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September 2, 2016

Kathleen King
Major Project- Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Env-2016-2319-EIR
*By Email: Kathleen.king@lacity.org
and overnight mail*

RE: Notice of Preparation Comments Re Mount St. Mary's University Chalon
Campus, 12001 Chalon Road, ENV-2016-2319-EIR

Dear Ms. King,

We represent the Bundy Canyon Association (BCA), representing 545 homes in the contiguous Bundy Canyon area from Bowling Green to Barrington Avenue, north of Sunset Blvd. The Bundy Canyon Association is an alliance for the protection and safety of Bundy Canyon Residents. It is a group of concerned homeowners who have come together to oppose expansion efforts, support other neighborhood causes, and preserve the peace and tranquility of the Santa Monica Mountains next-door neighbor, Bundy Canyon. The Bundy Canyon Association includes the most impacted residents of the proposed Mount St. Mary's University (MSMU) expansion project at the Chalon Campus.

Bundy Canyon Association members are deeply concerned about the proposed expansion at MSMU's Chalon Campus and the effects it will have on its neighborhood in general, and more specifically, traffic, air quality, parking, noise, lighting, wildlife, environmental, safety, and aesthetics of the Bundy Canyon neighborhood.

The project would be one of the largest in the area in years. 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. A total of 279 parking spaces would be provided rather than the existing 226.

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, all who have added to the ongoing traffic problems in the area. Expansion of the campus would also aggravate the existing fire risk in this High Fire Hazard Severity Zone. For example, in 2009, MSMU evacuated 300 cars during a summer program into the local streets, where neighbors could not get out of their own driveways creating safety problems. (Enclosure 4.) Thankfully, this was not during the regular school calendar, or 1600 students plus faculty, and other support staff, and Carondelet Center would have had to evacuate. As it was, the evacuation onto the streets of Norman Place and Bundy Drive compromised the safety of residents, as they could not evacuate their vehicles from their driveways. Even the Los Angeles Fire Department had difficulty heading to the fire against MSMU traffic evacuating down the hill.

We provide the following scoping comments for the above referenced project, based upon the facts that have been represented to us, or are available from the public record. We provide these comments in conjunction with those of planning consultant Sandra Genis. (Enclosure 11.) Both our and her comments must be considered as the Draft Environmental Impact Report is prepared.

I. INTRODUCTION AND SUMMARY.

In the August 4, 2016 City of Los Angeles Notice of Preparation (NOP), under Project Location, MSMU is said to be one mile north of Sunset Blvd. In actuality, MSMU is two miles north of Sunset Blvd, and while it may be 3/10 of a mile off the I-405 freeway as stated in the NOP, there is no direct access to that freeway. (Enclosure 1.) The only ingress and egress to 12001 Chalon Road is off of 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. (See photos, Enclosure 3.) MSMU is located in an “urbanized area” and abutting the Santa Monica Mountains. It sits in a quiet suburban residential neighborhood surrounded by single-family homes.

This is not the only error in the MSMU project description. The enrollment numbers of 2,244 as stated in the NOP are not found in any documentation for the project. While intensification of use is illegal without disclosure and necessary permitting, it appears that in the past MSMU has transgressed without city planning approvals.

Additionally, in reviewing the record for this project, 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. In the past, MSMU has not lived up to its prior CUPs, and has made modifications without proper permits or permissions from the city. (Enclosure 11, p. 1-2.)

Because of its past violations and sensitive location, it is unsurprising that on August 29, 1995, James J. Crisp submitted a letter to Councilman Marvin Braude seeking Revocation of Conditional Use Authority, Case No. CPC 4072- Mount St. Mary's College. (Enclosure 2.) Also included with Enclosure 2 is the City's response to Mr. Crisp's letter denying revocation was justified but noting "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." (Bob Rogers, Principal City Planner, letter dated January 25, 1996, p. 2.)

To evaluate this phase of the project, MSMU must provide in the Draft EIR a proper project description, disclose all impacts from the uses currently operating on Campus and disclose any and all future changes it intends to seek above and beyond this 38,000 square foot structure. Deferred disclosure, review and mitigation is not appropriate.

The Carondelet Center is part of the MSMU property footprint, although it is called a "separate property" as of 1981. It is located on Chalon Road inside the property boundary and adjacent to MSMU Campus. (Enclosure 5.) BCA is concerned that there is a plan for future expansion to include this Center without any disclosure.

The Draft EIR must also consider the cumulative and long-term impacts of the proposed project and related projects that currently have approvals or applications pending with the City or that will be approved for construction at the same time as Mount St. Mary'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 Blvd. or the Canyon streets used for ingress and egress to the Mount St. Mary's Chalon Campus. The Draft EIR must analyze the effect of this project on the community in all impact areas required by CEQA. Special attention should be given to three distinct areas: (1) construction impacts, (2) operational impacts of the completed project, and (3) any future uses that MSMU intends for the future use of its Campus.

II. THE EIR MUST COMPREHENSIVELY ADDRESS ALL OF THE PROJECT'S POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS.

To be legally adequate, an EIR must comprehensively identify and address all of the "significant environmental effects" of a proposed project. (Public Resources Code § 21100(b)(1); CEQA Guidelines § 15126.2.) "All phases of a project," including "planning, acquisition, development, and operation," must be addressed. (CEQA Guidelines § 15126.) And both "[d]irect and indirect significant environmental effects"

must be analyzed, "giving due consideration to both the short-term and long-term effects." (CEQA Guidelines § 15126.2(a).

Here, among other significant environmental effects, the Project would impact area aesthetics and dramatically increase traffic congestion during both construction and operation. Construction air quality impacts and noise will likely be severe and must be mitigated. BCA insists that the Draft EIR comprehensively analyze all of the Project's significant environmental effects, including, without limitation, addressing each of the following points and questions.

A. PROJECT DESCRIPTION.

In addition to the incorrect description of the location of the Campus from the I-405 and the permitted enrollment numbers, per the City of Los Angeles MSMU NOP dated August 6, 2016, MSMU states that use of the new facility, will be used "*primarily*" by student body, staff and faculty, as well as provide a practice facility for MSMU sports teams. Because it says primarily and not exclusively, does this mean that MSM can rent, lease, invite any other entity private or public to participate in the use of these facilities in the future, i.e. weekend conference center, swimming pool and outside leases to schools in the neighborhood or other entities? This could enormously increase traffic into and out of the canyon.

B. FIRE AND EMERGENCY ACCESS.

Higher enrollment means more traffic and danger to the community. For example, in 2009, according to NBC News, The Chalon Road/Norman Place fire caused 300 people and cars to evacuate MSMU Campus during the Summer program (with reduced student population), which trapped residents in their own driveways and created gridlock on the narrow windy roadways of Norman Place and Bundy Drive. (Enclosure 4.) The LAFD had a difficult time maneuvering its fire vehicles into the Canyon because of the conflict with exiting cars on the narrow roadway.

MSMU has been told in an event of emergency they will most likely be required to shelter in place. Will MSMU invite nearby residents to shelter in place on campus? In the case that MSMU is not permitted or chooses not to shelter in place, has an evacuation plan been implemented? Please provide detailed information on MSMU's public safety and evacuation plans and answer the questions below.

Does MSM have emergency plans in place?

What kind of emergency plan does MSM have?

How many people can MSM evacuate per minute?

How will MSM evacuate for fire and earthquake?

Does MSMU currently practice fire drills and evacuation drills for all the Chalon students, staff, faculty and other people on campus?

The last fire on Norman and Chalon was caused by electrical equipment in 2009. Has MSMU adopted a plan that would address the construction equipment that will be used for this project so it does not create this type of dangerous hazard in the High Fire Hazard Severity Zone?

What if there is a fire caused by an earthquake? How will MSM evacuate their 1600 students, or even 2,244 students, faculty, guests, and staff, support personnel? How will this high number of MSMU people affect residents trying to evacuate?

C. LAND USE IMPACTS AND NONCOMPLIANCE WITH CURRENT AND PRIOR CUP CONDITIONS.

According to their 1984 CUP, MSMU was to have limited visual effect of their parking structure in the canyon by installing landscaping and low-level lighting for security purposes. However, 32 years later, the parking structure has not been landscaped and lights are clearly visible throughout the neighborhood. MSMU Condition #2 states, "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." And Condition #6 states, "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."

There is a currently a complaint filed with the Los Angeles City Department of Building and Safety- complaint number: 367735, February 23, 2016, with Paul Chopp, regarding current CUP for enrollment 1072 and lack of compliance regarding foliage around the parking structure, which was also required by the condition from the 1984 CUP.

An illegal sign was installed at the end of 2015 on the side of the wall of an MSMU building visible to the entire community. (See photo in enclosure 3). In January, a Bundy Canyon Association member reported this to the City. MSMU was cited by the Department of Building and Safety, and the sign was removed in May 2016.

How does the property of Carondelet Center fit into MSMU's future plans—its use of guest rooms, facilities, and space? Would MSMU guarantee that they would never

subsume that property, or in the long term are they planning to utilize the space for a potential resort, conference center or any other use?

D. PARKING AND ENROLLMENT MUST BE DEFINED AND ENFORCEABLY CAPPED.

1. PARKING.

The August 4, 2016 NOP on Page 3 notes, "Although the project would result in an increase of 53 parking spaces, as part of the Project MSMU is volunteering a condition of approval specifying that these new net parking spaces may never be used to increase the student enrollment cap of 2244 students."

In 1984, the Initial Study Traffic Analysis form states, under "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,...." Under "Impact Of Traffic Generation," there is a check mark above "Not Significant" with an asterisk next to it referring back to the comment "Provided that no enrollment increase is allowed." (Enclosure 10.)

