed community service for District 11. As an alumna of the Mount, I know what a tremendous opportunity this Pavilion will provide for all to work together in advancing health education, health services and outreach at our University. 1

I urge you to please give us your full support.

Thank you. Lola M. McAlpin-Grant, Class of 1963
Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 9:51 AM
To: Lola2 McAlpin-Grant <lmcag@msn.com>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>, "kfergusson@msmu.edu" <kfergusson@msmu.edu>

Ms. McAlpin-Grant,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

MCMULLEN

Kathleen King <kathleen.king@lacity.org>

support email for MSMU Wellness Center

2 messages

Anne McMullen <amcmullen@csjla.org> Tue, Jun 12, 2018 at 9:40 AM
To: "Kathleen.king@lacity.org" <Kathleen.king@lacity.org>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>

Mount St. Mary's University (12001 Chalon Road) is in the planning process for building a Wellness Center. We wish to express our support and commendation to them for doing this. As a close neighbor we have been part of neighborhood meetings that included input, updates, questions and acceptance of suggestions concerning this project, as well as traffic, parking, and noise concerns. The university has actively doing their part to alleviate these concerns. As a close neighbor, we find that that they immediately act on concerns or complaints that we might call in to them during the year. 1

We commend Mount St. Mary's University for recognizing the need for a holistic approach to education . The need for proper eating, dieting, exercise and how to deal with stress are all necessary components of healthy living that can easily be ignored by students who spend so much time sitting in class, inactively studying, using media or being stressed out by a multitude of things. We also commend the university for their generosity in opening the Wellness Center to the neighbors for their use.

Thank you for anything you can do to expedite the process of approval so that this university dream can soon become a reality for the students.

Sister Anne McMullen

Sister Anne McMullen, CSJ

Carondelet Center Administrator

11999 Chalon Road

Los Angeles, CA 90049-1524

310.889.2150
AMcMullen@csjla.org
www.csjla.org

SISTERS OF ST. JOSEPH
OF CARONDELET
LOS ANGELES PROVINCE

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:04 AM
To: Anne McMullen <amcmullen@csjla.org>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>

Sister McMullen,

Thank you for your comment regarding the MSMU Wellness Pavilion project. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

MENDELSOHN

Kathleen King <kathleen.king@lacity.org>

My response to ENV-2016-2319-EIR

2 messages

kmmend@gte.net <kmmend@gte.net> Mon, Jun 4, 2018 at 5:01 PM
To: Kathleen.King@lacity.org
Cc: BundyCanyonEvents@gmail.com, councilmember.bonin@lacity.org, krista.kline@laciry.org, info@brentwoodhomeowners.org

Dear Ms. King,

I have been in my home on North Norman Place in Bundy Canyon for 51 years, and I have seen the traffic to and from Mount Saint Mary's College/University (MSM) gradually increase. Currently it has reached the point where we must wait up to 35 minutes just to reach Sunset Blvd. on Barrington Avenue while trying to travel East during the weekday rush hours (3:00PM to 6:00PM). Because of the difficulties in leaving our home during those hours, we have had to restrict our activities, feeling "trapped" in our home during those hours. 1

The conclusions of ENV-2016-2319-EIR indicate that the proposed building of the 38,000 sq ft Wellness Center at MSM would result in significant and unavoidable impacts on traffic in this area both during construction and operation of the facility, thus worsening an already terrible situation. That the building of this facility is being considered in its planned location appears to be an error in judgement of the planners, who have not taken seriously into consideration the effects its presence will have on the neighborhood. This structure and the positive effects it could have would be quite appropriate in an area with access to adequate highways, public transportation, adequate parking, and little or no impact on a residential neighborhood. But it is out of place in its currently proposed location. I sincerely hope that the Los Angeles Planning Department will come to the same conclusion and prevent it from being built.

Sincerely yours,

King M Mendelsohn

862 North Norman Place

Los Angeles, CA 90049

Kathleen King <kathleen.king@lacity.org> Tue, Jun 5, 2018 at 7:23 AM
To: kmmend@gte.net
Cc: Bca <BundyCanyonEvents@gmail.com>, Councilmember Mike Bonin <councilmember.bonin@lacity.org>, krista.kline@laciry.org, Brentwoodhomeowners Info <info@brentwoodhomeowners.org>

Mr. Mendelsohn,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning

T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

MOHABER

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's Expansion must stop

2 messages

Gita Lalezari <goojie@yahoo.com> Tue, Jun 12, 2018 at 5:57 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "krista.kline@lacity.org" <krista.kline@lacity.org>

ENV-2016-2319-EIR
Dear Ms. King,
As a homeowner in Bundy Canyon and in Brentwood, we have seen the traffic to and from Mount St. Mary's College grow year after year. Students, supply trucks, buses, MSM trucks, employees and staff of the college drive carelessly through our streets. The amount of cars that have added to our neighborhood is just too much and really unbearable. The driving of some of these students are also not acceptable as they tend to drive fast. 1

Now, the school proposes a 38,000-sqr. ft. structure, which will undoubtedly bring in more students, faculty, service vehicles, events and more to the Chalon Campus, which we as neighbors and our streets will be negatively impacted.
The conditions can only get worst as this expansion starts. We have built a home here for over 15 years, and by building a bigger facility, it only causes us to have an awful living environment. Our home is our sacred place to relax and rejuvenate. Adding 1000 more vehicle to our streets will disturb all that.
We have a right to peace and quality of life.
Thank you.
Gita Mohaber
844 Norway Lane

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:23 AM
To: Gita Lalezari <goojie@yahoo.com>

Ms. Lalezari,

Thank you for your comment regarding the MSMU Wellness Pavilion project. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning

T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

MOHSENI

Kathleen King <kathleen.king@lacity.org>

Response to ENV-2016-2319

2 messages

Mahfam Mohseni <mahmohseni@yahoo.com> Sun, Jun 10, 2018 at 5:25 PM
To: kathleen.king@lacity.org

Dear Kathleen,

My husband and I has moved to Brentwood recently to be far from the crowded city and live in quiet area. Now we have noted because of MSM Chalon Campus, there are so many commutes every days and nights which has made a hassle driving in our area that has no standard roads and sidewalks. Some of the commuters have high speed and we scare to go for a walk after work. In many times, I had to control my car to pass a high speed car driving through Norman and Bundy. The exit to sunset takes long time and the terrific sometimes comes up to the middle of Barrington and Bundy specially at the evening. 1

We have heard that the college is growing to a university with 2700 students. This surly will make the access and commute worse for the residents. This is a quiet and residential area that we have paid for to have a quiet life after work and to grow our children. I guess the expansion of these college should happen in the area with public transportations and close to public and standard roads, not in a residential area. 2

We really appreciate if you can consider reviewing the project and we would be more than happy to provide more evidence if needed.

Sincerely

Ramtin Massoudi
Mahfam Mohseni

310-775-7753

11956 Azure Place
Los Angeles, Ca 90049

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:44 AM
To: Mahfam Mohseni <mahmohseni@yahoo.com>

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

NATKER

Kathleen King <kathleen.king@lacity.org>

Mount St Mary's Wellness Center - Env 2016 2319 EIR

2 messages

Andy Natker <anatker@haagenco.com> Tue, Jun 12, 2018 at 2:41 PM
To: "Kathleen.king@lacity.org" <Kathleen.king@lacity.org>

Andy and Roslyn Natker

1501 N. Bundy Drive

Los Angeles, CA 90049

310.200.5153

Dear Ms. King,

I am writing to express my strong support and confidence for the proposed Mount St Mary's Wellness Center at the Chalon Campus. 1

I highly support the building of the Mount St Mary's Wellness Center for the following reasons below:

Traffic 2

Yes there will be some construction traffic for a period of time, however it is no different than any of the other homes and mini mansions that have been built on Bundy, Norman Place and Saltair. In the case of Mt St Mary's the workers will be able to park on campus, not on the streets of Bundy and Norman as has been with all the other projects in the neighborhood.

Ever since Mt. St Mary's has installed the mini bus service for the students and faculty the traffic has been significantly improved in the area. They are a very good neighbor and have helped reduce traffic buy separating the uphill on Norman Place and the downhill traffic on Bundy Drive.

2 (cont'd)

The Wellness Center will not add any additional weekend traffic to the neighborhood and the University is operating in a trailer for an educational institution that has been around for almost 100 years. this currently is an obsolete and poorly provided gym for an institution that is to help the student stay and learn to be healthy.

MSM's when the community complained about the traffic they worked with the City's Dept. of Transportation and they places a speed indicator half way down on Bundy Drive to show drivers how fast they were driving.

MSM's has their security dep. have a guard at the corner of Chalon and Bundy monitoring students driving speeds when they leave the campus.

MSM's has built a parking structure that they charge students a fair parking fee to get on street parking out of the neighborhood.

Once the Wellness Center is built the facility is for the students and faculty and will not increase enrollment, but instead offer an amenity that all major educational institutions provide their students.

The Wellness Center will reduce the number of trips that many students are using their personal automobiles to join gyms outside of the campus and therefor create more traffic. The 500 full time residents can then stay on the campus without having to go to a private gym outside the neighborhood. Doesn't a modern gym help reduce traffic in the neighborhood?

MSM's should not be punished for the gridlock on Sunset Blvd. and Barrington St in the mornings, but mostly in the afternoon and early evenings. These traffic conditions have been caused by the building and expansion of the Brentwood Schools and Archer secondary school. Additionally all the construction traffic in the neighborhood from homeowners remodeling and developers from tearing down small homes and building these mini mansions all over the community. Additionally Waze has provided an alternative route for drivers to cut through the neighborhood from Santa Monica to the Valley and other areas to the East and thus caused congestion on Sunset Blvd. Mt St Mary's cannot be blamed for the gridlock in the community and a Wellness Center at 38,000 sqft is not going to increase enrollment or staffing at the school.

CAMPUS

The Wellness Center is not adding classrooms or dormitory space for students, but providing an amenity to the school for the existing students

2 (cont'd)

The University is not requesting an increase in student enrollment as a result of the Wellness Center

The University needs to have this facility for their student in order to be competitive with other institutions of this size and caliber.

I have used the pool at Mt St Mary's and I have seen their current fitness Center in a trailer that's about 600 sqft. Their current space is totally inadequate for their student body.

I understand the new facility will have a weight room, dance studio, spinning studio, yoga, Pilates studio and a new swimming pool in order for the students to stay healthy.

BUNDY NEIGHBORHOOD

3

I understand the University will allow the Wellness Center to be used by the neighborhood on the weekends so that they can share in this facility. This will help reduce the number of trips by neighbors from leaving the area and adding to the traffic on Barrington and Sunset.

MSM's has also been offering lectures and programs to the neighbors, which are beneficial to their knowledge and located inside the neighborhood.

Bundy Canyon Association

4

We all have a right to voice our opinion and I am sorry to say the Association has been founded on the principle to punish Mt. St Mary's and their student body by spreading untruths about an important project to MSM and the community. I have attended almost every meeting on this subject and I have provided my home as a meeting place so the information doesn't get twisted and misunderstood. People have said it the size of a Costco, well it's not even a fourth a Costco, it's 38,000 sqft and a Costco is over 160,000 sqft. Some folks have said it will ruin their view, well it's in the same location as the existing workout trailer, tennis courts and swimming pool and only a bird or a plane can see this new Wellness Center. Yes, we have traffic on Sunset and Barrington, but it's not due to Mt St Mary's approximately 1500 students and faculty and staff. The new Wellness Center will not cause additional traffic once it's built

and opened. The University is not going to rent it out or have more activates other than for their student body. It's an important University and needs this facility for their student body. 4 (cont'd)

SUMMARY 5

MSM's has been a wonderful neighbor to the Bundy Community. I have lived at the corner of Bundy and Chalon for over 40 years and I probably have been the most impacted by traffic from the University. What traffic there is coming down from MSM has been significantly reduced since the addition of the busses and the students who live on campus. I support MSM and their efforts to improve this wonderful institution that has been doing a phenomenal job for their students. As neighbors we should be supportive of what they have done for their students and our community

Please allow Mount St Mary's to build the Wellness Center.

