Allyn D. Rifkin, PE
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June 12, 2018

David Wright, Sunset Coalition
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Via email: Zofia.wright@gmail.com

COMMENTS ON TRAFFIC IMPACTS FOR THE PROPOSED MOUNT SAINT MARY'S UNIVERSITY WELLNESS PAVILLION PROJECT AT 12001 WEST CHALON ROAD ENV-016-2319-EIR

Mount Saint Mary 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.

On behalf of the Sunset Boulevard Corridor 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:

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. **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.

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.**

4. The proposed mitigation of traffic congestion impacts is of concern. The proposed measures involving the use of alternative access through the Getty Museum property and 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 mitigation needs to be further detailed in light of comments received.**

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, yet the City mistakenly concluded that the extra parking could increase enrollment based upon the new parking. The traffic study does not assume additional enrollment at the University as a result of the new facility, thus **it should be made more clearly stated that the permit for this new facility would not entitle additional enrollment for the university.**

DISCUSSION

1. TRIP GENERATION

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

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

> "…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

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

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.

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.

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.

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.

5. BASELINE ASSUMPTIONS FOR ATTENDANCE

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

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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+ 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 240 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

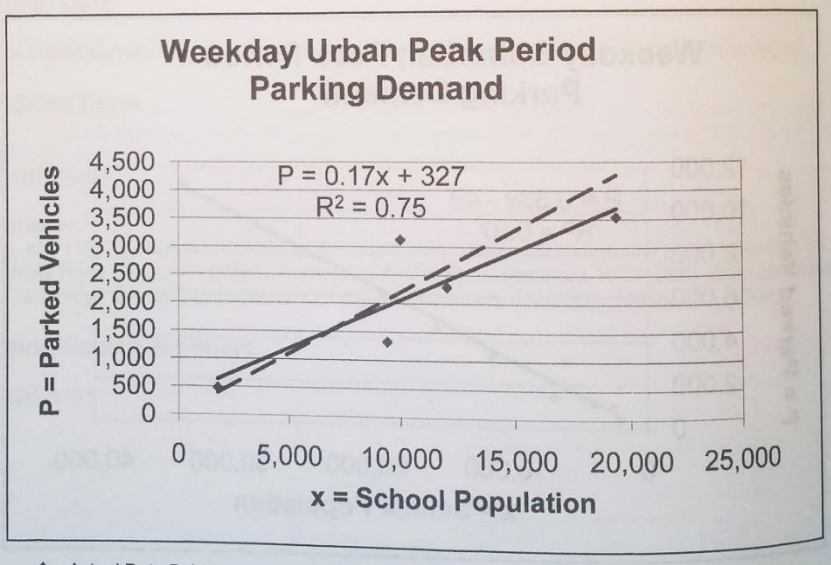


EXHIBIT 4

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

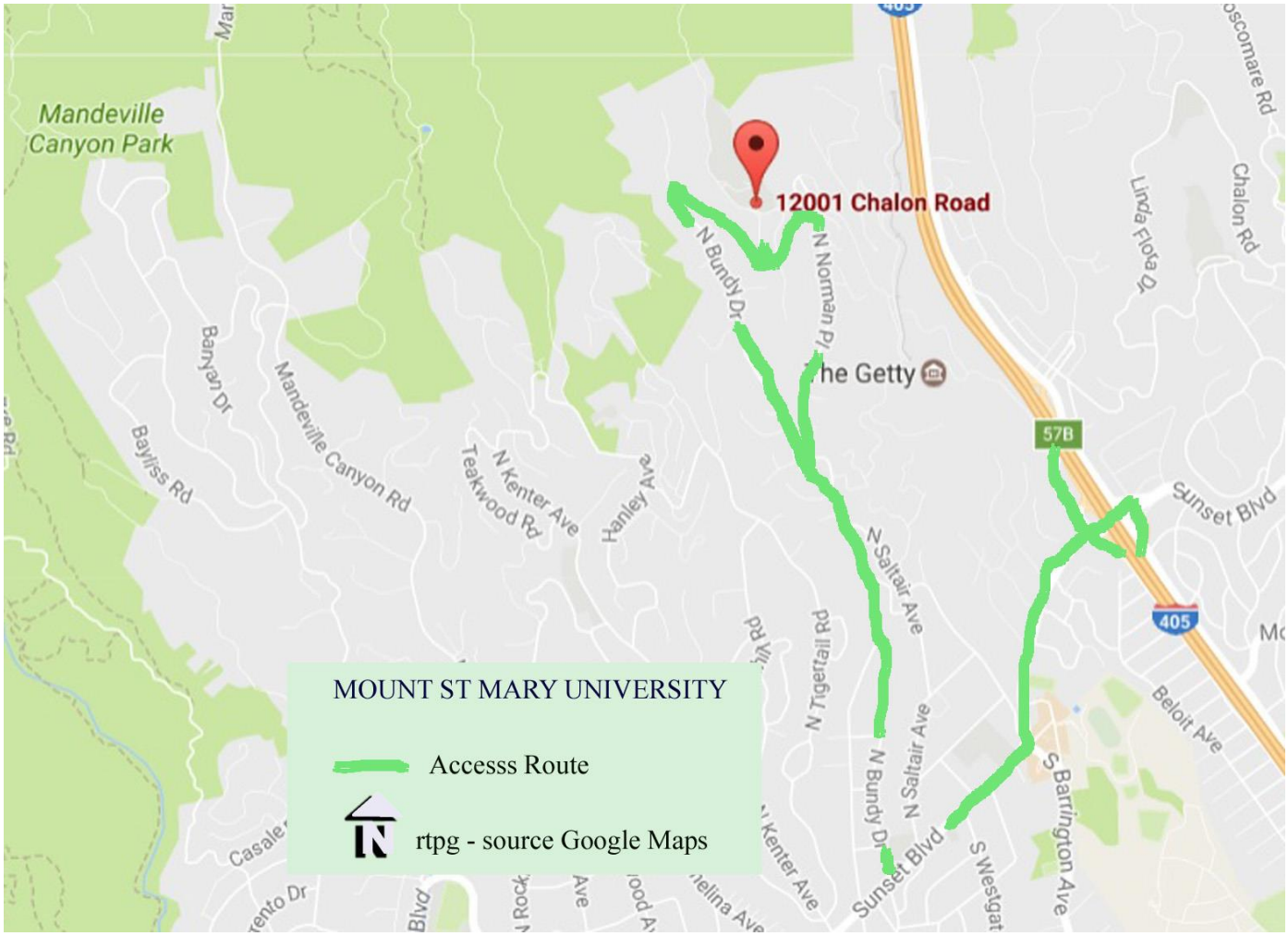


EXHIBIT 6 - CIRCULATION ELEMENT for BRENTWOOD/PACIFIC PALISADES COMMUNITY PLAN

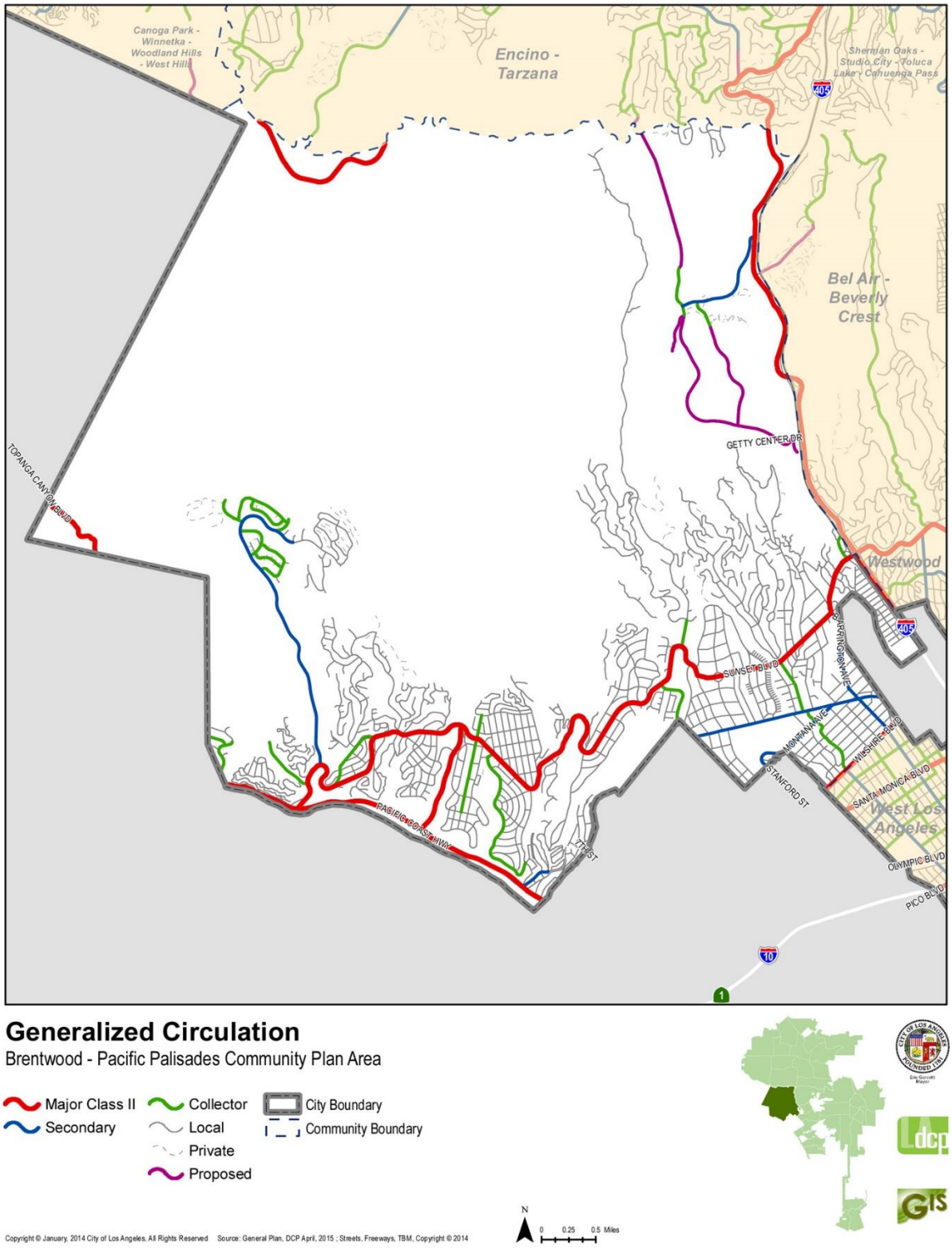


EXHIBIT 7- CITY OF LOS ANGELES STANDARD STREET CROSS SECTIONS for a LOCAL STREET

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.

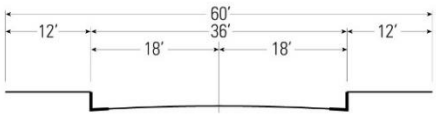
Roadway Width: 36 ft.

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

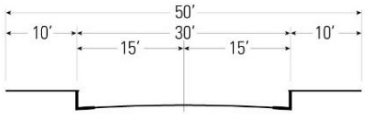


EXHIBIT 8 - CITY OF LOS ANGELES STANDARD STREET CROSS SECTION for a STANDARD HILLSIDE LIMITED STREET (example)

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 th[illegible] ☑ Yes ☐ No
3. Is the street a[djacent] 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 12.24X28

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: 19502
☐ 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 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. 3–4 P.M. 5–6 P.M.	0.535 0.485 0.370	A A A
2	Kenter Ave.	Sunset Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.746 0.781 0.571	C C A
3	Bundy Dr.	Sunset Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.581 1.167 1.344	A F F
4	Saltair Ave.	Sunset Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.665 1.058 1.215	B F F
5	Barrington Ave.	Sunset Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.961 1.449 1.474	E F F
6	Barrington Pl.	Sunset Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.815 0.966 0.997	D E E
7	Church Ln.	I-405 SB Ramps	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.675 0.793 0.883	B C D
8	Church Ln.	Sunset Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.927 0.785 0.861	E C D
9	I-405 NB Ramps	Sunset Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.857 0.544 0.554	D A A
10	Veteran Ave.	Sunset Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.726 0.798 1.022	C C F
11	Bundy Dr. (W)	San Vicente Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.573 0.678 0.709	A B C
12	San Vicente Blvd.	Montana Ave.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.786 1.022 0.993	C F E
13	Barrington Ave.	Montana Ave.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.481 0.788 1.121	A C F
14	Barrington Ave.	San Vicente Blvd.	7–8 A.M. 3–4 P.M. 5–6 P.M.	0.671 0.725 0.453	B C A