The importance of this statement indicates that if any increased enrollment should occur, there is a potential for significant traffic impact, triggering the need for a traffic analysis for any increase in student enrollment over 1077 as permitted by the 244 approved parking spaces in the 1984 CUP.

The current 1984 CUP, under which we have been told MSMU continues operating, states that the parking structure of 244-268 spaces is to allot $\frac{1}{4}$ students per space. It is unclear how many other parking spaces exist on the property and how they were allocated for faculty, staff, guests, maintenance, rentals, outside events, and other activities.

How many parking spaces exist on the property?

Where are all the parking spaces located?

How many total parking spaces exist for students, faculty, support staff and guests?

Where do the 500 students who live on campus, park? How many have cars?

How do those who do not have cars get to and from campus?

How many full time students are parking on campus?

How many part time students are parking on campus?

Where do commuter students traveling from work park?

Where do the students who do not live on the campus park?

With this project, and into the future, how many parking spaces will be added?

Does MSMU have any incentive for bicycling, or other transportation?

BCA members have seen several Uber vehicles travel up to campus; how many occur daily?

How many permanent staff?

How many part time staff?

What kind of special events require parking?

Special program parking? Summer programs? Camp?

How many students come from the other campus to park?

How many spaces are going to be saved for those using the facility?

Will the neighbors be invited to use the new wellness facility, as they do the current facility? If so, where will they park?

What will the hours be for neighbors to use the new facility?

How is parking arranged during lectures? Conferences? Sporting practices?

How many guests visit campus each day and utilize on campus parking?

Where does MSMU get to the estimate of 2,244 students in light of the fact that guests, faculty and staff must also utilize parking on campus?

Historically, MSMU has permitted parking on campus for trail users to access the nearby public trails. This is an important part of the benefits of the campus that justify a CUP, and BCA would like this formalized in the MSMU CUP.

2. ENROLLMENT.

MSMU has not explained its current enrollment on the Chalon campus. The 1984 CUP stated that parking spaces "That not more than 268 automobile parking spaces be constructed on the subject site" and that the ratio of parking to students would be "not less than $\frac{1}{4}$ ". (Enclosure 6, 1984 CUP.) Therefore, mathematically, there would be a cap of 1,072 students. At the time in 1984, MSMU had 750 students and sought to increase enrollment to 1037.

In 1995, residents sought to revoke MSMU's CUP due to the significant traffic impacts on the community. The response from MSMU stated:

MSMC actually consists of two campuses operating different degree programs. 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 V.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.

In 1995, MSMU was very clear about what its enrollment cap was, and they used the justification of remaining below the cap as a reason for not revoking their permit.

On November 2, 2015 MSMU President stated enrollment at the Chalon campus "is under 1,600." (See Enclosure 7.) Chris K. McAlary, MBA Vice President for Administration and Finance stated at the MSMU Scoping meeting on August 4, 2016 that they will not have more than 1,500 students enrolled on the Chalon Campus.

As of August 2016, the Niche website (<https://colleges.niche.com/mount-saint-marys-university-ca/statistics/>) states 1,900 fulltime students and 500 part time students are at the Chalon campus. (Enclosure 8, Niche screenshot.) The NOP dated August 4, 2016 for the project states a student cap would be set at 2,244, which is well above the 1,072 students approved by the 1984 CUP.

How does MSMU justify expanding enrollment, with no city planning approval, no traffic studies, and no mitigation measures to alleviate significant traffic impacts has on the community?

How many students actually attend the school part-time, full time, special events, special classes?

Do online students have to show up for in person updates?

How many come over from the other campus to take classes, summer programs?

If the Doheny campus increases student enrollment, how will that effect the usage for those students coming to the Chalon campus?

How many people/students does MSM expect from other locations?

How much enrollment does MSM add every year?

What about special workshops?

How many staff?

How many coaches?

What about any future enrollment not "currently" planned per MSMU?

How does one monitor enrollment at any given time?

What kind of additional classes once the wellness center is completed?

Where will the neighbors park? People from other areas? Parents? Guests?

How will they accommodate neighbors visiting?

What about team practices?

Are there students on the sports teams from both campuses? If so, how will they get to the new wellness center? Where will they park?

If MSM is planning to hit the student cap of 2,244, MSM must do studies to justify an increase in enrollment from its originally approved 1071, to the more than doubling of the student enrollment, then they must conduct a traffic study that involves all of those impacts.

3. GRADUATION.

We understand that MSMU holds all its graduations on the Doheny campus. Can MSMU ensure that all graduations will continue to take place on the Doheny Campus?

4. LEASE OF FACILITY FOR FILMING AND OTHER EVENTS.

MSMU Chalon campus has weddings and it is also used as a filming location. The area's narrow, windy roads are already at capacity. Additional uses would be disruptive to the neighborhood.

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.

ALL of MSMU's current and proposed events must be listed on a chart, with dates, times and locations. All events must be included in a traffic and cumulative impacts study.

5. OUTSIDE PROGRAMS.

Who will be allowed to utilize the new facility?

Is there a plan to rent the facilities to other schools?

Is there any current proposed deal/discussions/future plans with Archer School or any other school or group for them to utilize these facilities?

Will there be overnight guests?

Will there be weekend wellness programs?

Will there be wellness guest speakers?

MSMU states in the NOP they will not hold games, but just practices. Will MSM allow other schools to use the facilities for games?

Sports finals?

Filming movies and TV shows?

E. CONSTRUCTION IMPACTS.

While MSM anticipates demolishing the current facility and parking lot, they do not discuss the removal and digging out the dirt for the new pool.

Where will the demolition materials go?

How will it affect the stability of the hill?

We request a soil and geology expert to review the hillside issues.

How many construction vehicle trips per day?

What time will those trucks be permitted?

What are the construction hours?

How many days of construction per week? Will it happen over the summer?

What happens if they go over their completion date?

What streets/traffic patterns are the construction vehicles planning to take?

How safe is it for compact fill on a hillside property?

How much noise will impact the canyon?

How much noise will impact the nature/animal corridor?

Is school going to be open during construction?

What will the impacts be with student traffic and additional construction traffic?

What will the impacts be with student traffic and additional construction traffic?

What are the cumulative impacts on construction impacts on Sunset? On Barrington? On Bundy? On Chaparral? On Saltair? On Chalon?

The demolition and construction phases may generate numerous airborne contaminants that the draft EIR must address.

The Office of Health Hazard Assessment (OEHHA) has released new guidelines that are more protective of public health. We request any air quality analysis incorporate these guidelines.

What are the cumulative impacts with the Archer, Brentwood school projects, and Caruso project, all during construction and operations?

What will be the pollution from the emission of construction equipment?

How will MSMU protect their neighbors from dust compiled by the demolition of their current facility?

Has the current building been tested for lead paint, asbestos, and other dangerous particulates' from removing these structures?

If these materials are found, how do they plan to mitigate the impacts?

What are the cumulative impacts on Air Quality?

What additional emissions will come from the construction trucks?

Just north of the MSMU property, there are methane vents from the Old Mission Canyon Landfill, gas vents are just north of the property, and transport gas. What about the methane gas releases from construction into the air?

What happens if they break a methane gas pipe, due to the methane gas field?

Where is the building site compared to the methane gas field?

How will the methane gas field be impacted by the construction?

What safety precautions would they take?

F. TRAFFIC AND CIRCULATION.

1. TRAFFIC IMPACTS FROM EXPANSION COULD BE SIGNIFICANT.

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.

How would MSMU traffic, including the 2,244 cap as stated in the City of LA NOP, impact the canyon, neighborhood, and Sunset Blvd. traffic?

The NOP indicates that in addition to this new Wellness Facility being used by the students on the Chalon Campus, MSMU will also be bringing in the Doheny Campus students, involved in the weekend/evening college and graduate programs, the online program, and the associate of arts program. (It is our understanding that MSM's bachelors and nursing programs are on the Chalon campus- masters program is on the Doheny campus).

What is the baseline being used?

What will the project do to increase traffic on Sunset Blvd.?

What are student traffic patterns?

How many students per hour access MSM?

How many leave between 4-7 pm during high peak hours on Sunset?

What is the busing schedule?

A detailed traffic study of additional student trips from the Doheny campus to the new facility once the building is completed must be conducted.

2. BUSING.

Before MSMU began using buses, students were transported between the Doheny campus to the Chalon campus with vans. Currently, the 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. Oftentimes, on Bundy Canyon's narrow and windy roads, MSMU buses have been stuck, holding up traffic and creating dangerous conditions. The MSMU buses are wrapped with large MSMU ads and can be seen driving through the neighborhood mostly empty. Sometimes two to three of these buses are in the area at the same time, following each other up or down the hill. The buses roar loudly, creating noise issues on all streets in Bundy Canyon.

On Nov. 8, 2015 MSMU brought several hundred students onto campus in large yellow school buses over several days. Debbie Ream, the MSMU public relations liaison said it was students that MSMU were courting to register for MSMU upcoming school years. These buses were so large they created traffic jams on most of the narrow streets heading up to the school. (See photos in Enclosure 3).

If MSMU plans to continue these types of events to court future students, they need to be included in the traffic study, and please advise how MSMU will mitigate the impacts on traffic.

How many MSMU large sized buses are currently in operation?
How many MSM medium sized buses are currently in operation?
How many MSM vans are currently in operation?
How many faculty vehicles?
How many service trucks?
How many support vehicles?
How many Uber cars access the college each day?
How many pizza/food delivery trucks enter the campus each day?
Are buses and vans gas or electric? How many of each?
Are buses and vans clean running?
What is the busing schedule?
What is the traffic pattern for Brentwood?
How many buses will be going to and from the new train station?
How many buses per hour to and from the Downtown campus?
Do they adjust their schedule so that buses do not run empty?