Sincerely,

Andy & Roslyn Natker

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:08 AM
To: Andy Natker <anatker@haagenco.com>

Mr. and Mrs. Natker,

Thank you for your comment regarding the MSMU Wellness Pavilion project. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

NAVI

Kathleen King <kathleen.king@lacity.org>

Response to ENV-2016-2319-EIR

2 messages

Jonathan Navi <jbnesq@gmail.com> Sun, Jun 10, 2018 at 11:43 AM
To: kathleen.king@lacity.org
Cc: councilmember.bonin@lacity.org, krista.kline@lacity.org

To whom it may concern,

I live on North Bundy Drive. I am completely opposed to Mt. St. Mary's proposed plans to expand the Chalon campus. This should not be approved or allowed under any circumstances. The traffic, noise, and safety concerns are already at dangerous levels. 1

Regards,
Jonathan Navi

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:49 AM
To: Jonathan Navi <jbnesq@gmail.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>, Krista Kline <krista.kline@lacity.org>

Mr. Navi,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

NAZZARO

Kathleen King <kathleen.king@lacity.org>

RE: Case #ENV-2016-2318-EIR

2 messages

Chris Nazzaro <chris.nazzaro13@gmail.com> Mon, Jun 11, 2018 at 5:32 PM
To: Kathleen.king@lacity.org
Cc: Krista.kline@lacity.org

Kathleen King
City Planning Department
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Case #ENV-2016-2318-EIR

1

Dear Ms. King:

I'm writing to express my support for the Wellness Pavilion project proposed for Mount Saint Mary's University Chalon Campus. The Draft Environmental Impact Report makes clear that once built, it will have no lasting adverse impacts on the community. In fact, if it were possible to quantify positive impacts, the new facility's local and regional benefits would dwarf even temporary concerns. Training our future caregivers in health and wellness principles, in state-of-the-art facilities that support and encourage better practices, is critical to the well-being of everyone in our City.

I live on the Westside and I understand that there are always reasons such as potential traffic increases to carefully scrutinize new projects. In this case, however, the project has absolutely no effect on car trips; it will simply continue to serve existing students and neighbors on the same site as the current facility and will not create any new trips.

I understand that project benefits are technically not covered by environmental reviews, but I urge you to keep the context and purpose of the Wellness Pavilion in mind as you consider approval.

Sincerely,

Christopher Nazzaro

Kathleen King <kathleen.king@lacity.org> Tue, Jun 12, 2018 at 7:53 AM
To: Chris Nazzaro <chris.nazzaro13@gmail.com>
Cc: Krista Kline <Krista.kline@lacity.org>

Mr. Nazzaro,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning

T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

NIK

To: Kathleen King
City of LA, Dept. of City Planning

Re: Environmental care #: ENV-2016-2319-R

RECEIVED
CITY OF LOS ANGELES
MAY 29 2018
MAJOR PROJECTS
UNIT

From: Fred and Parvaneh Nik
153 N. Bowling Green Way
Los Angeles, CA 90049

To Whom It May Concern:

1

My family and I have lived on this street for nearly 20 years and for all those years we've had to deal with traffic coming from the college or the pickups and drop-offs from the nearby schools. The crazy speeding drivers from the college, the various maintenance workers, gardeners, pool guys and construction workers and their vehicles causing accidents and collisions on our street.

We already have to endure the traffic on Sunset Blvd but to have to endure yet another major inconvenience is just ridiculous.

2

So far in the past 2 years alone, my wife's care has been struck twice, once totaled and the second time nearly totaled just months apart from each other by workers/ construction crews and drivers that are speeding through our narrow street. My car was hit just two months ago because of a speeding driver. In addition, our next door neighbor's car was hit as well and suffered extensive damage.

We have asked the city over and over again, at Brentwood HOA meetings as well as with meetings with city council member Mike Bonin to add speed bumps to our part of the street and each time the city has made some sort of excuse or said it didn't have the funds. A speed bump costs $5000.00 and with all the property taxes in our neighborhood alone, I don't see how that is not feasible?!! We aren't

2 (cont.)

even allowed to pay for it ourselves. Will the city reimburse us every time our vehicles get trashed or totaled? Will the city pay for medical bills if someone gets hurt by a speeding vehicle? Why no install more stop signs?

Should all of us homeowners get together and file a lawsuit against the city for recklessness? This is OUR neighborhood and the city has not shown any signs of good faith for years. Not to mention we do no t have adequate response times with police and do not even have enough officers to cover this area. By the time we report an accident or break-in, it takes 20 minutes for a response unit to show up.

With all these existing issue already, the least the city can do it put in a couple of more speed bumps closer to Sunset Blvd on North Bowling Green Way and additional stop signs.

We cannot tolerate this anymore.

Thank you,

Fred Nik

Connect Create Collaborate

PAKFAR

Kathleen King <kathleen.king@lacity.org>

Bundy Canyon

2 messages

Hooshang Pakfar <pakfar11@att.net> Mon, Jun 11, 2018 at 9:04 AM
Reply-To: Hooshang Pakfar <pakfar11@att.net>
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

1

Dear Ms King,
Bundy Dr. is already has a lot of traffic and dangerous young student drivers
which can not observe (afford) more traffic so I am agains this project and
beg you deny the new project.
Thanks
Best regard
Hooshang Pakfar
801 Lockearn St. LA. Ca. 90049

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 9:09 AM
To: Hooshang Pakfar <pakfar11@att.net>

Mr. Pakfar,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

PEREZ

Kathleen King <kathleen.king@lacity.org>

Subject: RE: Case #ENV-2016-2318-EIR

2 messages

Jackie Perez <jackie.perez@me.com> Fri, Jun 8, 2018 at 5:18 PM
To: Kathleen.king@lacity.org
Cc: Krista.kline@lacity.org

Dear Ms. King:

Thank you for considering my comments on Mount Saint Mary's University's proposed project. The small gym they want to build is going to be a vast improvement over the miniscule facilities currently in place. As a graduate, I know how important it is to reinforce classroom learning with hands on experience in a fitness center that has the right resources for students. This project is going to provide a place for future health care professionals to practice what they learn and what they will disseminate throughout our healthcare systems.

I'm not only an alumna of Mount Saint Mary's, but also a resident of Council District 11. As you review the proposed wellness center, I hope you will keep its benefits in mind. Any new construction project can generate temporary discomfort, but this one is so small, and will provide so much value, that it really merits your approval.

Sincerely, Jacqueline Perez

1

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:37 AM
To: Jackie Perez <jackie.perez@me.com>
Cc: Krista Kline <Krista.kline@lacity.org>

Ms. Perez,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

PERRY

Kathleen King <kathleen.king@lacity.org>

MSMU Proposed Expansion

2 messages

Susan Perry <sperry1024@gmail.com> Tue, Apr 17, 2018 at 11:40 AM
To: kathleen.king@lacity.org

Dear Ms King,

The very thought of 38,000 square feet of Wellness Center traffic (at least 2 years of construction and then the visitors) on our already over crowded streets is inconceiveable, reprehensible and insane. The very proposal is over the top ridiculous. Already we are choked with traffic from all the construction on Saltair, Bundy and the surrounding streets; between the construction traffic and the many schools in this area there are huge traffic delays morning and night for the residents of this once tranquil and lovely neighborhood. In addition the students from MSMU often far exceed the speed limit and seldom completely stop at stop signs. An accident is imminent….and you actually are considering the proposal of MORE construction/traffic in our neighborhood? In the unlikely event you haven't noticed, the traffic lines up for miles on week days, affecting all of the Westside. It would be complete folly to add one more car, truck, entertainment facility or anything for that matter to our already congested neighborhood. Also, along with this our crime rate has increased, no doubt due to all the non residents who pass through here daily. If this goes through, I think you should be prepared for many residents packing up and moving. This is a residential neighborhood, not a commercial one. 1 2

Sincerely,
Susan and Barclay Perry
350 No. Saltair Ave.
Los Angeles 90049

Kathleen King <kathleen.king@lacity.org> Tue, Apr 17, 2018 at 12:36 PM
To: Susan Perry <sperry1024@gmail.com>

Mr and Mrs. Perry,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

POPE

Kathleen King <kathleen.king@lacity.org>

MSM Expansion

2 messages

Katherine Pope <popekatherine@gmail.com> Sat, Jun 9, 2018 at 2:19 PM
To: kathleen.king@lacity.org

Hello --

I am writing to ask that the requested expansion of Mount St. Mary's be denied. This is a quiet residential neighborhood, with one road up to the college -- the road we live on -- and nowhere for all these additional cars to go. As it is, the traffic in our neighborhood is notoriously terrible. It can take over an hour to go from our house, on Norman Place, to Barrington and Sunset. This has only gotten worse since the approved construction at Brentwood School's upper campus, and the approved expansion of The Archer School, which hasn't even started in earnest yet. This neighborhood cannot support this much construction, this much commercial expansion and this many cars on these narrow, winding roads. 1

I appreciate your time and consideration.

Best,

Katherine Pope
978 N Norman Pl.

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 9:04 AM
To: Katherine Pope <popekatherine@gmail.com>

Ms. Pope,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

PRESS

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's College Wellness Facility

2 messages

LEO C <leopress@msn.com> Fri, Jun 8, 2018 at 3:36 PM
To: "Kathleen.king@lacity.org" <Kathleen.king@lacity.org>, "knista.kline@lacity.org" <knista.kline@lacity.org>

1

L.A. City Planning Department:

I live in Bundy canyon, north of Sunset, below Mount Saint Mary's College. They have requested that I send this email letting you know I d o support their project to replace and improve the existing wellness facility.

Leo C. Press

815 Norway Lane

Los Angeles, CA 90049

Sent from Mail for Windows 10

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:33 AM
To: LEO C <leopress@msn.com>
Cc: "knista.kline@lacity.org" <knista.kline@lacity.org>

Mr. Press,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning

T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

RADOW

Kathleen King <kathleen.king@lacity.org>

Mt St Mary's wellness pavilion project

2 messages

Vikki Radow <vikradow@gmail.com> Mon, Apr 16, 2018 at 6:36 PM
To: kathleen.king@lacity.org, councilmember.bonin@lacity.org

1

Hello,
I currently live, and have lived for approximately 10 years, at 1191 North Bundy 90049 - the same street that will be heavily impacted by Mt St Mary's Wellness Center project that is currently being proposed.

I HIGHLY OPPOSE the project. I just received a letter on April 12 stating that significant increases in traffic at Sunset and Bundy, Barrington and Saltair are to be expected. This will greatly negatively impact an already unsafe and over congested area. Bundy Drive is already an overly narrow street that doesn't allow to cars to pass at the same time when a car is parked on either side. How do we anticipate huge trucks getting by without putting us all in danger daily?

While some have reported the college to be "good neighbors", as a 10 year neighbor myself I STRONGLY DISAGREE. Students and faculty SPEED down North Bundy and Bowling Green like it's a highway. I have two daughters, one who drives, that I fear for their lives on a daily basis. Between the constant congestion, speed racers coming down in packs from the college— all on an overly narrow street and now the possibility of huge trucks coming and going/adding additional traffic — it continues to get worse and not better. We need a solution to an already dangerous area. Not another danger added in to the equation.

PLEASE TAKE THIS AS NOTICE OF COMPLETE OPPOSITION OF THE PROPOSED PROJECT and a commitment to fight it.

Regards,

Vikki Radow
310.751.6790
Vikki@radow.net

Kathleen King <kathleen.king@lacity.org> Tue, Apr 17, 2018 at 7:11 AM
To: Vikki Radow <vikradow@gmail.com>
Cc: councilmember.bonin@lacity.org

Ms, Radow,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

REUBEN

Kathleen King <kathleen.king@lacity.org>

Objection and comment to Mt St. Mary's project, ENV-2016-2319-EIR

4 messages

Timothy Reuben <treuben@rrbattorneys.com> Mon, Apr 30, 2018 at 2:09 PM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>
Cc: Brentwood Homeowners Association <info@brentwoodhomeowners.org>, Stephanie Blum <sblum@rrbattorneys.com>

1

Dear Ms. King,

This objection and comment refers to Mt. St. Mary's proposed project, estimated to take about 2 years to complete. We own a home on Norman Place, the proposed thoroughfare for all trucks and traffic related to the project. Our home is also walking distance to the campus, so we will also suffer from the actual construction noise and pollution.

The EIR identifies significant issues that support rejecting the project. For example, regarding noxious emissions, the report states: **"the NOx emissions during the overlap of the site preparation and demolition phases would exceed the SCAQMD thresholds. Therefore, the Project's regional construction emissions would result in a potentially significant NOx impact."** The report goes on to acknowledge: "Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project Site . . . "

I will not continue to quote all the bits of the report—clearly you are familiar with it. But not just the unhealthy emissions but the huge traffic impact on Norman Place—a small residential street, will create constant and offensive **noise**, clog up our narrow street with related **vehicle traffic**, and substantially interfere with our use and enjoyment of our home for likely over two years. This represents a substantial interference with our property rights. We live on Norman with our 11 year old daughter and approval of this project will obviously compromise our and her health and create a constant nuisance of noise and street delays as we try to get her to school or go to work or just do daily errands.