What kind of mitigation measure are included for carpooling? MSMU Trucks? Delivery trucks? Laundry Service Vehicles?

Neighbors have asked that MSMU and Carondelet combine the use of food delivery 18-ton wheelers and other support services. To date, BCA does not know if this has happened. Please include this information in the Draft EIR.

How does this new center impact the number of trips made by food trucks, sanitation trucks, gardeners, and other support vehicles for maintenance and support of their campus?

What about Uber drop offs, food deliveries services and others coming to MSMU Chalon?

G. HAZARDOUS MATERIALS.

The NOP described the demolition of the pool, tennis courts, and parking lot, and the reuse of the material on site. If the City finds that the contents of the demolition are hazardous, what is the contingency plan for dumping?

Will there be an analysis of the building materials being demolished to ensure no hazardous materials or toxins exist?

What kind of materials are in the current building? Asbestos? Lead paint?

When were the buildings built?

What are the plans for testing and remediation prior to demolition?

H. BIOLOGICAL STUDIES.

The Santa Monica Mountains are in the California chaparral and woodlands ecoregion, and includes the California oak woodland and Southern coastal sage scrub plant community, and are covered by hundreds of local plant species, some of which are very rare or endemic.

During the school year, it is rare to see the area's wildlife movement. However, in the summer, when MSMU slows down, the wildlife returns to the area between the Getty Museum at Sepulveda past MSMU and through to the Santa Monica Mountains to the west. There are deer in the area (enclosure 9) as well as hawks, owls, coyotes, skunk, bobcat, and mountain lions, among others.

MSMU is adjacent to Santa Monica Mountains and protected trails, and a wild life corridor.

Are there any sensitive species nearby likely to be affected by construction, such as birds, animals, insects or plants? How will MSMU protect the trees and vegetation around the digging site?

When MSMU is in session will there be impacts on wildlife?
Will the proposed construction impact wildlife?

How will campus construction and operation affect wildlife?

We request a wildlife impact study.

I. GEOLOGY AND SOILS.

The grade of the new parking lot will be below the grade of the current parking.

The proposed pool requires grading. Please provide us with geological and soils analysis.

J. ARCHEOLOGICAL AND PALEONTOLOGICAL IMPACTS.

There have been reports of whalebones and other paleontologically significant finds in the area, including directly north of MSMU campus in an area called Mountaingate, formerly Mission Canyon landfill.

(http://www.mednscience.org/download_product/1328/0;

http://articles.latimes.com/1996-02-29/entertainment/ca-41249_1_fish-fossils; Enclosure 12.) Specific attention must be paid to how such resources may be affected if grading is to occur.

Will MSM be working with the UCLA Archeological department for potential archeological relics as proposed in the 1984-CUP?

K. AESTHETIC IMPACTS.

In the City of Los Angeles NOP dated August 6, 2016 on page 3, MSMU is asking for a variance to change height requirements for their proposed "wellness facility."

The Project may have significant aesthetic impacts on the Project site's surroundings. The Project will be visible from nearby trails. This would substantially degrade the existing visual quality of the site and its surroundings. As a matter of law, the EIR must comprehensively address this significant aesthetic effect of the Project.

(See *Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597.) Public views, such as those enjoyed from trails near the Project site, are of special importance.

BCA notes that Los Angeles Municipal Code (LAMC) section 12.24F does not provide sufficient authority for allowing height to exceed the maximum permitted height in the area. The property is zoned as RE40-1-H. Therefore the maximum allowable height is 30 feet. To exceed this height, the findings set forth by LAMC section 12.24X.10 must be made, and the permit processed as a variance in accordance with the provisions of 12.24X.10.c and 12.28.

The new building is over in height, bright in color and out of character with the surrounding buildings and Santa Monica Mountain environment. The building is all white with a white roof. What is the effect on insects, birds, and the night sky?

What kind of lighting will be on the building?

What kind of lighting will be used for new pool area, as it is designed to be located at the edge of the space with views of the coastline and canyons?

Constructing such a pool on a hillside must include a plan to mitigate issues, such as cracking and water damage.

Is there a rendering for what the facility (which will be over in height and bright white in color) will look like from neighbors' properties looking towards the campus?

How big is the pool? How many gallons of water will it contain?

If the pool needs to be drained for maintenance, cleaning, etc.? Where will the water be diverted?

What will be the lighting for late hours of use?

Does MSMU have a plan for restoring or enhancing the visual beauty of the canyon as opposed to neighbors looking at garage, lights, and large buildings?

What is the visual impact on the community?

The community spent quite a bit of time and energy, saving trails just to the north of MSMU. Will this structure be visible from the trails?

BCA requests a view shed study to address these questions.

BCA would also like to see an alternative building plan that is more green, including use of building design techniques and energy efficiency measures recommended by the

California Attorney General as examples of greenhouse gas mitigation measures. (See http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf.)

The MSM project EIR must also address energy usage as required by Appendix F of the CEQA Guidelines.

L. CUMULATIVE IMPACTS.

Cumulative impacts from all MSM uses, including parking, must be analyzed. When the possible effects of a project are “individually limited but cumulatively considerable” a finding that the project may have a significant effect on the environment must be made. (Public Resources Code § 21083.) “Cumulatively considerable” means that the increased effects of a project are considerable when viewed in connection with the effects of past, current, and probable future projects. (*Ibid.*)

We understand that MSMU wants to begin its project in 2018, Archer project plans their construction at the same time, as well as other projects such as Brentwood School east and west campus projects and Rick Caruso’s Pacific Palisades project. Sunset Boulevard, in most cases, is the only ingress and egress for these projects.

When the Archer project was proposed, Councilman Mike Bonin said

"We have the most beautiful and vibrant neighborhoods in the city – and some of the most congested roads. Like you, I can’t drive down Sunset in the afternoon without planning for maddening traffic delays. That’s why traffic is my first and top concern with any development proposal. Looking at potential traffic impacts is the lens through which I have approached the Archer School for Girls’ application to expand and modernize its campus on Sunset Boulevard.

The Archer proposal is one of the more controversial developments I have dealt with since taking office last year. Archer is a world-class institution in a terribly complex location. A phenomenal school for bright, talented young women, surrounded by a residential neighborhood and *one of the worst traffic choke points in the City*. In considering support for this project, I need to weigh three major concerns: the regional impact on traffic; the quality of life impacts on neighbors; and the educational impact on the bright young women and girls who attend Archer."

(<http://archerdisaster.com/short-sited/>; <https://nextdoor.com/agency-detail/ca/brentwood/brentwood-community-council/>, emphasis added.)

"It can take folks an hour to drive a mile and that's not an exaggeration. It's really, really bad" said Bonin, adding the Sunset congestion is among the issues constituents complain about the most." (Councilmember Mike Bonin, February 8, 2016, as reported in LA Curbed, <http://la.curbed.com/2016/2/8/10953646/sunset-boulevard-traffic-brentwood-405>, emphasis added.)

How will traffic be mitigated on Norman Place, Chalon, Saltair, Barrington and other Bundy Canyon streets, and Sunset Blvd?

M. NOISE.

Noise can be a severe impact of construction and operational activities.

What will be the impacts from construction noise?

What would be noise levels and impacts from student enrollment increase?

What are noise levels from events?

What are the noise levels of MSMU trucks coming up Norman Place and down Bundy Canyon?

The pool will apparently be an outdoor unenclosed infinity pool with views. What noise levels would be expected from pool activities and events?

Cumulative impacts must be studied as part of the EIR.

N. HYDROLOGY.

MSM is apparently rebuilding the pool on the edge of what looks like a very precarious spot on a known earthquake zone. On June 1, 2014, there was a 4.2 quake near the Getty Center in Brentwood. <http://www.latimes.com/local/lanow/la-me-earthquakes-earthquake-37-quake-strikes-near-westwood-california-ommy9j-story.html>.)

How will this pool be secured for earthquakes?

How will the pool affect the water tables?

A hydrology study must be conducted to address runoff from the site.

O. OPERATIONS.

What are the hours of operation of each of the following?

--School?

--Facilities?

--Proposed wellness center?

--Pool?

What are overall campus hours?

How is MSM working with the Sunset Educational Corridor Association, if at all? It is our understanding that Councilmember Bonin created the SECA (Sunset Educational Corridor Association) modeled after Mulholland Educational Corridor Association (MECA). We understand representatives from each institution in the association meet regularly with the goal of coordinating events and working to address community concern about lack of infrastructure and traffic issues. However, BCA's members have no idea what goes on since they are not invited to the meetings and there are apparently no minutes.

Will the group be involved in funding a traffic study for Sunset?
What other schools are participating?

**P. ALTERNATIVES MUST BE THOROUGHLY ANALYZED, BOTH
ONSITE AND OFFSITE.**

Section 15126.6 of the CEQA Guidelines requires that an EIR "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives . . . even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." This discussion must include "sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project," and expressly must address "[t]he specific alternative of 'no project,'" the purpose of which "is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project."

In light of this legal mandate, BCA insists that the EIR contain a complete and comprehensive "alternatives" analysis, which should include a study of alternative locations for the Project and alternative onsite designs. BCA is confident that the worthwhile goals of the Project can be accomplished at other locations in and around Los Angeles. Since the Project would expand a nonconforming use, which is allowed on sufferance under a conditional use permit, expanding that nonconforming use should be carefully examined. "A proposed change in allowed uses raises a policy question of whether the site is appropriate for the new use. Resolution of this question depends on a comparison of the advantages and disadvantages of the site with other sites that are or could be designated for the same use." (Kostka and Zischke *Practice Under the California Environmental Quality Act* Vol. 1, § 15.26, p. 756.)