We strongly oppose and object to this project. It's environmental impact will be incredibly burdensome, annoying, and unhealthy for the neighborhood. Why should the residents be made to suffer so severely for this unnecessary project?

RRB
REUBEN RAUCHER & BLUM
ATTORNEYS AT LAW

Timothy D. Reuben
Managing Principal
12400 Wilshire Boulevard, Suite 800 | Los Angeles, California 90025
Telephone: (310) 777-1990 | Facsimile: (310) 777-1989
www.rrbattorneys.com | tdr@rrbattorneys.com

This Message Is Confidential and May Be Protected By the Attorney-Client Privilege and Other Applicable Law

**** Please Note Our New Address Above ****

Kathleen King <kathleen.king@lacity.org> Mon, Apr 30, 2018 at 2:32 PM
To: Timothy Reuben <treuben@rrbattorneys.com>

Mr. Reuben,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been added to the project file.

Thank you,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Timothy Reuben <treuben@rrbattorneys.com> Tue, May 1, 2018 at 11:20 AM
To: Kathleen King <kathleen.king@lacity.org>

2

Enclosed are photographs off Norman Place taken on different days showing either heavy equipment on the street or construction workers parking and blocking the street, leaving only one way to pass. This is just the work on one house that has caused enormous disruption and delay. The St Mary's project would make things much worse on this street.

From: Kathleen King [mailto:kathleen.king@lacity.org]
Sent: Monday, April 30, 2018 2:32 PM
To: Timothy Reuben
Subject: Re: Objection and comment to Mt St. Mary's project, ENV-2016-2319-EIR

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7 attachments

IMG_0247.jpg
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IMG_0170.jpg
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IMG_0165.jpg
2296K



IMG_0161.JPG
2671K



IMG_0140.jpg
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IMG_0134.jpg
2591K





IMG_0135.jpg
1905K

Kathleen King <kathleen.king@lacity.org> Wed, May 2, 2018 at 10:11 AM
To: Timothy Reuben <treuben@rrbattorneys.com>

Mr. Reuben,

Thank you for the pictures and additional comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment and photos have been added to the project file.

Thank you,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

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CORDOVA
CONSTRUCTION
818-8960509
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97180U1





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ROBINSON

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's expansion

2 messages

Scott Robinson <robinscottw@gmail.com> Sat, Jun 9, 2018 at 1:30 PM
To: Kathleen.King@lacity.org
Cc: councilmember.bonin@lacity.org

1

Dear Ms. King

I am writing to voice my opposition the expansion plans for Mount St. Mary's Chalon (Brentwood) campus. This campus is in a residential area, and the additional congestion that additional students and events at the campus will further exacerbate the massive traffic problems that exist on Sunset Boulevard. Mount St. Mary's Draft Environmental Impact Report points oothese serious issues.

We are fine with having the campus continuing to service a reasonable number of students, but the additional expansion, students, and traffic is very detrimental to the environment for the residents of Bundy Canyon.

Sincerely,

Scott and Patricia Robinson

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 9:03 AM
To: Scott Robinson <robinscottw@gmail.com>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>

Mr. Robinson,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

ROSCOE

Kathleen King <kathleen.king@lacity.org>

MSMU Wellness Center

2 messages

Chris Roscoe <chrisroscoe641@gmail.com> Fri, Jun 8, 2018 at 4:02 PM
To: Kathleen.king@lacity.org
Cc: krista.kline@lacity.org

1

Hi….I reside at 641 North Saltair Avenue and have been at this address since 1978. I do a lot of hiking on the fire trails above MSMU, always walking through the beautiful spiritual campus. I am an avid swimmer in a masters program at UCLA and know from that perspective..a new pool and sports facility would be a great asset to the campus and also the neighbors. My wife attended MSMU before transferring to USC. MSMU was good enough to re-route their shuttle buses from North Saltair to North Bundy a few years ago which was a very nice gesture. As a resident in the neighborhood, I am in full support regarding the plans concerning the wellness center. The planned 38,000 square feet structure will in my mind not add a lot of additional traffic to the neighborhood and MSMU I am sure will be very open to resolving any issues as they have in the past regarding traffic mitigation

Sincerely

Chris Roscoe

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:35 AM
To: Chris Roscoe <chrisroscoe641@gmail.com>
Cc: Krista Kline <krista.kline@lacity.org>

Mr. Roscoe,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

ROSENTHAL

Kathleen King <kathleen.king@lacity.org>

My. St. Mary's expansion plan

2 messages

Diane Rosenthal <soldiane@gmail.com> Sun, Jun 3, 2018 at 8:28 PM
To: kathleen.king@lacity.org

Dear Ms King,
Our family has lived on North Barrington for more than45 years.
This is a residential neighborhood where MSM school is located.It is a commuter school with no means of public transportation. The traffic from MSM is already horrendous. If the University is allowed to expand further, my family will not be able to leave our home during the day. And neither will any of the residents of North Barrington, North Bundy, North Saltair. If fire or Police need access to these streets or the university, it will be almost impossible. Expansion of the University is a health, fire and risk of enormous proportion. The University has other campuses. Let them expand those. 1

Please know that MSM is in a highly dry, flammable mountain area. Think long and hard about this monumental error of expansion.

Diane M Rosenthal

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Mon, Jun 4, 2018 at 7:39 AM
To: Diane Rosenthal <soldiane@gmail.com>

Ms. Rosenthal,

Thank you for your email regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

ROSENTRETER

Kathleen King <kathleen.king@lacity.org>

MSMU Wellness Pavilion Project

2 messages

Ken Rosentreter <ken.rosentreter@gmail.com> Mon, Apr 23, 2018 at 12:32 PM
Reply-To: ken.rosentreter@gmail.com
To: kathleen.king@lacity.org
Cc: Lesa Rosentreter <lesa.rosentreter@gmail.com>

Ms. Kathleen King,

I'm a resident and home owner in Bundy Canyon (1255 N Bundy Dr). I'm writing to express my concern with the approval of the Mt. St. Mary's University ("MSMU") Wellness Pavilion Project. The traffic in the afternoons at the corner of Barrington & Sunset is already a major issue for our neighborhood. If I'm looking to leave my house anytime between 2PM and 8PM, I already need to plan to spend 20 mins on Barrington just to turn onto Sunset Blvd., and can typically count on another 15-20 mins to get to/past 405 freeway. Any expansion of the MSMU campus that will add to the student body or staff will exacerbate this problem, which is an issue for home owners in the neighborhood AND for students and staff of MSMU.

Please reconsider approval of this project based on these major traffic concerns that are only getting worse with time.

Thank you,

Ken Rosentreter

Ken.rosentreter@gmail.com

1

Kathleen King <kathleen.king@lacity.org> Mon, Apr 23, 2018 at 1:38 PM
To: ken.rosentreter@gmail.com
Cc: Lesa Rosentreter <lesa.rosentreter@gmail.com>

Mr. Rosentreter,

Thank you for you comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

ROSS

Kathleen King <kathleen.king@lacity.org>

ENV-2016-2319-EIR

3 messages

Zhila Ross <zhila.ross@yahoo.com> Wed, Jun 6, 2018 at 10:33 AM
Reply-To: Zhila Ross <zhila.ross@yahoo.com>
To: Kathleen King <kathleen.king@lacity.org>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>

Dear Ms. King,

Please see my attached letter requesting clarifications and responses to be addressed in the final EIR for Mount Saint Mary's expansion project.

Councilman Bonin's office is copied on this.

Regards,

zhila **r**oss, **a**rchitect, **leed ap**
310.254.7696
zhila.ross@yahoo.com

DEIR Questions .pdf
330K

Zhila Ross <zhila.ross@yahoo.com> Wed, Jun 6, 2018 at 1:28 PM
Reply-To: Zhila Ross <zhila.ross@yahoo.com>
To: Kathleen King <kathleen.king@lacity.org>

Dear Ms. King, please acknowledge the receipt of my letter sent to you earlier today.

Thank you,

zhila **r**oss, **a**rchitect, **leed ap**
310.254.7696
zhila.ross@yahoo.com

From: Zhila Ross <zhila.ross@yahoo.com>
To: Kathleen King <kathleen.king@lacity.org>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>
Sent: Wednesday, June 6, 2018 10:33 AM
Subject: ENV-2016-2319-EIR
[Quoted text hidden]

Kathleen King <kathleen.king@lacity.org> Wed, Jun 6, 2018 at 1:38 PM
To: Zhila Ross <zhila.ross@yahoo.com>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>

Ms. Ross,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Zhila Ross, Architect, LEED AP
1331 North Bundy Drive
Los Angeles, CA 90049
zhila.ross@yahoo.com

Kathleen King
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: DEIR ENV-2016-2319-EIR
Project: Mount Saint Mary's University "Wellness Center"

Dear Ms. King, 1

Below is the list of my questions for the above DEIR. As a neighbor affected by the Project, I would like to receive the answers to my questions from you and see them incorporated in the final EIR. Sections in Italic are quotes from the DEIR documents.

0-After reviewing the history of the permits obtained by the college, it seems that the only clear permit for enrollment was obtained in 1925 for maximum 500 students. Please indicate where has the college directly requested an enrollment above that number and where has the City granted it?

00- Has the City of Los Angeles verified the existing number of parking stalls? 2

000-Please provide the records indicating number of permitted parking stalls since the inception of the college. Please note that the Carondelet is a separate entity and requires its own parking.

1-Project Description states that the wellness center will create many External Events per year. Facilities used by these events' attendees are unrelated to the college use. They are a commercial use of the property and each building needs to be processed individually for its code requirements, i.e. parking and safety. According to Land Use page 20: *The Project would, however, increase the number and size of existing periodic Campus events and provide summer camp activities compared to existing conditions.* 3
Per my conversation with you, you indicated that a private summer camp, speaker series, and other commercial uses intended to take place at the proposed facilities all fall under the same use as the college. Please indicate the code section pertinent to this issue.

1.1 A 38,000 sf commercially used health club at the ratio of one parking stall per 100 sf will require 380 parking stalls. Since this facility will be used commercially, please explain why the Planning Department does not require that? 4

2-Project Description page 13 states that for events scheduled for over 50 people during the day MSMU provides onsite valet parking: 5

2.1 Does it mean that for events with over 50 people at night they don't hire valet parking?

2.2 What guarantees that the valet won't park on the adjacent streets?

2.3 With the planned enrolment of 2,244, about 200 employees, visitors of up to 450, totaling at 3,000 people, does the City of Los Angeles Fire Department deem valet parking for 3,000 people safe in case of an emergency?

2.4 Does the Fire Department deem the adjacent streets of North Bundy, Norman, Saltair, and Benmore adequate and safe for emergency evacuation of 3,000 people coming down from the campus? 6

2.5 Does the Fire Department determine that the evacuation of 3,000 additional people will not in any shape and form impede the evacuation and safety of the residents of North Bundy and Norman and the adjacent streets emptying into those two streets?

3-Who will be using the proposed facilities? Students of the Chalon Campus, Students of the Doheny Campus, attendees of the retreats and events held at the Chalon Campus, or any other groups? 7

4-Will the commencement ceremonies or any other related events be held at the Chalon Campus after the proposed project?

5-Project Description page 13 states that the proposed 38,000 sf project will only need one employee (the wellness manager). Explain how the therapy facility and the rest of the addition can be run by only one person? Does the DEIR count the therapists, technicians, and other necessary employees as non-employees? 8

6- The Deemed Approved clause of LAMC Section 12.24 states that only if the proposed project is in accord with the original Conditional Use Permit of 1928, it'd be deemed approved. The 1928 CUP called for a small (maximum 500 students) all girls college. MSMU is no longer small (has 1500 students and assumes 2200 as deemed approved), is no longer all girls (enrolls boys too), and no longer a college (it was renamed to University in order to attract students from Europe and China, according to MSMU Board member….). Please explain how the proposed project is in line with the original 1928 CUP? 9

7-Campus is zoned RE-40-1-H. Meaning minimum one house per 40,000 sf (approximately one acre). Although many houses in the area occupy more than one acre, it means that according to the General Plan and the Community Plan of Brentwood and Pacific Palisades, not more than 180 people should be occupying the 45 acres of the MSMU property: 45x4 (average household)=180 10

It seems that as it is, the campus is not in accord with either the General Plan, or the community Plan. Please explain how adding buildings and attracting, on some events, 3,000 people in one day would be in accord with the general and community plans? 10 (cont.)

8-Zone RE-40 is dedicated for very low density residential use. For the past 20 years the residents of North Bundy Canyon have experienced a major shift towards the commercialization of the campus by the college. As a result, the tucked-in neighborhood has been regularly visited by non-residents and subject to the increased risks of polluted air, increased traffic, carelessness of non-residents while driving in our narrow streets jeopardizing our residents' lives and our houses' safety. Throwing a cigarette butt on the dry sides of Chalon can cause catastrophes. 11

9-Page 16 of Project description: *Ordinance No 90,500 provided that "...deemed to have been approved..if all other regulations of this article are complied with…"* The narrative concludes that *"Accordingly, the City Planning Commission has treated MSMU as a "deemed approved" conditional use in granting subsequent Approvals of Plans for the Campus."* Please explain how a drastic shift to commercialization of a RE40 zone can be construed as "all other regulations being complied with."

10- Figure II-12 Project rendering: The proposed project design is in harsh contrast with the existing building on the campus. The white roof with inverted slope, full height glasses, materials used, etc. are not in harmony with the existing Mission style buildings. What does it take to change the design? 12

11- Page 17 of Project Description Enhance Campus Programming: *Project is intended for "enhancement of Homecoming and Athenian Day events…and...for new external Summer Sports Camps, a Health and Wellness Speaker Series, and other activities or events…"* These purposes are certainly not in accord with the 1928 CUP of a small all girls college. Neither are they in line with the general Plan of City of Los Angeles or Brentwood-Pacific Palisades Community Plan of RE40 zone. Please explain how this will be accepted by the Planning Commission. 13

12- Page 18 of Project Description Improve Pedestrian Safety, Circulation and Parking states the improvement of student and visitor safety. How would an improved situation for the students and visitors also improve the life and safety of the residents-as required by Section 12.24 of LAMC? The conservative projection of increased daily trips estimated by consultants hired by MSMU states otherwise. 14

13- Currently the basketball and volleyball club teams are shuttled twice weekly to an off-site facility. As one of the justifications for the proposed facility, the narrative states that having on-site facilities will reduce traffic. However, page 18 of Project Description states that students, faculty, staff, registered neighbors and alumni can use the facilities. This means that students from the Doheny Campus can also commute to the facilities. Considering that games will be 15

held here, after hours and events will be held on a regular basis, therapy sessions will be offered, all together will drastically increase the daily and nightly and weekend trips. 15 (cont.)

14- Page 22 of Project Description: Please provide parking requirement and tabulation for each use. 16

15- Page 15 of Land Use and Planning: *Condition 3 of approval of plans in 1952: the approval "shall only apply to a school use involving educational subjects which are in conformance with the State Educational Code, religious services, or religious activities.*" MSMU has violated this condition by renting/leasing the facilities to entities outside this parameter. Why isn't the previous CUP revoked for this violation? I support the Sunset Coalition Revocation Letter submitted by Doug Carstens. 17

16- In continuation of Question 15, the proposed events, i.e. summer camps, speaker retreats, etc. are outside the above-mentioned condition. Why is the Planning Department accepting this proposed project if it's in violation of previous CUP's?

17- Land Use page 17: *for the proposed project to be "consistent," the project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning that a project must be in "agreement or harmony" with the applicable land use plan to be consistent with that plan.* Please explain how building 17 times the density of the general plan is in harmony with zone RE40-1 dedicated to low density residential use. See Question 18. 18

18- Land Use page 18: *Land Use Compatibility per 2006 L.A. CEQA Threshold Guide: The extent to which existing neighborhoods, communities, or land use would be disrupted...or isolated and the duration of the disruptions. The number, degree, and type of secondary impacts to surrounding land uses that could result from the implementation of the project.* Please explain how year-round external activities, in addition to a total of 2,500-person ongoing school campus, plus all the service trucks, and the suction of the infrastructure and substandard streets will not adversely affect the surrounding land uses.

19- Page 40 of Project Description, Fire Protection: "*The fire protection coverage for the proposed Wellness Pavilion would be comprised of fire road access on the north, west, south…*" 19

19.1-Please indicate where the access from North is and why that access cannot be used as the major access to the campus?

19.2-Have the Fire Department and the City Planning Commission verified the condition of the road?

19.3-Will the LAFD and the LACPC accept responsibility for the casualties of any catastrophic event, i.e. fire, earthquake, etc. that require evacuation and access for emergency vehicles?

20- Page 40 of Project Description, Water runoff: '*rainwater from parking areas would drain to the landscape areas for treatment prior to being discharged."* Where is the water from the parking lot and the roads supposed to discharge to? Bundy Drive has always had flooding issues in rain. Any additional runoff will be a detriment to the canyon in case of storms. 20

21- Page 45 of Project Description, Transportation: In addition to communicating with the local schools about the haul route, what other measures will be taken to prevent Sunset Blvd. and Barrington from becoming dead gridlock? As it is, rush hour traffic on these two streets is so crippling. At times fire trucks get stuck in traffic on Sunset, and sometimes it takes half an hour to move one block on Barrington. In addition, page 48 states there's no need to haul route. 21

22- Page 46 of Project Description, Transportation: Previous construction projects in the college also had mitigating measures such as limited hours of operation and off-site parking requirements, which were frequently violated. How would the proposed measures for this project be monitored on a daily basis?

23- Page 47 of Project Description, Transportation: "*MSMU will limit the total number of outside guests to 400 on a daily basis for new events such as the Other Wellness/Sports Events, Health and Wellness Speaker Series, and Summer Camps."* How will the campus monitor 400 limit in visits to physical therapy, or by spectators at the events, camps, etc.? In the past, the college has not adhered to its conditions of approval and violated their CUP's. How would the City Planning and DOT monitor this limitation?

24- Page 49 project Description, Discretionary Approvals: *Plan Approval Deemed-to Be-Approved, per LAMC Section 12.24 M (Development of Uses): The City may grant a plan Approval...* Please refer to Sunset Coalition Revocation Letter submitted by Doug Carstens. 22

25- Page 4 of Land Use: "*The Urban Form and Neighborhood Design Chapter of the General Plan Framework Element establishes the goal of creating a liveable city for existing and future residents; a city that is attractive to future investment…"* As we know the college and its commercial events have a detrimental impact on the quality of life of Bundy Canyon residents. Any property in the area needs to disclose the college as an impediment. It certainly has grave negative impact on the value of the properties in the canyon. 23

26- Page 12 of Land Use: '*The CUP process allows for the permitting of schools and other educational institutions in residential zones. Under LAMC Section 12.24-E (Findings for Approval), a decision-maker shall not grant a conditional use without finding:*

1. That a project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region;

2. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety; and

23 (cont.)

3. That the project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

26.1. The proposed project will not enhance the built environment in our neighborhood, nor will it provide a service that is essential or beneficial to our community. It will rather open our quiet neighborhood to strangers who do not reside here and therefore do not care about its safety. For example, it brings tremendous traffic to our neighborhood, college students drive very fast and jeopardize our children's safety, time and again we have seen cigarette butts on Chalon which is like a tinderbox.

26.2- The commercialization of the college is not compatible with adjacent properties and will degrade our properties, our neighborhood, our health, and our safety.

26.3- Page 6 of 11 Attachment A: "*It would be consistent with the characteristics and use typical of the Minimum Residential designation...the project substantially conforms with the purpose, intent and provisions of the General Plan and the Community Plan."*

The proposed project does not substantially conform with the designated low density residential RE-40 zone of the General Plan or the Brentwood Pacific Palisades Community Plan. The 2,244 enrollment, more than 200 employees, and at some points 450 attendants of the external events will flood thousands of people to the narrow streets of this designated low-density neighborhood. Page 20 of Land Use: "*The Project would, however, increase the number and size of existing periodic Campus events and provide summer camp activities compared to existing conditions...Refer to table II-4"*

27- Page 12 of Land Use: Per LAMC Section 12.24-F and 12.24-L MSMU is required to adhere to its previous conditions of approval. Please indicate how in the past has the Planning Department of the City of Los Angeles verified and enforced the adherence of the college to these conditions.

24

28- Page 13 of Land Use: Students of the Downtown campus and the spectators of the games, will be visiting the proposed Wellness Center and hence contributing to greenhouse gases. <u>Building the center on an offsite location between Brentwood and Downtown seems to be a more logical and sustainable solution.</u>

25

29- Page 15 of Land Use: "*Under Condition 3 the existing CUP, approval shall only apply to a school use involving educational subjects which are in conformance with the State Educational Code, religious services, or religious, activities."* Please indicate how the commercial uses in the college are in conformance with the State Educational Code.

26

30- Page 18 of Land Use: *2006 CEQA Threshold Guide...identifies the following factors to evaluate land use impacts:*

- *(a) Land Use Consistency; Whether the proposal is inconsistent with the adopted land use/density designation in the existing Community Plan...*See question 26-3
- (b) *Land Use Compatibility...The extent to which existing neighborhoods, communities, or land uses would be disrupted..."* See question 26
- *(c) "The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the project"* See question 26

Page 4 of 11 Attachment A: "*Any additional Campus events at the Wellness Pavilion will not adversely impact the surrounding neighborhood because the number of attendees would be consistent with existing events"*

Page 5 of 11 Attachment A: *"...the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety"* Please explain how several years of construction of this magnitude would not bring dust, noise, traffic, and disruption to our neighborhood. And, how a facility with commercial activities hosting several thousand people would not affect or disrupt the safety, welfare, and public health of our neighborhood. As it is, we cannot walk in our streets during the commute times of the students or the events' participants. They drive fast, pollute the air, and can jeopardize our safety in the case of emergencies exiting the narrow streets of our canyons.

See Pages 6-11 of 11 of Attachment A: All Lies

Truly yours,

Zhila Yedidsion, Architect, LEED AP

Excerpts from Sunset Coalition's Revocation Letter:

After Mount St. Mary's University was established as a "small college for girls" in 1925, the institution's leaders chose to relocate its campus from downtown Los Angeles to a residentially zoned hillside area in the Santa Monica Mountains in a wildfire zone. During a 1928 public hearing, in front of the City Planning Commission, a representative of the University stated that *"they will have between 150 and 200 students and the* ***maximum number will be 500,*** *about 75 of the students will be resident and 75 will be day pupils. "*
(See Planning Commission Hearing transcript, 1928, Enclosure 7, emphasis added.) This statement was further confirmed by one of the Commissioners: *"it is the intention to have a minimum of 150 students and a maximum of 500 students."*
The University continued unpermitted expansion in enrollment and by 1995, *"MSMC 's enrollment has increased by more than 20% over the last three years. Our total of 1,935 students...represents an all-time high (for both campuses]."* (See "Mount St. Mary's," Los Angeles Times, February 21, 1995, p. B4, Enclosure 36, Throughout the years, the University has rented out the Chalon Campus for movies and TV shows, music videos and commercials. According to the Internet Movie Database IMDb and a report from Film LA, Inc., the Chalon Campus has been used in over 20 movies, TV shows, music videos, pilots and commercials, including but not limited to: "Falcon Crest," "Less Than Zero," "Death Becomes Her," "The Glass House," "90210," "Modern Family," and "Monk." (See Film LA and IMDb Titles with Filming Locations, Enclosure 40.) As evidenced by the University's financial statements, during the time from July 1, 2010 to June 30, 2016, it has reported over $800,000 in revenues from such filmmaking activities. (See MSMU Form 990, July 1, 2010 — June 30, 2016, Enclosure 41.)

28 (cont.)

The parking crisis and student housing shortage continued until 1984, when the University applied to the City for two separate approvals: (1) a faculty residence hall with three dwelling units and a one-story parking garage, and (2) a multi-level parking structure. As with past City approvals for new buildings, the parking requirements were tied to the approved buildings. The Staff Report Comment section of the Jan 1984 CUP for the residence hall stated, ***"By Code, the proposed residence hall will require seven additional parking spaces.*** *This includes two parking spaces for each of the three dwelling units, and one additional space for three guest bedrooms (the latter requirement is so low because more than 60 guest rooms are located elsewhere within the campus."* (See City Plan Case 4072-CU, January 26, 1984, Enclosure 19, emphasis added.)

The residence hall and one-story garage were approved in January 1984 and in March, the University returned to the City proposing a multi-level parking structure for 268 parking spaces, which was approved in July 1984. The CUP tied enrollment to the number of available parking spaces in the approved structure to mitigate the risk of overflow parking on residential streets.

According to transportation engineering expert and former LADOT official Allyn Rifkin, *"There is no basis in City of Los Angeles entitlements to calculate student enrollment based upon the number of parking spaces provided."*

(See Allyn Rifkin report, Enclosure 1, p. 3.)