CONCLUSION.

In summary the following studies and analyses will be especially critical: air quality analysis; enrollment increase justification studies; a full traffic study including analysis of additional student trips from the Doheny campus to the new facility; light study; parking analysis; wildlife impact study; geological and soils analysis; view shed study; hydrology study; hazardous materials studies; biological resources study; archeological and paleontological resources study; cumulative impacts analysis; and noise and sound study to include pool operations.

We request notification of future hearings or notices about this project pursuant to Public Resources Code section 21092.2.

BCA believes that due to the numerous impacts the proposed Project would have on the environment and the regional impact this Project would have on Bundy Canyon and the surrounding area, the minimum circulation period for a Draft EIR of 45 days would not be adequate. BCA requests that the many complex issues at play in this Project be considered when setting the circulation period, and that period should be at least 90 days.

Thank you for your consideration of these comments.

Sincerely,

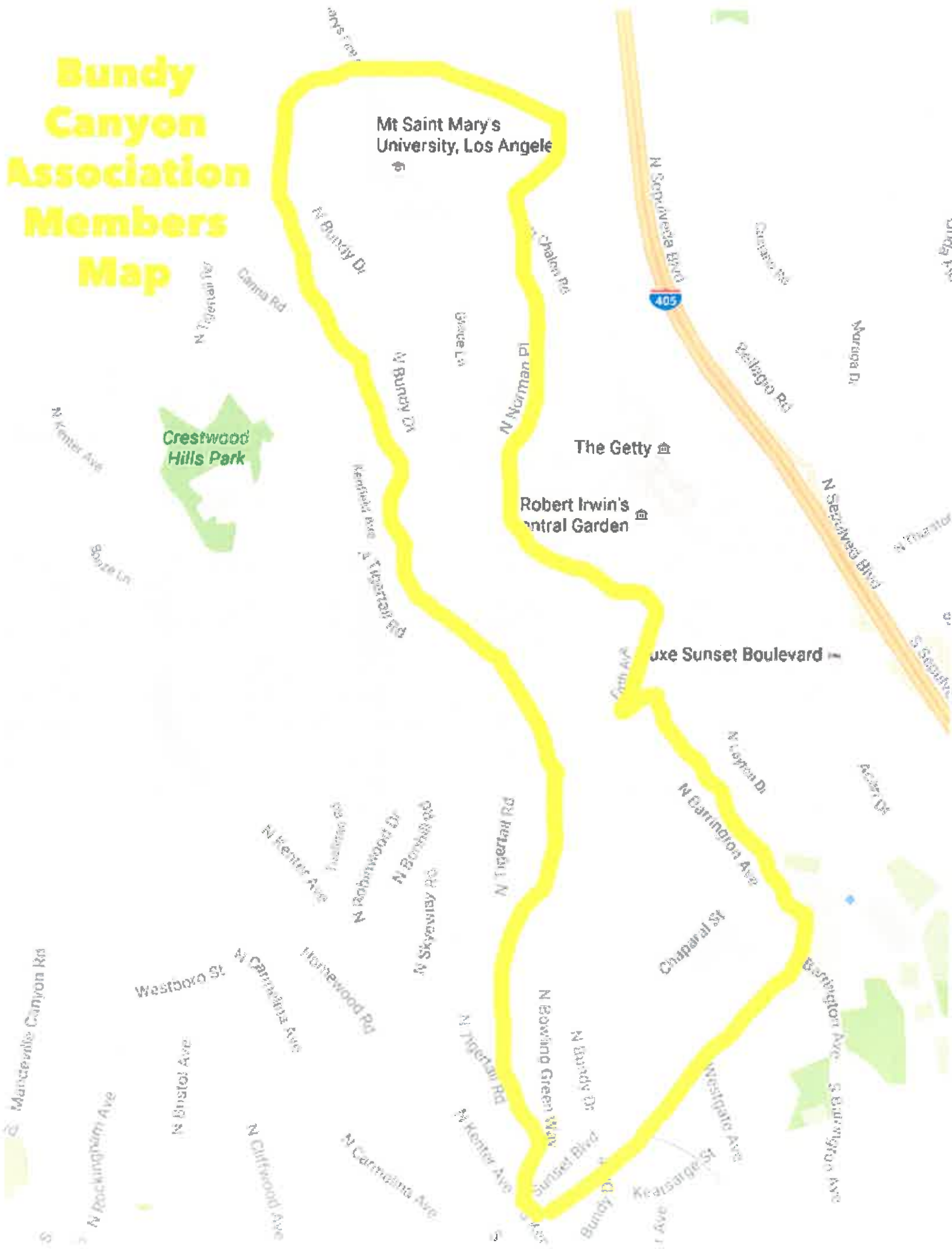


Douglas P. Carstens

Enclosures:

1. Map of region, including BCA area and 405 Freeway
2. August 29, 1995 letter from James Crisp to Councilmember Marvin Braude and January 25, 1996 denial of revocation from Principal City Planner Bob Rodgers.
3. Photos of nearby streets and surroundings, including view of parking structures
4. NBC Reports
5. Map showing Carondelet Center
6. 1984 CUP and reports.
7. November 2, 2015 Letter of MSMU President
8. Niche screenshot
9. Photo showing wildlife
10. 1984 Initial Study Traffic Analysis
11. Memorandum of Sandy Genis
12. "Whale Fossil Found in Mountains" article

ENCLOSURE 1



ENCLOSURE 2

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 12.24G-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 which limited parking on the site to 268 automobile parking spaces and enrollment to a maximum of 1072 students.

1984

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,

A large, stylized handwritten signature in black ink, appearing to read "James J. Crisp".

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

5/10/02

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

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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.

PUBLIC COUNTER & CONSTRUCTION SERVICES CENTER
CITY HALL - 200 N. SPRING STREET, RM. 4605 - (213) 485-7826
VAN NUYS - 6251 VAN NUYS BLVD., 1ST FLOOR, VAN NUYS 91401 - (818) 756-8596

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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
Principal City Planner

BR:jj

Attachment

cc: Mt. St. Mary's College
James J. Crisp
Con Howe
Robert Janovici

ENCLOSURE 3

Enclosure #

Bundy Canyon has tiny, windy roads many with no sidewalks



Enclosure #

TRAFFIC Issues

Large MSMU Busses on narrow, windy roads
photo: Norman Place



Stuck MSMU truck on Norman at Chalon/Students backed up behind



Bundy Canyon Neighborhood Association

@Bundycanyon

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Bundy Canyon Neighborhood Association

Written by Stefanie Michaels [?] · August 26, 2015 · 📷

Yep. Another day, another stuck Mount St Mary's truck! Our streets are too small for all this Commotion!



MSMU Truck stuck at Norman at Chalon



Bundy Canyon Neighborhood Association

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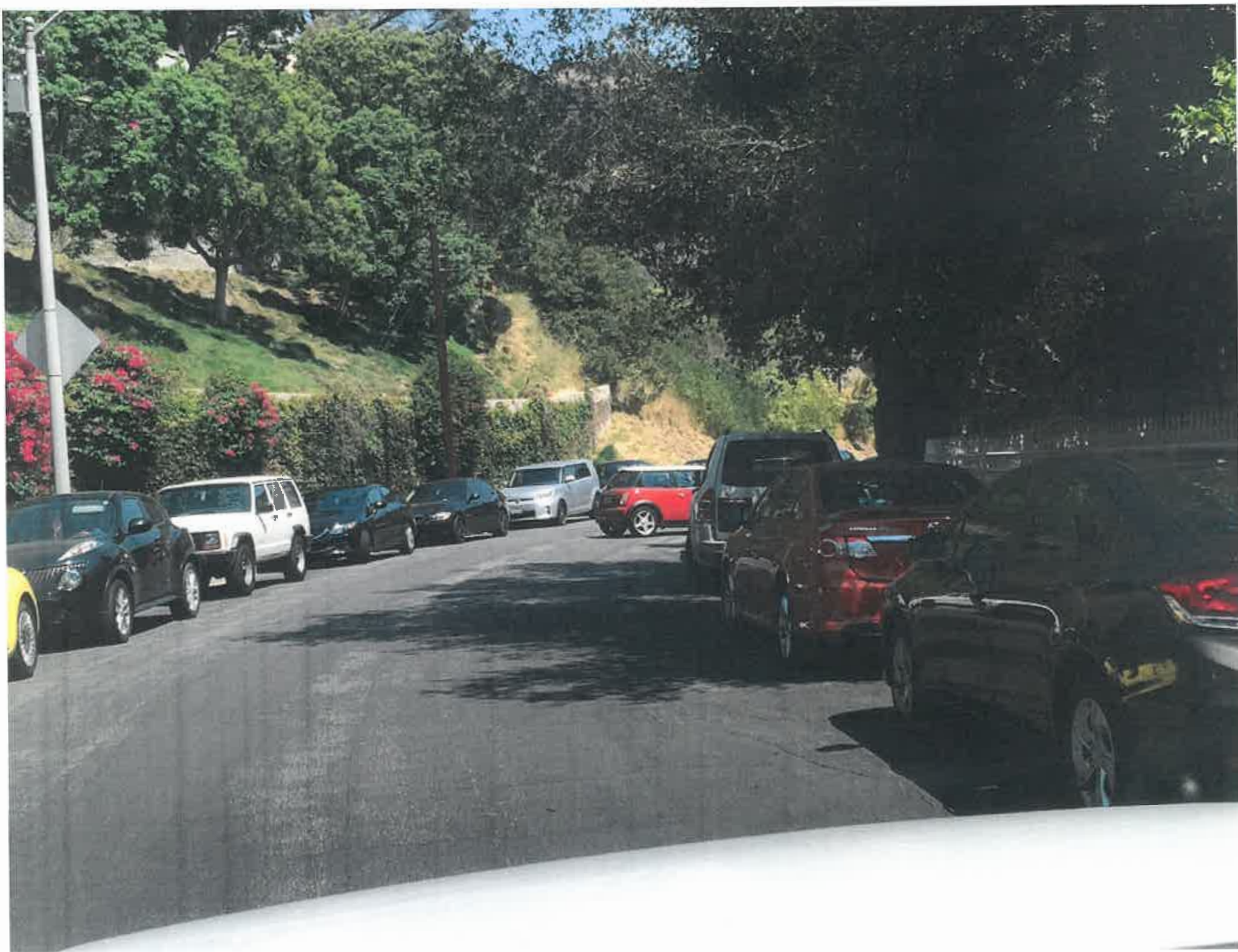


Bundy Canyon Neighborhood Association

Written by Stefanie Michaels | 21 - August 26, 2015 - 48

Yep. Another day, another stuck Mount St Mary's truck! Our streets are too small for all this Commotion!





Student cars park on Chalon creating noise & traffic issues. Many turn down Norman place, which is against school policy but there has been no change initiated by MSMU to stop this



Guest Buses heading to MSMU campus stuck on Saltair at Bundy



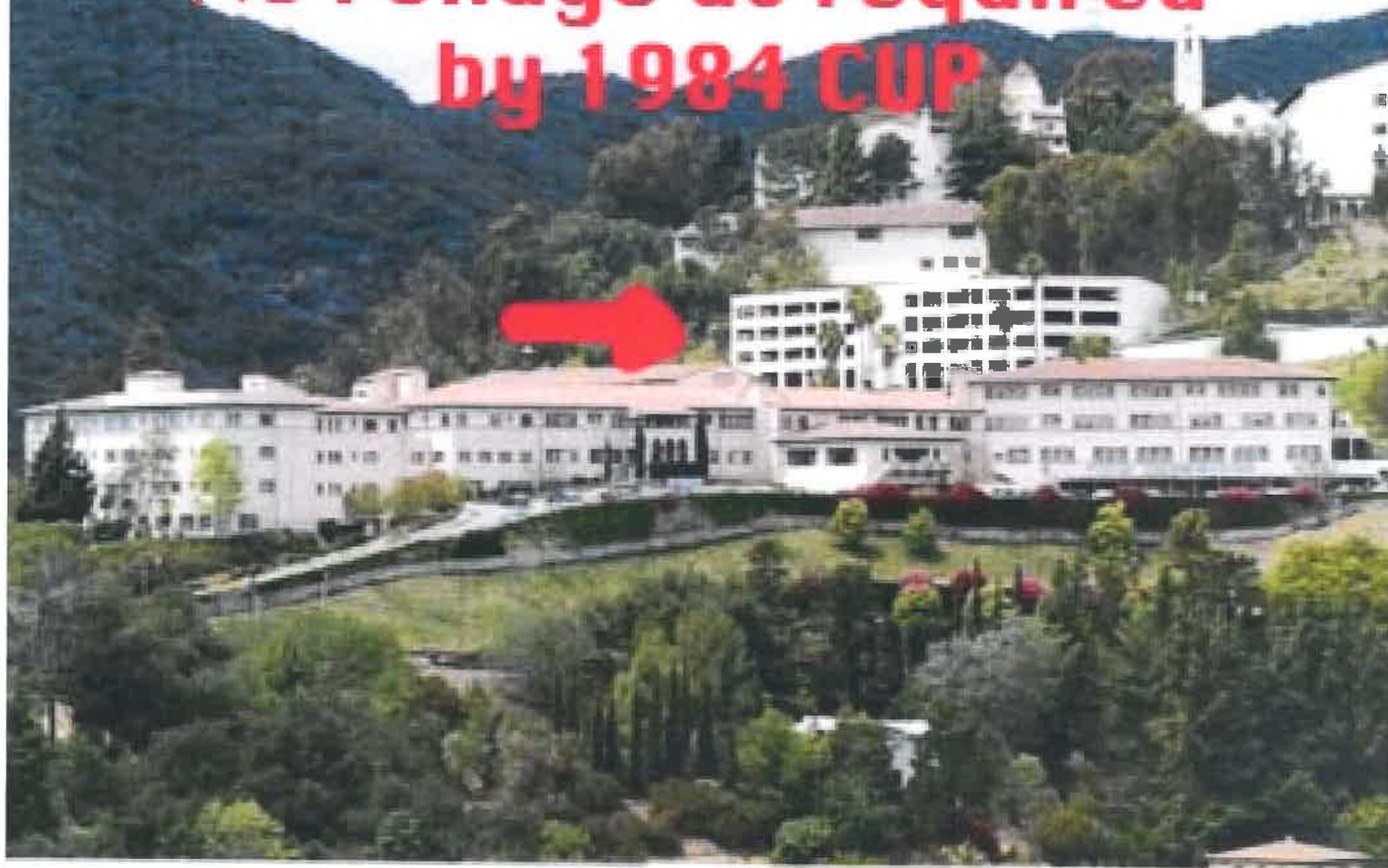
MSMU Student recruitment bus was just one of many accessing Norman to Chalon over several days for an MSMU event– busses took up the whole road creating dangerous conditions



Trucks have to use both lanes on Chalon to access campus creating a dangerous condition



Parking Structure No Foliage as required by 1984 CUP



**Parking Structure in
plain view/no foliage as
part of 1984 CUP**



Enclosure #

MSMU Chalon Campus Sign Violation



ENCLOSURE 4

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A tram took people down the hill to parking lots so they could drive out the south gate, and the center was closed for the rest of the day, he said.

Nearby to the north, Mount St. Mary's College was evacuated as a precaution even though the fire was a mile away and a canyon lay between it and the school, spokeswoman Sarah Scopio said.

College was not in session but 100 staff members evacuated along with about 200 other people attending a conference, Scopio said.

One firefighter suffered a minor foot injury Wednesday, and another firefighter came down with heat exhaustion Thursday.

"We had one firefighter with a heat-related illness that was transported to a local hospital," said Ron Myers of the Los Angeles Fire Department. "He had to be hoisted because of accessibility issues, but his injuries are non-life threatening."



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Tricia L. Cazaz

A brush fire climbs a hill near the Getty Center.

ENCLOSURE 5



Google
Entrance to MSMU & Carondelet

ENCLOSURE 6

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TOM BRADLEY
MAYOR

JUL 27 1984

J. M. P. H.
DEPARTMENT OF
CITY PLANNING
561 CITY HALL
LOS ANGELES, CA 90012

CALVIN S. HAMILTON
DIRECTOR

KEI UYEDA
DEPUTY DIRECTOR

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
Raymond I. Norman, Secretary
City Planning Commission

RIN:ct

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 Council District No. 11
DECISION DATE: JUL 12 1984 Brentwood-Pacific Palisades District
July 5, 1984 District Map No. 7235, 7297
Time: 9:30 a.m. and 144-141
Location: Rm. 350, City Hall Book 2, Page 490, Grid AZ-37
Los Angeles, CA 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

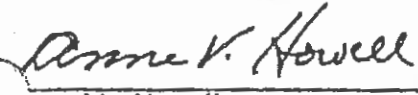
RECOMMENDATIONACTION RECOMMENDED BY THE STAFF: That the CommissionConsider the Staff Report

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 $\frac{1}{4}$ 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:

Approved by:


Anne V. Howell
City Planner


Bob Rogers
Senior City Planner

STAFF REPORTThe 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 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 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.