It is evident from a long history of parking problems on Mount St. Mary's Chalon campus as the University has continued to increase enrollment and lease and rent its facilities for many small and large outside events, its informal attempts at "mitigation" measures have proven ineffective. These failed measures include the following: restriping of parking spaces; narrowing parking space; parking in undesignated parking areas, such as tennis courts; carpooling; busing; parking on local streets; car rental sharing; renting parking from offsite facilities; shuttles; tandem parking; eliminating a traffic lane for parking spaces on one side of the roadway; valet parking. Thus, none of these are true mitigation measures. Further, mitigation measures must be effective and enforceable. *(Lincoln Place Tenants Ass'n v. City of Los Angeles,* (2005) 130 Cal. App. 4th 1491, 1508.) The University's ineffectual attempts to resolve parking issues created by its over intensification of use and event scheduling are neither.

The provisions of Los Angeles Municipal Code sections 12.24.Z and 12.27.1.B for revocation are well met. The University's continual expansions and intensification of operations have created conditions that "jeopardize[] or adversely affect the public health, peace, or safety of person residing or working on the premises or in the surrounding area." MSMU's careless operation "adversely impacts nearby uses" who are affected by the significant parking, traffic, and fire safety hazards identified above.

RUXIN 1

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's Hearing

4 messages

Jim Ruxin <jimruxin@yahoo.com> Fri, Apr 13, 2018 at 10:45 AM
Reply-To: Jim Ruxin <jimruxin@yahoo.com>
To: "Kathleen.King@lacity.org" <Kathleen.King@lacity.org>
Cc: Mike Bonin <mike@mikebonin.com>, Mike Bonin <mike@11thdistrict.com>

I am a resident of N. Bundy Drive band will not be able to attend this hearing, but I did want to relay my concerns about the campus expansion.

The Challon campus has never been a great neighbor. I can remember years ago, as a gesture of community, they opened up their modest tennis court and pool to neighbors on the weekends. The revoked that privilege for some reason, even though neighbors rarely took advantage of the offer. 1

Then came years of excessive traffic with too little effort to mitigate unauthorized day trips up residential streets.

I am a supporter of educational institutions like this and am happy to share the community with it, but only if they conduct themselves as part of the neighborhood, instead of gaming the system for their own advantage.

They should open up the new Wellness Pavillon at reasonable times to the immediately community of Bundy Canyon as part of this social obligation. The congestion on the streets for say and evening events would be more tolerable if they acted like they were actually part of the commonweal. 2

Jim Ruxin
310-617-7372 mobile

Kathleen King <kathleen.king@lacity.org> Fri, Apr 13, 2018 at 11:12 AM
To: Jim Ruxin <jimruxin@yahoo.com>
Cc: Mike Bonin <mike@mikebonin.com>, Mike Bonin <mike@11thdistrict.com>

Mr. Ruxin,

Thank you for your comment regarding the MSMU Wellness Pavilion Project. Your comment will be included in the project file and responded to the in the Final EIR.

I did want to clarify that no hearing will be scheduled for the MSMU Wellness Pavilion Project until the environmental review phase is complete.

Thank you again for your comment.

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Jim Ruxin <jimruxin@yahoo.com> Fri, Apr 13, 2018 at 11:21 AM
Reply-To: Jim Ruxin <jimruxin@yahoo.com>
To: Kathleen King <kathleen.king@lacity.org>

Thanks...I appreciate your adding my comments.

Jim Ruxin
310-617-7372 mobile

From: Kathleen King <kathleen.king@lacity.org>
To: Jim Ruxin <jimruxin@yahoo.com>
Cc: Mike Bonin <mike@mikebonin.com>; Mike Bonin <mike@11thdistrict.com>
Sent: Friday, April 13, 2018 11:13 AM
Subject: Re: Mount Saint Mary's Hearing
[Quoted text hidden]

Jim Ruxin <jimruxin@yahoo.com> Fri, Apr 13, 2018 at 11:25 AM
Reply-To: Jim Ruxin <jimruxin@yahoo.com>
To: Kathleen King <kathleen.king@lacity.org>

I would also like to add that an staff person there disguised her identity to post on the Bundy Canyon Neighborhood website site so she could keep tabs on neighbors' private comments. When this was discovered she was removed from membership.

I am sure the site operator can help you document this rather unpleasant matter. Charitable and religious institutions are expected to be above the fray, and that matter is but one more

demonstration of a history of deceptive practices and information employed in their "community relations."

That incident should be a part of the file as well.

Thanks.

Jim Ruxin
310-617-7372 mobile

From: Kathleen King <kathleen.king@lacity.org>
To: Jim Ruxin <jimruxin@yahoo.com>
Cc: Mike Bonin <mike@mikebonin.com>; Mike Bonin <mike@11thdistrict.com>
Sent: Friday, April 13, 2018 11:13 AM
Subject: Re: Mount Saint Mary's Hearing
[Quoted text hidden]

RUXIN 2

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's Hearing

Jim Ruxin <jimruxin@yahoo.com> Fri, Apr 13, 2018 at 11:25 AM
Reply-To: Jim Ruxin <jimruxin@yahoo.com>
To: Kathleen King <kathleen.king@lacity.org>

I would also like to add that an staff person there disguised her identity to post on the Bundy Canyon Neighborhood website site so she could keep tabs on neighbors' private comments. When this was discovered she was removed from membership. 1

I am sure the site operator can help you document this rather unpleasant matter. Charitable and religious institutions are expected to be above the fray, and that matter is but one more demonstration of a history of deceptive practices and information employed in their "community relations."

That incident should be a part of the file as well.

Thanks.

Jim Ruxin
310-617-7372 mobile

From: Kathleen King <kathleen.king@lacity.org>
To: Jim Ruxin <jimruxin@yahoo.com>
Cc: Mike Bonin <mike@mikebonin.com>; Mike Bonin <mike@11thdistrict.com>
Sent: Friday, April 13, 2018 11:13 AM
Subject: Re: Mount Saint Mary's Hearing
[Quoted text hidden]

SALKA

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's Wellness project

1 message

Fern Topas Salka <fernsalka@gmail.com> Wed, May 30, 2018 at 4:22 PM
To: kathleen.King@lacity.org

Please see the attached letter.

Fern Topas Salka, Attorney at Law
11661 San Vicente Blvd., Suite 500
Los Angeles, CA 90049
310/207-1049
Fax: 310/207-7299
fern@wgn.net
www.fernsalka.com

msm letter.doc
12K

LAW OFFICES
CERTIFIED FAMILY LAW SPECIALIST
THE STATE BAR OF CALIFORNIA
BOARD OF LEGAL SPECIALIZATION

Fern Topas Salka

ATTORNEY AT LAW
11661 SAN VICENTE BLVD.
SUITE 500
LOS ANGELES, CA 90049
TEL (310) 207-1049; FAX (310) 207-7299
EMAIL: FERN@WGN.NET
WWW.FERNSALKA.COM

June 1, 2018

Ms. Kathleen King
via email to Kathleen.King@lacity.org

Re: EMV-2016-2319EOR
Los Angeles Planning Department

Dear Ms. King:

I am writing with regard to the proposed Wellness Center at the Chalon campus of Mt. St. Mary's College. I strongly oppose it, no matter how good a neighbor they may or may not have been, no matter what "safeguards" are put in place. Plainly, there is no way that increasing the current enrollment or expanding facilities will happen without a severely negative impact in a neighborhood that is already suffering from untenable traffic. 1

We have heard it many times before. "When we expand the Archer School facility, we will do it in such a way that it will have no impact on traffic." Same thing with Brentwood School. But the reality, after it passes over the massive objections of the residents, is something else.

I have lived on Norman Place since 1977 and worked two miles away, on San Vicente Blvd., for many decades. In the past several years, the traffic has gone from minimal to unbearable. Just last week, it took me forty-five minutes just to cross Sunset Blvd. This is a typical problem for many hours a day. Most of the cars ahead of me, trying to turn onto Sunset headed east, were clearly students at Mt. St. Mary's College.

1 (cont.)

To allow any further school expansion in this area is outrageous and bordering on corrupt. I trust you will seriously consider denying the application.

Very truly yours,

FERN TOPAS SALKA
FTS:

SCHUMACHER

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's Expansion

2 messages

jjschumas@aol.com <jjschumas@aol.com> Mon, Jun 4, 2018 at 12:29 PM
To: kathleen.king@lacity.org

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

1

Dear Ms. King:

We have lived at 401 North Barrington for 45 years and are completely against the expansion of MSM. The traffic has become deplorable and every afternoon it takes us 30 minutes to go the 2 1/2 blocks down to Sunset.

Our neighborhood is residential and cannot accommodate such commercial intrusion.

Thank you for your understanding.

Sincerely,

Gretchen and Jack Schumacher

Kathleen King <kathleen.king@lacity.org> Mon, Jun 4, 2018 at 12:51 PM
To: jjschumas@aol.com

Mr. and Ms. Schumacher,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

SCOTT

ENV-2016081015, Draft Environmental Impact Report, MSM Wellness Project

2 messages

t scott <tjs2bin@earthlink.net> Tue, Jun 12, 2018 at 8:22 AM
To: kathleen.king@lacity.org
Cc: councilmember.bonin@lacity.org

1

Dear Ms. King,

Please see my attached response to the Draft environmental Impact Report for the proposed MSM Wellness Pavilion.

Regards,

Timothy Scott

1263 N Norman Pl

Los Angeles, CA 90049

MSM_Wellness2018final.pdf
83K

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 9:43 AM
To: t scott <tjs2bin@earthlink.net>
Cc: Councilmember Mike Bonin <councilmember.bonin@lacity.org>

Mr. Scott,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3746

221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

Timothy Scott, Research and Development Engineering Manager
1263 N Norman Place, Los Angeles, CA 90049
310 472-3463, online.scott@earthlink.net

June 9, 2018

Ms. Kathleen King
Major Projects – Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, CA 90012
via email Kathleen.King@lacity.org

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

Dear Ms. King,

We have lived on Normal Place for 20 years. During this time period, Mt. St. Mary's (MSM) has gone through periods where they were culpable for an unmitigated and life-threatening assault from vehicles careening up and down our narrow canyon roads, to the current more managed, but still annoying, level of traffic. While I applaud the effort to reduce and quiet traffic, and for sure there is a more active presence of campus security on the local streets than in years past, the proposed construction effort has me very concerned.

The recent inquiry by MSM into exercising an easement through the Getty property to reduce the construction burden on Brentwood streets only serves to underscore the scope of this proposed effort. I was alarmed to read about the number concrete trucks and dirt hauling trucks that are needed, and find it unnerving to think of the safety implications of such heavily laden vehicles traversing the very narrow and very steep grades in the neighborhood, and also on the MSM campus.

1 (cont'd)

We are all very familiar with the Sunset Boulevard traffic disaster, most pronounce in the evenings and noteworthy in the amount of time it takes to transition to Sunset from Barrington, and now there will be additional construction crews and heavy equipment to contend with.

Of more concern to me is the impact on morning traffic. Construction crews start early, which means waking up to the roar of diesel-spewing lumbering trucks struggling with the steep incline 15 feet from my house. The cacophony is likely to commence around 6 am with anticipated traffic blockages for those of us leaving in the morning due to

2

structural constrictions on Norman place that can limit vehicle flow to one way (there is another monster residential project, still a small fraction of the Wellness center, on Norman Place that routinely narrows the street to one-way flow because of construction-crew parking). 2 (cont'd)

Unfortunately the traffic related to the Wellness center is unlikely to abate after construction. The planned facility represents a significant investment for MSM and it will be an attractive location to hold weekend and evening sports events and other activities which can only increase traffic. An additional 55 parking spaces are planned because of the new Wellness facility, which can only mean more cars. 3

MSM has a history of violating conditional use to maximize the utility of the campus. They are clearly an institution with a vision to grow and command a greater presence, and the demand for a college education has never been higher. I fully support education, and yes they should be able to modernize their facilities, but we are all constrained by the reality imposed by the current state of infrastructure and environmental capacity. The canyons of Los Angeles are particularly prone to natural disasters and are increasingly at risk. More people, more cars, an increasingly dysfunctional Sunset Boulevard and 405 Freeway, combined with a more adversarial climate lead to heightened fire-safety risk. Anything that puts more vehicles and people in a fragile and potentially explosive canyon area puts our property, and our family's life more in harm's way. One need only reflect upon the recent severe wildfires in California and think about all the lives lost to appreciate this grim reality. 4

I advocate reducing the scope of the Wellness project to limit the construction impact and implore the city to pressure the University to live within the terms of the conditional use. They should not need to remove the amount of dirt proposed, and should consider other scale reductions to limit the impact on the area. Appreciating that the University has a growing population to serve, I encourage to MSM to direct campus investment to the Doheny campus. 5

Finally, under no circumstances should MSM be allowed to consider using the Getty property easement as a path towards an MSM-dedicated, or worse, public access route into Bundy canyon as a means to increase their campus operations.