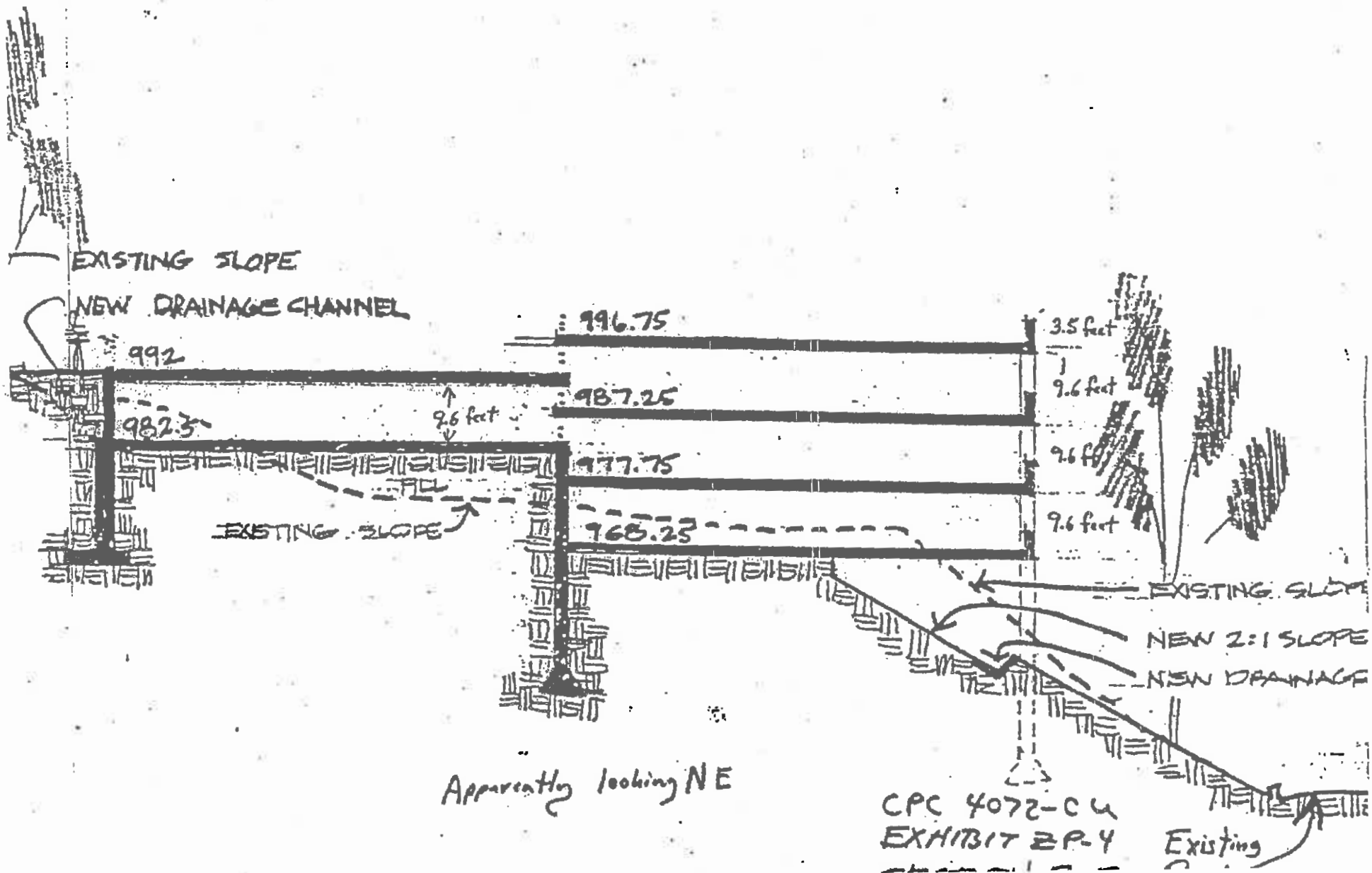
Prior Relevant Cases:

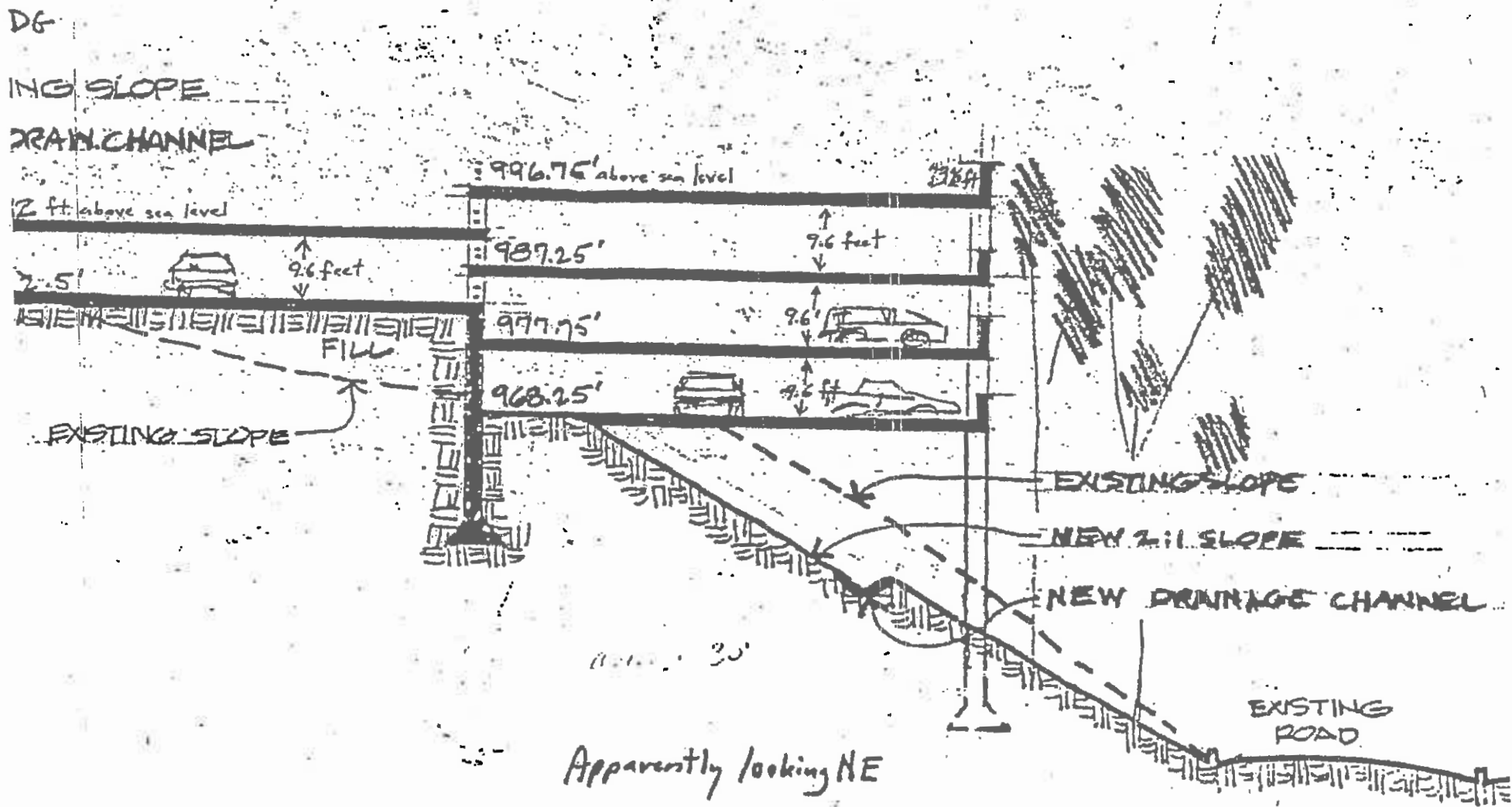
The college has existed since 1929 under a zone variance (Zoning Administration Case No. 3066) grant by the City Council. It is considered a "deemed to be approved" conditional use. Subsequent plan approvals permitted expansion of the campus facilities beginning in 1952. The most recent grant was on 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.





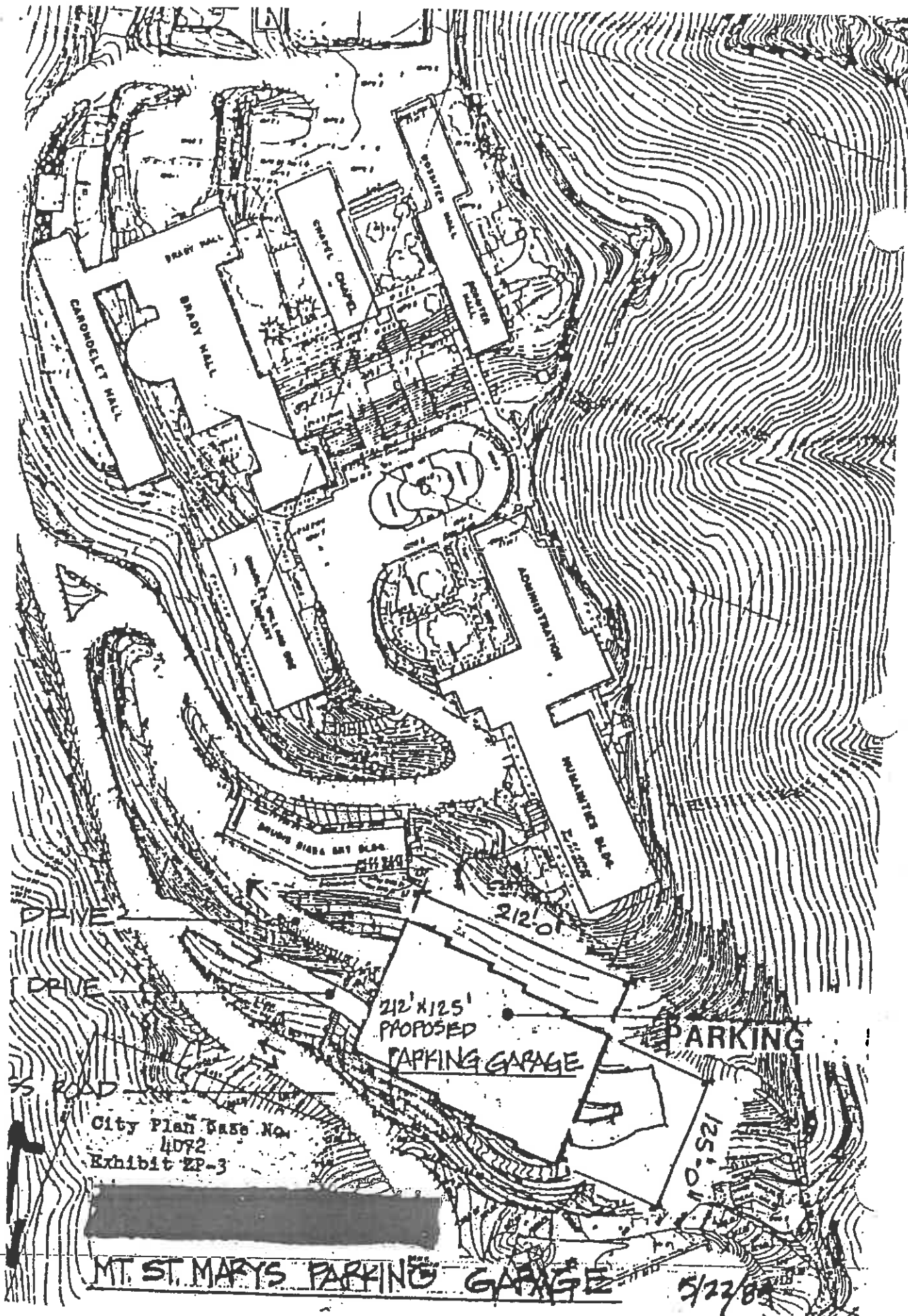
Apparently looking NE

An average of 30 feet
between the new grade
and first level

SECTION A-A

EXHIBIT 2P-4

CPC 4072 - 011



City Plan Base No.
4072
Exhibit ZP-3

MT. ST. MARYS PARKING GARAGE

5/23/84

DEPARTMENT OF CITY PLANNING
Room 561-1, City Hall
200 North Spring Street
Los Angeles, CA 90012
485-3505 (Please make appointments by phone)

CPC 4072

CITY PLAN CASE NO. 4072-CU

JUL 12 1984

DECISION DATE: July 5, 1984

Council District No. 11

Brentwood-Pacific Palisades District

District Map No. 7235, 7297

and 144-141

Time: 9:30 a.m.