Regards,

Timothy Scott

1263 N Norman Place
Los Angeles, CA 90049

SHELTON

Final-Recipient: rfc822; kmmead@gte.net
Action: failed
Status: 5.0.0
Remote-MTA: dns; mx-aol.mail.gm0.yahoodns.net. (66.218.85.151, the server for
the domain gte.net.)
Diagnostic-Code: smtp; 554 delivery error: dd This user doesn't have a gte.net account (kmmead@gte.net) [-9] -
mta4086.aol.mail.bf1.yahoo.com
Last-Attempt-Date: Thu, 12 Apr 2018 08:49:44 -0700 (PDT)

---------- Forwarded message ----------
From: Kathleen King <kathleen.king@lacity.org>
To: Kathleen King <kathleen.king@lacity.org>
Cc:
Bcc: kmmead@gte.net
Date: Thu, 12 Apr 2018 08:49:01 -0700
Subject: MSMU Wellness Pavilion Project Draft EIR Notice of Availability
As requested, attached is the MSMU Wellness Pavilion Project Draft EIR Notice of Availability.

Thank you,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
<p dir="ltr" style="font-size:small;line-
height:1.2;margin-top:0pt;margin-b ----- Message
truncated -----

Ginny Shelton <ginginhs@aol.com> Sun, Apr 15, 2018 at 7:15 AM
To: Kathleen King <kathleen.king@lacity.org>

1

Building is too BIG!,!

Impact of traffic we'll be HORRIBLE!! Has anyone in the city checked out the traffics patterns in this neighborhood recently???? We have lived here for 30 years. And the last 5 have been unlivable due to traffic, you can thank Waze, and all the buildings in silicone beach etc. for that. sunset is worse than the 405, if you can even get to sunset. My one minute drive to sunset can now be up to 20 minute wait at the signal, due to all the cars cutting through this neighborhood

NO more cars, trucks, tanks, or anything that moves!

Sent from my iPad
[Quoted text hidden]

<MSMU NOA.pdf>

Kathleen King <kathleen.king@lacity.org> Mon, Apr 16, 2018 at 6:59 AM
To: Ginny Shelton <ginginhs@aol.com>

Ms. Shelton,

Thank you for your comment regarding the MSMU Wellness Pavilion Project. Your comment will be included in the project file and responded to in the Final EIR.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

SHRIVER

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

MSMU DEIR Comments / ENV-2016-2319-EIR

2 messages

Pamela H. Shriver <pam@phsltd.com> Sat, Apr 28, 2018 at 7:04 AM
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

Dear Ms King.

As a homeowner with three young kids living near the University, I have the following comments regarding their proposal:

My eastern property line is the western Getty property line. I can see and hear vehicles above my house when they occasionally use this outside loop road in small lite vehicles for maintenance, brush clearance, ground repair, and safety checks. Any heavier use by large construction trucks for any College capital improvement project now or in the future would severely change for the worse the atmosphere of my quiet top of Brentridge Lane property estate. If ever there was “traffic” above my house, it would be catastrophic to the serenity of my almost 1.5 acre property. The serenity and privacy is why 15 years ago I bought my house atop Brentridge Lane.

Sincerely, Pam Shriver

1

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Mon, Apr 30, 2018 at 6:58 AM
To: "Pamela H. Shriver" <pam@phsltd.com>

Ms. Shriver,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

SKOOTSKY

Kathleen King <kathleen.king@lacity.org>

Mt. St. Mary's Wellness Pavilion

2 messages

Steve Skootsky <sskootsky@yahoo.com> Fri, Jun 8, 2018 at 2:28 PM
To: kathleen.king@lacity.org
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>

1

We would like to express our support for the Mt. St. Mary's plan.
Stephen and Lynn Skootsky
1469 North Bundy Drive
Los Angeles, CA 90049

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:20 AM
To: Steve Skootsky <sskootsky@yahoo.com>
Cc: "krista.kline@lacity.org" <krista.kline@lacity.org>

Mr. and Mrs. Skootsky,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

STEINBERG 1

Kathleen King <kathleen.king@lacity.org>

Against Mount St Mary's building project

1 message

Claire Steinberg Greenberg <clairejames@earthlink.net> Mon, Apr 16, 2018 at 11:17 AM
To: kathleen.king@lacity.org
Cc: larrygreenberg@earthlink.net

1

Dear Kathleen King at LA Department of City Planning.

We live right below Mount St Mary's on North Bundy Drive. As it is, there are too many car rumbling down Bundy at all times of the day.

We have Sysco trucks in addition tearing our tree limbs down as well.

2

We strongly oppose additional building and parking for more people, attending this development and camp in the summer. We moved here to enjoy the

Quiet of the mountains and neighborhood and pay a fat price in taxes and maintenance to live here.

Please do not support this project and make the Mount cancel the entire project. They have a big enough campus already. They do not need to have more bldgs., noise, and a mandate to enlarge their school. Enough is enough.

Please I would appreciate a response.

Thanking you ahead for your help and vigiliance.



Claire James Steinberg

clairejames@earthlink.net

www.clairejamessteinberg.com

310 471 0432

Connect Create Collaborate

STEINBERG 2

Kathleen King <kathleen.king@lacity.org>

Mount St Mary's Project will infurate traffic in our neighborhood forever

2 messages

Claire Steinberg Greenberg <clairejames@earthlink.net> Mon, Apr 16, 2018 at 11:18 AM
To: kathleen.king@lacity.org
Cc: larrygreenberg@earthlink.net

1

Please do what you can to cancel this project. Our neighborhood cannot live with the traffic and congestion.

It is intolerable



Claire James Steinberg

clairejames@earthlink.net

www.clairejamessteinberg.com

310 471 0432

Kathleen King <kathleen.king@lacity.org> Mon, Apr 16, 2018 at 11:23 AM
To: Claire Steinberg Greenberg <clairejames@earthlink.net>
Cc: larrygreenberg@earthlink.net

Ms. Greenberg,

Thank you for your comments regarding the MSMU Wellness Pavilion Project. Your comments have been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

SUMMERS

RECEIVED
CITY OF LOS ANGELES
JUN 14 2018
MAJOR PROJECTS
UNIT

Valerie Summers
1007 North Bundy Drive
Los Angeles, CA 90049

May 24, 2018

Ms. Kathleen King
Major Projects-Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

ENV-2016-2319-EIR

Dear Ms. King,

As a homeowner in Bundy Canyon and in Brentwood, we have seen the traffic to and from Mount St. Mary's College grow year after year. Students, supply trucks, buses, MSM trucks, employees and staff of the college drive carelessly through our streets. Now, the school proposes a 38,000-sqr. ft. structure, which will undoubtedly bring in more students, faculty, service vehicles, events and more to the Chalon Campus, which we as neighbors and our streets will be negatively impacted. We have a right to peace and quality of life. 1

Thank you,

Valerie Summers

SUNSHINE

Kathleen King <kathleen.king@lacity.org>

MSMU

2 messages

Debra Sunshine <debrasunshine@yahoo.com> Wed, Jun 13, 2018 at 2:34 PM
To: Kathleen.king@lacity.org
Cc: Randy Sunshine <randalljsunshine@gmail.com>

Dear Ms. King:

We are writing in opposition to the proposed 38,000 square foot building and parking deck on the Mt. St. Mary's Chalon Campus (MSMU) in our neighborhood. Such a proposal raises huge traffic and safety concerns for us. 1

MSMU is proposing a student enrollment cap of 2,244 students, yet they are already in breach of their student cap of 1072 (with 1600 currently enrolled students) which was promised in 1984. While well-intentioned I am sure, the school simply can't be trusted with their enrolment promises. 2

This neighborhood is already at maximum capacity. Daily we have accidents caused by people (many of them students/employees) speeding down Bundy and Norman. My mother's car was totaled in front of our house while she came to care for our new baby. Stop signs are totally ignored and brutal road rage incidents are now commonplace. Not to mention with the changing natural environment, fire is an increased danger in our Red Zone/high fire risk area. The canyon cannot support more people who would need to evacuate in a fire, like the one that almost hit us directly a few months ago when we were subject to voluntary evacuation. 3 4

Further, there is talk of opening a fire road from the Getty to connect the school with Sepulveda. That would be a tremendous change to our lives as it would turn Bundy/norman into main thoroughfares, which they certainly weren't built to handle. 5

Please consider the needs those of us who have made Bundy Canyon our permanent home over those who will take their degree and leave the area in a few years. This area is already overcrowded (try taking a left on Sunset from N. Barrington between 3 and 6 pm some weekday when schools are in session). This neighborhood need fewer people, construction trucks, and cars, not more. 6

Thank you,
Debra and Randall Sunshine

310-413-9301

Kathleen King <kathleen.king@lacity.org> Wed, Jun 13, 2018 at 5:34 PM
To: Debra Sunshine <debrasunshine@yahoo.com>
Cc: Randy Sunshine <randalljsunshine@gmail.com>

Mr and Mrs. Sunshine,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King
Department of City Planning
T: (213) 847-3746
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

THAKKAR

Kathleen King <kathleen.king@lacity.org>

In support of Mount Saint Mary's, Case #ENV-2016-2318-EIR

2 messages

Avni Thakkar <avni211@gmail.com> Thu, Jun 7, 2018 at 10:51 AM
To: Kathleen.king@lacity.org
Cc: Krista.kline@lacity.org

Ms. Kathleen King
City Planning Department
221 North Figueroa Street, #1350
Los Angeles, CA 90012

Re: Case #ENV-2016-2318-EIR

Dear Ms. King:

1

As a resident of Brentwood, I am writing to comment on the Draft Environmental Impact Report for the proposed Wellness Pavilion on the Mount Saint Mary's Chalon campus. I believe this project is worthy of your approval. It will provide much needed facilities for students and the opportunity to incorporate more health-related activities into their curriculum and day to day lives. In addition, MSMU offers neighbors the chance to use the facilities and participate in special classes and events, many of which will be conducted in the new pavilion.

Mount Saint Mary's has been part of our community for nearly a century, and it delivers a great service in training health care professionals who serve residents throughout the region. The school deserves to build a first-class fitness center that will help in achieving its mission.

I feel confident that the City will carefully manage construction activities to preserve livability in our neighborhood, and that the process will be as rapid and painless as possible.

Thank you for your consideration.

Sincerely,

Avni Thakkar

Kathleen King <kathleen.king@lacity.org> Thu, Jun 7, 2018 at 11:44 AM
To: Avni Thakkar <avni211@gmail.com>
Cc: Krista Kline <Krista.kline@lacity.org>

Ms. Thakkar,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]

--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

TIPPL

Kathleen King <kathleen.king@lacity.org>

MSM Expansion

2 messages

tomson9@yahoo.com <tomson9@yahoo.com> Tue, Jun 5, 2018 at 6:52 PM
To: Kathleen.King@lacity.org
Cc: bundycanyonevents@gmail.com

Mrs. Laura Tippl
601 N Saltair Ave.
Los Angeles, CA 90049

tomson9@yahoo.com

310-471-3289

May 26, 2018

Ms. Kathleen King via email Kathleen.King@lacity.org

Major Projects- Department of City Planning
200 N. Spring Street. Room 750
Los Angeles, Ca. 90012

Response to ENV-2016-2319-EIR
Los Angeles Planning Department

Dear Ms. King:

We have lived on North Saltair Avenue for thirteen years.

During this time period Mt. St. Mary's (MSM") Chalon campus has changed from a residential college with about 200 students living on campus in residential dormitories to a commuter college campus, with students driving to the Chalon campus. 1

This Brentwood neighborhood is clearly the worst choice area for a commuting campus as each student, teacher and staff member needs their own vehicle.

These are some of the issues around MSM as discussed and posted by our neighborhood association: 2

1. The exits to Sunset Boulevard from Bundy, and Barrington are dangerous and not workable. Now, it can take from 10-30 minutes just to turn onto Sunset at the Barrington intersection, especially between 4-6:00 p.m.
3. The noise of cars whizzing by on Barrington, North Saltair Ave, North Bundy Drive, North Bowling Green Way and Norman Place is extreme. 3
4. The added pollution to our air is deleterious. 4

5. North Saltair, Norman Place, and north Bundy Drive are substandard in width with no Or limited sidewalks so that all pedestrians are at added risk of being hit by a car. 5
6. Chalon Road is full of cars parked on the street, cars owned by commuting students and faculty. 6
7. Fire risk and evacuation issues 7

MSM should, if reasonable and if they are determined to grow, expand the Doheny Campus! A more intense use of Bundy Canyon is an extreme overreaching into our residential neighborhood.

Sincerely,

Laura Tippl

Major parts of this letter are taken from a similar letter written and shared by our neighbor Joseph M. Ebin, Master of Urban Planning.

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Wed, Jun 6, 2018 at 7:49 AM
To: tomson9@yahoo.com
Cc: Bca <bundycanyonevents@gmail.com>

Ms. Tippl,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

TIZABGAR

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's University Chalon Campus Wellness Pavilion Project - ENV-2016-2319-EIR

2 messages

Mark Tizabgar <mark.tizabgar@gmail.com> Tue, Jun 5, 2018 at 4:28 PM
To: Kathleen.King@lacity.org
Cc: Councilmember.bonin@lacity.org, BundyCanyonEvents@gmail.com

Dear Ms. King

I am writing this email to you to express my concerns with the proposed project by Mount Saint Mary's University and respectfully request that Mount Saint Mary's University request for this project to be denied. I reside at 870 N. Norman Place which would be negatively effected on a daily basis by the expansion plan (both during construction and operations). Based on my reading of the DEIR, below are some of the issues that I can easily see with the project. 1

As you are well aware, the street leading into Mount St. Mary's University (i.e., Bundy Drive, Norman Place, Bowling Green Way, and Chalon Road are all relatively narrow streets which are not designed to handle any increase to the traffic volume. In fact, the current traffic conditions are point of serious concerns for all neighbors. As provided in the DEIR, upon completion of the project, Mount Saint Mary's University will use the new facility for new night events, including new sports events, weekend events, speaker events, as well as adding a summer camping program throughout the summer months. Mount Saint Mary's University has continuously asserted that there will be no additional student enrollment. Mount Saint Mary's University website states that almost 1500 students are currently enrolled on the Chalon Campus. However, in the DEIR, they are requesting 2245 student enrollment on the Chalon Campus which represents a 700 student increase to the Chalon Campus. The additional vehicular traffic to be caused by such events and enrollment increase will impose a very high toll on neighborhood. 2

The DEIR, prepared in connection with the proposed project, concludes that the project will result in significant and unavoidable impacts related to noise (construction only) and transportation/traffic (construction and operation), and none of the alternatives (except for “no project/no build” alternative) would address or mitigate the noise and traffic issues identified in connection with project.

As you know, all of the properties in the Bundy Canyon neighborhood are zoned as residential with a very high number of properties zoned as RE15, RE20, and RE40. These zoning designations and the designated density significantly restricts the level of development per lot and are designed to address health and safety issues of residents (e.g., fire hazard, traffic, air quality, etc.). Although Mount Saint Mary's University may be grandfathered for its usage of the land, this project clearly ignores the characteristics and needs of the area by significantly increasing the level vehicular traffic between in the neighborhood and human activities at the campus. 3

Thank you for your consideration.

Regards,

Mark Tizabgar

870 North Norman Place
Los Angeles, CA 90049

Kathleen King <kathleen.king@lacity.org> Wed, Jun 6, 2018 at 7:19 AM
To: Mark Tizabgar <mark.tizabgar@gmail.com>
Cc: Councilmember Mike Bonin <Councilmember.bonin@lacity.org>, Bca <BundyCanyonEvents@gmail.com>

Mr. Tizabgar,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

TRAMER

Kathleen King <kathleen.king@lacity.org>

MSMU Wellness Center

2 messages

Bradley Tramer <tramerbrad@gmail.com> Fri, Jun 8, 2018 at 2:47 PM
To: Kathleen.king@lacity.org
Cc: krista.kline@lacity.org

1

I support Mount Saint Mary University's wellness center! I, along with other members of my household, get great use out of the facilities. Very grateful for them!

—

Bradley Tramer
(216) 905-6385

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:28 AM
To: Bradley Tramer <tramerbrad@gmail.com>
Cc: Krista Kline <krista.kline@lacity.org>

Mr. Tramer,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

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Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

TRAPNELL

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's Addition

2 messages

Mark Trapnell <marktrapp@hotmail.com> Wed, May 30, 2018 at 11:29 AM
To: "mike.bonin@lacity.org" <mike.bonin@lacity.org>, "Kathleen.king@lacity.org" <Kathleen.king@lacity.org>, "info@brentwoodhomeowners.org" <info@brentwoodhomeowners.org>, Mark Trapnell <marktrapp@hotmail.com>

Dear Mike Bonin, Kathleen King and any other City of Los Angeles officials, 1

Please consider a few thoughts I have as a longtime resident of the North Bundy region of Los Angeles.

I cannot imagine the enormous effect the proposed Mount St. Mary's addition will be in an area already struggling to provide daily access to its current residents who, in many cases, purchased their homes in this quiet area (some as long as sixty years ago). As you know, they are proposing a devastating new community bottleneck which will greatly enlarge the traffic flow on streets ill-designed for such increased traffic. We are already struggling to accommodate the traffic caused by student cars, student food trucks, busses and support equipment needed to maintain the campus facilities. We currently have many daily bottlenecks but would anticipate many more with the additional graduate programs proposed for the upgraded campus.

I am particularly concerned, since only a short time ago my father parked his car on Bundy Drive and it was completely demolished by a huge truck which had just delivered supplies to the college. The driver told my father that a student had misjudged the space available for her to pass through the gap between opposing lanes and simply plowed ahead leaving the truck driver no alternative other than destroying his parked car in order to save the opposing driver. It could have been much worse had he not been so generous and she undoubtedly would have been killed. I can envision this dilemma in the future with more devastating results. 2

Simply overlooking the fact that Sunset boulevard (our sole access to the city and already a nightmare teeming with cars and trucks and becoming more challenging yearly) is going to also be severely impacted with the proposed campus additions would be remiss. When faced with additional traffic that the enlargement of the college facilities and enrollment will have on the residents of this area, the impact will be dire. 3

While I don't like to stifle business or education, I propose that a few items listed below could be implemented that will consider the concerns of the neighboring community. 4

1. That you could manage some of the expansion by implementing some sort of mandatory transportation program with a trip reduction plan that is transparent to the community.
2. That there could be some kind of vehicle daily trip limit on faculty, students, guests, and vendors including taxis, uber, lyft.
3. Limit size and number of special events, athletic competitions, camps and any other activity not related to the core classes
4. We have an annual monitoring and transparent compliance program
5. There would be no outside rental of an campus facilities
6. There would be a cap on enrollment

Please hear my plea on behalf of the residents who purchased in this area, unquestionably with its rural ambiance a major lure, and reject any thought of their having to face an ever- increasing traffic and dangerous nightmare when they depart 5

Mark Trapnell
12220 Benmore Terrace (600 Block of N. Bundy)
LA, CA 90049
310.254.7040
marktrapp@hotmail.com

Kathleen King <kathleen.king@lacity.org> Wed, May 30, 2018 at 12:54 PM
To: Mark Trapnell <marktrapp@hotmail.com>
Cc: "mike.bonin@lacity.org" <mike.bonin@lacity.org>, "info@brentwoodhomeowners.org" <info@brentwoodhomeowners.org>

Mr. Trapnell,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been added to the project file.

Thank you again,

Kathleen King
Department of City Planning

T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

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--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

TRUBY

Kathleen King <kathleen.king@lacity.org>

Re: ENV-2016-2319-EIR—Mt. St. Mary's University Proposed Wellness Center Facility

2 messages

Phyllis Truby <phyllistruby@gmail.com> Mon, Jun 11, 2018 at 9:42 PM
To: Kathleen.King@lacity.org

Please see attached letter.

Thank you.

msmcltr.pdf
44K

Kathleen King <kathleen.king@lacity.org> Tue, Jun 12, 2018 at 7:54 AM
To: Phyllis Truby <phyllistruby@gmail.com>

Ms. Truby,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

On Mon, Jun 11, 2018 at 9:42 PM, Phyllis Truby <phyllistruby@gmail.com> wrote:

> Please see attached letter.
>
> Thank you.

--

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

By Electronic Mail to Kathleen.King@lacity.org
Ms. Kathleen King
Major Projects
City of Los Angeles Department of City Planning
200 North Spring Street. Room 750
Los Angeles, CA 90012

Re: ENV-2016-2319-EIR—Mt. St. Mary's University Proposed Wellness Center Facility

Dear Ms. King:

1

Having lived in upper Bundy canyon for most of the past 33 years, I have seen many changes in the neighborhood resulting from the action and inaction of governmental agencies, principally the Department of City Planning and the Department of Building and Safety. Houses suitably sized for the lots have been torn down or remodeled to create property-line to property-line multi-story behemoths that overwhelm the lot and neighboring residences. Mt. Saint Mary's and the Carondolet Center have added a two-story facility at the top of the campus, a multi-story parking structure, and various other new buildings, all the while expanding the student enrollment and therefore the faculty and staff who drive up and down the canyon. The college now runs mostly empty shuttle buses up and down the canyon throughout the day and the number and size of the commercial vehicles that deliver goods to the campus has increased steadily—never observing the direction to access the campus by going up Norman Place and down Bundy Drive to mitigate traffic.

Speeding on the narrow, winding one and a half lane canyon roads has become flagrant and unmitigated—aided by the total absence of effective traffic controls and flagrantly bad behavior by irresponsible drivers. Waze, Google Maps, and similar apps now direct traffic off an impossibly backed up Sunset Boulevard through dangerously narrow, winding residential streets with no traffic controls whatsoever, making it a wonder that there have not been frequent head-on collisions.

2

All of this has had a tremendous effect on the canyon community and ecology in many, many ways, including endangering pedestrians and wildlife in the canyon. All of this has occurred in part because of planning and zoning failures and missteps.

Despite all the unrestrained growth and development that has altered the canyon, what has so far been avoided is the introduction of a wholly commercial enterprise into this residential neighborhood. But now Mt. St. Mary's proposes to do just that, with the construction of a facility that it cannot justify or support unless it uses it for income-producing special private events and summer camp and permits general use by others than its students, faculty, and staff.

Responsible urban planning and simple good sense require that Mt. St. Mary's application to turn a small, private school campus into a commercial profit center be denied. This use is just wholly inappropriate for the location of the campus, has too deleterious an effect on the surrounding residential community, alters the nature and use of the academic facility, and is neither necessary nor beneficial. Responsible urban planning requires that this project be denied approval. We depend on our governmental agencies to do just that.

Thank you.

Phyllis Alden Truby
1241 North Bundy Drive

cc: bundycanyonevents@gmail.com

URENA-STEVENS

Kathleen King <kathleen.king@lacity.org>

St. Mary's Chalon campus construction project.

2 messages

Vivian Urena-Stevens <vivian.urena@yahoo.com> Mon, Apr 16, 2018 at 11:47 AM
To: kathleen.king@lacity.org

1

Dear Kathleen,
I am writing to state my strong opposition to the St. Mary's expansion project. As it stands St. Mary's already creates a huge impact on traffic in our neighborhood. I acknowledge that sunset traffic (from other sources)is a problem on its own but St. Mary's contribute's largely to the congestion. I live on North Barrington and see students and faculty driving up to the campus as I try to jog with my dog and not get run down by them. In the evenings I cannot even get in or out of my driveway after 2:30 or 3pm.
I have been trying to find out what kind of commuting rules they are bound by and have not been able to find them anywhere (we moved to the area 3 years ago). MANY drivers are single drivers so I'm assuming they aren't held to carpool rules like all the other neighboring schools? I literally followed these cars onto the campus on a particularly busy day and asked gate security why these people were allowed into the campus. They responded that if they paid for a $400 permit (which benefits the school) they can drive onto campus carpool or not. That doesn't make sense. Are they exempt?! I counted 50 cars before I gave up. That's a lot of extra traffic on our neighborhood streets which is already heavily impacted by the St. Mary's community.
With the environmental impact report stating that it will be even more congested with their proposed project -I STRONGLY oppose any further growth or construction be allowed to St. Mary's chalon campus.