Book 2, Page 490, Grid AZ-37

Location: Rm. 350, City Hall

Env'l File No. MND-113-84-CUC

Los Angeles, CA

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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STAFF REPORT	2
Request	
Comments	
Conclusion	

EXHIBITS (copies for file and Commissioners only)

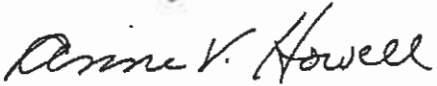
ZP- 3: Plot Plan
ZP- 4: Elevation Plan
ZP- 5: Site-line Study (file copy only)

RECOMMENDATIONACTION RECOMMENDED BY THE STAFF: That the CommissionConsider 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 $\frac{1}{4}$ 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 REPORTThe 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 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 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.

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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RECOMMENDATION	P.	1
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 33 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 2P-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 usable dwelling is not completed by that date, this approval shall become void.

Recommended by:


John J. Parker Jr.
City Planner

Approved by:


William E. Lillenberg
Senior City Planner

STAFF REPORTRequest: -

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 7



November 2, 2015

Office of the President

Dear Chalon Neighbor:

For 90 years, Mount Saint Mary's University has had a long association with our Brentwood neighborhood. It is our continued desire to work in a spirit of mutual collaboration with and respect for our neighbors.

We have held two Town Hall meetings in the last year to provide our neighbors with information about the university and the proposed construction of a fitness facility on the campus, and to listen to the questions and concerns you may have. You may have received misinformation about the university and its plans, and we'd like to share the facts with you.

Will the new fitness center expand the Chalon Campus? No. The building will sit on the existing footprint of the current fitness center, pool, facility offices, resident manager housing and parking. Additionally, while the project as originally envisioned was approximately 48,000 square feet, we are analyzing the final project size. We anticipate it will be smaller than originally planned.

This fitness facility is for our current student body. Enrollment at the Chalon Campus is under 1,600. The remainder of our student body is centered at our Doheny Campus located in downtown Los Angeles, which includes the graduate and weekend/evening programs.

We have also committed to the development of an Environmental Impact Report (EIR) to examine all aspects of the project and its potential impacts. We have engaged a construction manager early in this process so that we can work with them to minimize the impacts of construction on the community. We will be sharing the information with our neighbors and the Brentwood Homeowners Association.

We publish an electronic newsletter for our Chalon neighbors two times a year, at the beginning of each semester. If you have any questions, or would like to be informed about events happening on campus, as well as information about the proposed facility, please email Debbie Ream, Director of Communications and Marketing, at dream@msmu.edu, and we will add you to our mailing list.

Sincerely,

A handwritten signature in black ink that reads "Ann McElaney-Johnson".

Ann McElaney-Johnson
President

ENCLOSURE 8



Mount Saint Mary's University (CA)

Overall
Niche GradeLOCATION
Los Angeles, CAUNDERGRADS
1,919TUITION
\$33,852ACCEPTANCE RATE
74 %[More statistics ...](#)

Yes I'm interested, let this school know **Maybe** Bookmark for later **👍** Show me better matches **?** What does it mean to express interest?

Summary

[School Home](#)[Statistics](#)[Rankings](#)[The Best & Worst](#)

About the School

[Academics](#)[Admissions](#)[Jobs & Internships](#)[Majors](#)[Scholarships](#)[Videos & Photos](#)

About the Students

[Diversity](#)[Drug Safety](#)[Greek Life](#)[Guys & Girls](#)

About the Campus

[Administration](#)[Athletics](#)[Campus Food](#)[Campus Housing](#)[Campus Quality](#)[Health & Safety](#)[Parking](#)[Technology](#)[Transportation](#)

About the Location

[Local Area](#)[Off-Campus Dining](#)[Off-Campus Housing](#)[Party Scene](#)[Weather](#)

Statistics

Basic Statistics

School Contact

Mount Saint Mary's
12001 Chalon Road
Los Angeles, CA 90049
(310) 954-4000
www.msmc.la.edu

General Statistics

Founded: Not Reported
Coed: No, All Women
Control: Private Non-Profit
Setting: Large city
Academic Calendar: Semester
General Religion: Catholic
Specific Religion: Roman Catholic

Cost Statistics

In-State Tuition: \$33,852
Out-of-State Tuition: \$33,852
Room & Board: \$10,530
Books & Supplies: \$1,774

Student Body Statistics

Full-Time Undergrads: 1,919
Part-Time Undergrads: 539
Male Undergrads: 164
Female Undergrads: 2,294
Total Grad Students: 688
Full-Time Grad Students: 420
Part-Time Grad Students: 268

Trump Betrayed?

Sept. 30 Will Go Down As
the Day That Ruins His
Presidency. See Why.

Financial Aid Statistics

General Information

Financial Aid Forms Deadline: Not Reported
Tuition Guaranteed Plan: Not Available
Prepaid Tuition Plan: Not Available
Tuition Payment Plan: Available
In-State Tuition: \$33,852
Out-of-State Tuition: \$33,852

Contact Financial Aid

Phone: (310) 954-4190
Email: Not Reported
Web Site: www.msmc.la.edu/pages/220.asp

Aid/Loans	Federal Grant Aid	Institution Grant Aid	State Grant Aid	Student Loans	Total
Average Amount	\$4,994	\$12,789	\$8,164	\$6,867	\$29,799
% Students That Got It	65%	98%	57%	95%	100%

NOTE: Financial aid is only available for those who qualify.

Admissions Statistics

Overall Admissions Statistics

Total Applicants: 2,316
Male Applicants: 106
Female Applicants: 2,210
Total Acceptances: 1,716
Male Acceptances: 41
Female Acceptances: 1,675

Free Maps & Directions

Download & Print Maps on the Go with MapsGalaxy. Free to Use!

Acceptance Rate:	74%
Yield:	33%
Contact Admissions	
Phone:	(310) 954-4000
Email:	mountnews@msmc.la.edu
Web Site:	www.msmc.la.edu/pages/107.asp

Application Information	
Open Admissions:	No
Common Application:	Yes
Application Fee:	\$50
Application Web Site:	www.msmc.la.edu/pages/1969.asp

Dates To Know	Deadline	Notification
Early Action	December 1	January
Early Decision	May 1	Not Reported
Regular Decision	February 15	Not Reported
Must-Reply-By	May 1	

Admissions Consideration	Required	Recommended	Neither Required Nor Recommended
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GPA

HS Rank

HS Transcript

College Prep Courses

Recommendations

Audition/Portfolio

SAT/ACT

TOEFL

CAN YOU RUN AN 8-MINUTE MILE?

You can save money on life insurance

LEARN MORE

Health I.Q.

Freshmen Enrollment Statistics

Total Freshmen Enrollment:	559
Full-Time Male Enrollment:	19
Full-Time Female Enrollment:	535
Part-Time Male Enrollment:	1
Part-Time Female Enrollment:	4

Waitlist Statistics

Applicants Placed:	Not Reported
Applicants Accepting:	Not Reported
Students Enrolled:	Not Reported

Transfer Statistics

Applications Received:	316
Applicants Accepted:	135
Students Enrolled:	77

4 pageviews remaining

Standardized Tests Statistics

Standardized Test Scores	Critical Reading	Math	Writing	Composite (out of)
SAT (25th - 75th Percentile)	420 - 510	420 - 520	420 - 530	1260 - 1560 (2400)
ACT (25th - 75th Percentile)	Not Reported	Not Reported	Not Reported	16 - 22 (36)

General Statistics

Top 10% of HS Class:	Not Reported
----------------------	--------------

SAT/ACT Required:	Not Reported
-------------------	--------------

Students Submitting SAT:	91%
--------------------------	-----

Students Submitting ACT:	35%
--------------------------	-----

SAT Subject Test Requirements

Not Reported

SMOKERS EARN 20% LESS CASH THAN NON-SMOKERS

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facebook.com/nichesocial

Places to Live K-12 Colleges

ENCLOSURE 9

Enclosure

Deer migrating during summer season at Chalon and Norman Place





ENCLOSURE 10

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. ADT 290 TPH 35
(Street)
ADT TPH
(Street)

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

Prepared by: CPK Date: 4/4/84

ENCLOSURE 11

To: Doug Carstens

From: Sandra Genis

Date: September 2, 2016

Subject: Case Number: ENV-2016-2319-EIR, Mount Saint Mary's University Chalon Campus Wellness Pavilion Project

These comments are submitted in response to the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Mount Saint Mary's University Chalon Campus Wellness Pavilion Project, Case Number: ENV-2016-2319-EIR (SCH 2016081015) and are submitted on behalf of the Bundy Canyon Association.