Best Regards,

Vivian Urena-Stevens

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Mon, Apr 16, 2018 at 2:54 PM
To: Vivian Urena-Stevens <vivian.urena@yahoo.com>

Ms. Stevens-

Thank you for your comment regarding the MSMU Wellness Pavilion Project Draft EIR. Your comment will be included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

[Quoted text hidden]
--

Kathleen King

Department of City Planning
T: (213) 847-3624
221 N. Figueroa Street Suite 1350
Los Angeles, CA. 90012

VICTOR

Kathleen King <kathleen.king@lacity.org>

Re: Opposition to The Mount Saint Mary's Wellness Center Expansion

2 messages

Linda Victor <amslsv@gmail.com> Tue, May 22, 2018 at 9:16 PM
To: kathleen.king@lacity.org
Cc: Brentwood Homeowners Association <info@brentwoodhomeowners.org>

1

Hi Kathleen,

Thank you for the fine work you and your office have done over the years with respect to city planning. I want to touch base with you today to bring to your attention my opposition to the new 38,000 sq ft Mount Saint Mary's University Wellness Center being proposed in our neighborhood community. There is already so much traffic up and down North Bundy Drive and neighboring streets that lead from Mount Saint Mary's to Sunset Blvd. The streets are often not wide enough to accommodate the existing two way traffic so the delays and the dangers are getting worse. It is already really difficult for pedestrians to walk up and down N Bundy Dr and other streets, especially where there are no sidewalks. The cars also travel the streets so fast it is dangerous. Additionally, the amount of pollution in the air and in the neighborhoods is terrible. Finally, I do not have to tell you how bad the traffic is on Sunset given all of the existing traffic in the neighborhood which includes a growing number of cars and Ubers from Mount Saint Mary's University. More traffic and more pollution due the addition of the Wellness Center and the inevitable increase in visitors (and many project a significant increase in students is the ultimate goal here) would do irreparable damage to our neighborhood and larger Brentwood Community. We are residential neighborhood and not equipped to manage a large commercial enterprise at the end of our street. Please help us contain this institution.

I am not alone in my opposition to this Wellness Center expansion Kathleen, nor in my hope that you will support the neighborhood. I have spoken with many neighbors (and many others have approached me because people oppose this expansion! We have already weathered the significant expansion of our neighborhood with the Archer School's expansion which I am sure you are very familiar with) and the overwhelming majority of the residents of this community, are in opposition to the damage a 38,000 sq ft commercial enterprise wellness center would cause to our Brentwood neighborhood. We are counting on our city officials to protect the neighborhood from any additional pollution, danger and gridlock.

Thank you for your time, attention, concern and action on this matter of utmost urgency.

Sincerely,
Linda

Linda Samuels Victor
amslsv@gmail.com
(310) 694-1305

Kathleen King <kathleen.king@lacity.org> Wed, May 23, 2018 at 7:18 AM
To: Linda Victor <amslsv@gmail.com>

Ms. Victor,

Thank you for your email regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
Department of City Planning
T: (213) 847-3624

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Los Angeles, CA. 90012

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Kathleen King
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VUYLSTEKE

Kathleen King <kathleen.king@lacity.org>

MSMU / ENV-2016-2319-EIR

2 messages

Bill Vuylsteke <bbillv@aol.com> Sat, May 26, 2018 at 8:07 AM
To: kathleen.king@lacity.org
Cc: info@brentwoodhomeowners.org

I have the following comments on MSMU's proposal: 1
There should not be any additional traffic added to our neighborhood.
It is currently unbearable and dangerous. Residents are trapped in their homes for hours at a time.

My Name
My Address
Bill Vuylsteke
230 N Barrington Ave.

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Tue, May 29, 2018 at 12:22 PM
To: Bill Vuylsteke <bbillv@aol.com>
Cc: Brentwoodhomeowners Info <info@brentwoodhomeowners.org>

Mr. Vuylsteke,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
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WERTHEIMER 1

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

Mount St. Mary's

2 messages

sharon Wertheimer <sharonrosew@gmail.com> Wed, May 23, 2018 at 6:59 PM
To: Kathleen.King@lacity.org

Dear Ms. King,

We are the Wertheimer household at 11991 Brentridge Drive (90049).

As a homeowner in Bundy Canyon and in Brentwood, we have seen the traffic to and from Mount St. Mary's College grow year after year. Students, supply trucks, buses, MSM trucks, employees and staff of the college drive carelessly through our streets.
Now, the school proposes a 38,000-sqr. ft. structure, which will undoubtedly bring in more students, faculty, service vehicles, events and more to the Chalon Campus, which we as neighbors and our streets will be negatively impacted.
We have a right to peace and quality of life.
Thank

1

Kathleen King <kathleen.king@lacity.org> Thu, May 24, 2018 at 4:16 PM
To: sharon Wertheimer <sharonrosew@gmail.com>

Ms. Wertheimer,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

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WERTHEIMER 2

Kathleen King <kathleen.king@lacity.org>

MSM

2 messages

sharon Wertheimer <sharonrosew@gmail.com> Fri, Jun 8, 2018 at 3:27 PM
To: Kathleen.King@lacity.org

Dear Ms. King,

My family and I have lived on Brentridge Drive for over 30 years. During that time Mt. St. Mary's 1500 students, including 200 living on campus, have had a dramatic negative affect on my neighborhood. You have received many letters from my neighbors containing statistics on this continually situation and it's impact on our safety. 1

I urge you not to let this community come under further siege by MSM, who has done nothing but give lip service to our safety and well fair.

You are a smart woman, you know this is a disaster.

Thank you for your time and attention.

Sharon Wertheimer
Brentridge Drive

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:31 AM
To: sharon Wertheimer <sharonrosew@gmail.com>

Ms. Wertheimer,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
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WESTHEIMER 1

Connect Create Collaborate

Kathleen King <kathleen.king@lacity.org>

MSMU construction project

2 messages

Nicole Westheimer <nicolewestheimer@yahoo.com> Mon, Apr 16, 2018 at 11:31 AM
To: kathleen.king@lacity.org

As a resident of the Bundy Canyon, I am writing to strongly oppose the construction project for Mount St Mary's. In addition to the increased and insane traffic on north Barrington and throughout sunset from 8:00 -6:00 caused by various construction projects all over the westside (Brentwood school, Archer, increased residential and other commercial projects in Santa Monica and Brentwood), this is a fire hazard. We already have experienced one big fire across from the Getty, we don't need more development on hillsides to risk more danger. It already takes me hours to get to and from places, school, etc. Lastly, the pollution and air quality affects our families and children who already have breathing issues from the current construction situation. 1
Please do everything you can to stop the madness and keep our city green and liveable. 2
Thank you for your time
Nicole

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Mon, Apr 16, 2018 at 3:15 PM
To: Nicole Westheimer <nicolewestheimer@yahoo.com>

Ms. Westheimer,

Thank you for your comment regarding the MSMU Draft EIR Wellness Pavilion Project. Your comment will be included in the project file.

Thank you again,

Kathleen King
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WESTHEIMER 2

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's Expansion project

2 messages

Nicole Westheimer <nicolewestheimer@yahoo.com> Wed, May 23, 2018 at 4:25 PM
To: Kathleen.King@lacity.org

Department of City Planning 200 N. Spring Street. Room 750 Los Angeles, Ca. 90012 ENV-2016-2319-EIR

1

Dear Ms. King,

As a homeowner in Bundy Canyon and in Brentwood, we have seen the traffic to and from Mount St. Mary's College grow year after year. Students, supply trucks, buses, MSM trucks, employees and staff of the college drive carelessly through our streets. Now, the school proposes a 38,000-sqr. ft. structure, which will undoubtedly bring in more students, faculty, service vehicles, events and more to the Chalon Campus, which we as neighbors and our streets will be negatively impacted. We already spend a lot of time in traffic on our neighborhood trying to get our kids to and from school on a daily basis. The majority of traffic is construction type vehicles and the only time we see traffic flow is on rainy days!

We have a right to peace and quality of life. Thank you.

Nicole Westheimer
755 N Bundy Drive
Los Angeles 90049

Sent from my iPhone

Kathleen King <kathleen.king@lacity.org> Wed, May 23, 2018 at 4:28 PM
To: Nicole Westheimer <nicolewestheimer@yahoo.com>

Ms. Westheimer,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
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WHITEHEAD

Kathleen King <kathleen.king@lacity.org>

Opposition to Mount St. Mary's Development

2 messages

David Whitehead <dwhitehead@christinadevelopment.com> Thu, Jun 7, 2018 at 2:34 PM
To: "kathleen.King@lacity.org" <kathleen.King@lacity.org>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>

Dear Ms. King, Councilmember Bonin and Ms. Kline: 1

I would like to go on record to oppose the proposed expansion of the Mount St. Mary's (MSM) campus via a "Wellness Center".

I am a resident of Bundy Canyon and I can tell you that over the past several years, the increased enrollment at MSM has had a very negative impact in Bundy Canyon for its residents. Now MSM wants to further INCREASE traffic in the Canyon!

The increase in traffic is extremely noticeable. There are now lines of vehicles going to and from MSM. MSM has done very little to mitigate private vehicle trips to the facility causing semi-gridlock in parts of the canyon and especially at and around Sunset Boulevard. These narrow RESIDENTIAL roads are simply not sufficient to accommodate the ever increasing MSM traffic. To allow MSM to further increase the vehicle trips by expanding its facility is not acceptable to residents of Bundy Canyon. I believe the residents of Bundy canyon are unanimous on this point.

I believe as a condition to any expansion of the MSM campus, MSM should be required to build itself a road directly connecting the campus to the 405 Freeway (similar to what the Getty had done). This will alleviate all vehicle trips through Bundy Canyon entirely, leaving MSM to add to its facility without using insufficient and inappropriate narrow canyon roadways. 2

Sincerely,

David Whitehead

12151 La Casa Lane, Los Angeles, Ca 90049

Kathleen King <kathleen.king@lacity.org> Thu, Jun 7, 2018 at 2:38 PM
To: David Whitehead <dwhitehead@christinadevelopment.com>
Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>

Mr. Whitehead,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
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Connect Create Collaborate

WISHINGRAD Kathleen King <kathleen.king@lacity.org>

MSM University

2 messages

MARC WISHINGRAD <mwishing@ucla.edu> Sun, Jun 10, 2018 at 3:36 PM
To: Kathleen.king@lacity.org
Cc: krista.kline@lacity.org, Marc Wishingrad <Marc.Wishingrad@cshs.org>, "Lehman, Deborah" <dlehman@mednet.ucla.edu>

1

Dear Ms. King:

We are neighbors of Mount St. Mary's in Bundy Canyon and want to voice our support for the School's project, currently under review by the City,

We have lived on North Bowling Green Way for 10 years and knew well when we bought the house (as everyone who has a house in Bundy Canyon knew) that MSM was our neighbor.

We strongly believe that the University has the right to build its proposed Wellness Center and update its facilities.

MSM has been an excellent neighbor and has informed the local residents of its plans from the beginning, and has asked for our input along the way.

The students and staff of the University clearly deserve updated facilities.

Both of us (MW and DL) are physicians affiliated with local hospitals (UCLA, Cedars and Saint John's) and realize that schools and hospitals need to update their facilities in order to survive and thrive.

MSM is no exception. The City (and the residents of Bundy Canyon) should support this project.

Thank you for your consideration.

Marc Wishingrad
Deborah Lehman

490 N Bowling Green Way LA 90049
310 472 1079

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:46 AM
To: MARC WISHINGRAD <mwishing@ucla.edu>
Cc: Krista Kline <krista.kline@lacity.org>, Marc Wishingrad <Marc.Wishingrad@cshs.org>, "Lehman, Deborah" <dlehman@mednet.ucla.edu>

Mr. Wishingrad and Ms. Lehman,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

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WOODS

Kathleen King <kathleen.king@lacity.org>

Mount Saint Mary's Wellness Center

2 messages

helene woods <helenerwoods@me.com> Sat, Jun 9, 2018 at 9:45 AM
To: kathleen.king@lacity.org

Dear Ms. King:

I am in great support of the Wellness center that Mount Saint Mary's University is proposing to build. I am an alumna of the University, and I know that the current facilities are in desperate need of a renovation. The Mount's proposed Wellness center is a small project that will have big benefits in improved health for students, faculty, staff members and nearby neighbors. Current facilities are too small to provide the kind of resources merited by the need, and by the university's mission. 1

The concept and reality of wellness is a key element of the education and training students receive at the Mount. It provides the basis of their future careers and lifestyles, serving people who depend on health care professionals in every specialty. 2

As a resident of CD 11, I know that construction projects can produce temporary discomforts, but I hope that these impacts will not determine the fate of a small project with so many long-term benefits, not only for MSMU, but for all the people ultimately served by its graduates. 3

Thank you for your consideration
Helene woods

Kathleen King <kathleen.king@lacity.org> Mon, Jun 11, 2018 at 8:55 AM
To: helene woods <helenerwoods@me.com>

Ms. Woods,

Thank you for your comment regarding the MSMU Wellness Pavilion Draft EIR. Your comment has been included in the project file.

Thank you again,

Kathleen King
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