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 Mount Saint Mary's University site. and the construction of a Wellness Pavilion and swimming pool. The Wellness Pavilion would be a two-story, approximately 38,000 sq. ft. 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).

Project Background

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 IS states 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.

According to the Initial Study (IS p. A-10), the project would not entail any increase in enrollment at the Chalon campus of Mount Saint Mary's University. The IS then states that the deemed approved enrollment cap at the Chalon campus is 2,244 students and that the facility has consistently been below the maximum student enrollment cap. In light of continued growth of student enrollment and lack of documentation regarding changes in the allowable cap over time, this statement must be verified based on fully documented approvals.

The IS also references a requirement for valet parking for events with more than fifty attendees (p. A-6). It is not clear when this condition was imposed. In order to adequately assess the impact of currently requested project approvals on the community, a full review of past approvals must be provided, including any conditions of approval adopted at the time of the approvals. Any changes in current conditions of approval must be identified and potential impacts of any changes must be examined.

Project Site

The IS references the 45-acre campus (p. A-2). Figure A-1 shows the "Project Site" to be just a portion of the total campus, and the "Project Site" is described in relation to other areas of campus (P. A-5). It is not clear whether or not the area to be redeveloped is a separate lot from other portions of the campus. If it is not a separate lot, how is the area included in the "Project Site" defined?

It is not clear what the size of the "Project Site" is, though reference is made to 3.8 acres. Identification of the size of the site is essential to an evaluation of whether the proposed floor area ratios and lot coverage would be appropriate and would be compatible with the surrounding area. The EIR must be clear as to whether any mitigation measures or conditions imposed on the project apply to the campus as a whole or to just the "Project Site". In order to avoid confusion, it may be preferable to refer to the area to be redeveloped as the "development area" or some other name that makes it clear whether any discussion or condition applies to all or just a portion of the campus.

Project Description

The project description must include not only physical improvements but operational characteristics, including hours of operation. The description must be consistent and complete. For example, while a roof garden is not included in the project description, Section XV indicates that a roof garden would provide outdoor recreation space (p. B-32). The IS states that natural light would be "harvested" using large expanses of glass and skylights (A-34) but then says that glazing would be "protected from direct sunlight with deep overhangs to mitigate glare and reduce solar radiation" (p. A-35.)

Facility Users

As noted in the IS, Mount Saint Mary's 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?

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.

Events

The EIR must address both campus events and external events, listing the type, 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. Project alternatives must include a prohibition of external events and a prohibition on rental of campus facilities for filming.

Circulation and Parking

The IS notes the availability of 107 on-street parking spaces within one quarter mile of the campus (p. A-6). Parking in the neighborhood is not a legitimate solution to meeting campus parking demand. The proposed new facilities have the potential to exacerbate this problem.

The campus is on a hill and is not in close proximity to any bus stop. It is thus reasonable to ban walk-ons in order to discourage parking in the neighborhood. A parking restriction should be considered, allowing only residents and their guests to park on streets surrounding the campus.

It is not clear whether any Doheny students park at the Chalon campus or on streets around the campus to take the shuttle to the Doheny campus. The EIR must address impacts of any Doheny students using the Chalon Campus and surrounding area as a sort of "park-and-ride".

Planning and Zoning

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 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. The IS suggests that the additional height can be approved in connection with a Plan Approval for a deemed-approved conditional use. This is inappropriate.

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 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.

Project Alternatives

As noted above, alternatives must include no use of the facilities for external events and no filming. An operational alternative should consider operations consistent with the 1984 approvals, the last known documented approval for campus operations, i.e. 268 parking spaces.

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.

Topical Issues

The following topical issues must be considered.

Aesthetics

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.

Air Quality

The EIR must address operational and construction emissions, including health impacts on the surrounding neighborhood. Increased emissions and hot spots due to increased traffic congestions must be addressed.

Biological Resources

Effects of light and glare and increased noise on area wildlife must be addressed.

Cultural Resources

The EIR must examine how the scale and style of the new structures will affect the overall nature of the historic district.

Geology and Soils

The EIR must include grading plans and cross sections showing landform changes.

Hazards and Hazardous Materials

The EIR must address how any hazardous materials on the site, such as asbestos, will be removed from the site and how propagation of dust will be controlled, whether from the campus itself or from haul trucks.

Effects on emergency evacuation due to construction, special events, or day-to-day operations on the campus must be addressed. This includes evacuation of the campus itself as well as the impairment of evacuation from the surrounding residential neighborhood. The EIR must examine the potential need to evacuate thousands of students, faculty and other staff while surrounding residents would also be attempting to evacuate via the narrow local streets. The EIR must examine shelter-in-place scenarios for the Chalon campus.

Noise

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. If a roof garden is included, noise from the garden must also be considered, especially if it is used as a venue for events.

Public Services

Effects on emergency response due to narrow roads blocked by construction vehicles or clogged with project traffic must be examined.

Transportation/Circulation

The EIR must address increased numbers of Doheny students and others visiting the Chalon campus to utilize the Wellness facilities.

Conclusion

Thank you for the opportunity to comment. Please keep me informed as the project moves forward.

ENCLOSURE 12

Enclosure

Environment

Whale Fossil Found in Mountains

14-Million-Year-Old Bones Located Above Sepulveda Pass

BY MICHAEL SEIFER
Los Angeles Times

Scientists at the Los Angeles County Museum of Natural History have discovered the fossil remains of a 14-million-year-old whale buried high in the Santa Monica Mountains above Sepulveda Pass.

The whale, apparently a forerunner of today's blue whale, measured about 25 feet in length, weighed between 8 and 10 tons.

Wrapped securely in a plaster jacket, the fossil was trucked Wednesday to the museum for further study. Officials at the museum said they knew nothing about the find.

Lawrence G. Barnes, curator of vertebrate paleontology at the museum, said the Santa Monica Mountain whale is of "worldwide significance to the scientific community."

Barnes' coworker, Albert Mytlick, said the whale, after its remains are fully examined, may help fill in an

not Inker
(see Gary Marine)
note: Cost history?

...important missing link in "the whale list," or whale family tree.

Discovered about 1,600 feet above sea level, the fossil find includes an almost complete head, jaws, flipper bones, part of the vertebrae and sections of the ribs.

The whale was lodged in what is known as the Modelo Formation, a long stretch of shale that runs from El Sereno to Point Mugu. The formation is between 11 and 14 million years old and the Santa Monica Mountains whale was buried in one of its oldest levels.

The Modelo Formation was, at the time of the whale's demise, part of the ocean floor. The Santa Monica Mountains were formed by volcanic eruption millions of years later.

The volcanic action thrust the shale formation and its entombed whale upward to the height from which it was excavated this week.

The forces of natural erosion—wind and rain—did the rest, uncovering the Santa Monica Mountains whale to the point at which an inquisitive Pepperdine student, Reggie Sully, 22, who was motocycling in the area, stumbled upon one of the bones.

Sully—who received some public attention last summer when he recovered from a storm in the Santa Monica Mountains what he thought were some of the wooden molds from which Howard Hughes' huge flying boat, the Spruce Goose, were made—took his fossil to the museum.

Barnes told him the bone was of interest, but not significant, unless, that is, Sully could find some more.

Sully did precisely that and museum workers hastened up to the site and began digging in earnest.

It will take a year, perhaps even two, before the Santa Monica Mountains whale is put on display at the museum, Barnes said.

For some time, the museum has been looking for a whale fossil to put on display.

the Santa Monica Mountains

Student Makes 'Whale' Of A Find

By JOANN KELSO ROBERTS
Evening Outlook Staff Writer

It was a whale of a find for the experts, but it took a novice to dig it up from a very unlikely location.

That's the way the Los Angeles County Museum of Natural History scientists described the discovery of fossil remains of a 12 million-year-old whale in the Santa Monica Mountains.

The find was made by Reggie

Sully, a 22-year-old Pepperdine University student with a persistent, inquiring mind and a taste for the unusual.

Sully, who lives in Brentwood, went to an area near Sepulveda Pass to search for miniature fossilized fish which are embedded in layers of shale. When he discovered what he thought was a fossilized bone about five inches in diameter, he took it to Lawrence G. Barnes, curator of vertebrate paleontology at the museum.

Barnes was interested in the specimen, an upper arm bone of a whale, but previous scientific evidence had shown that whale fossils are not found in shale because shale is usually a swamp deposit. He told Sully to bring him more samples.

Later, when Sully turned up with more fossilized whale specimens, Barnes accompanied him to the site, about 1,600 feet above sea level.

During the visit with Barnes, Sully spotted the ribs of what turned out to be about two-thirds of a fossilized body, including an almost complete head, jaws, flipper bones, part of the vertebrae as well as sections of the ribs.

"Some of the ribs are missing because a bulldozer working on a landfill had cut off part of the remains," Sully explained.

About 24 feet in length, the whale is a baleen type (having a sieve-like mouth to collect and retain food instead of teeth), much like the grey whale.

Scientists speculate that it died and sank to the bottom of the ocean where it gradually became covered with mud. In its oxygen-free, deep sea grave, the whale became fossilized.

So Sully's whale was found in a

marine shale, much different from the shale produced in bog deposits. Marine shale contains much vegetable matter which has turned to coal.

The whale, in geological terms, is relatively young. Whale fossils date back 45 million years, Albert Myrick Jr., Barnes' assistant said. The earliest whales, found in Egypt, did not look like the present day varieties, he added.

The Santa Monica Mountains whale is located in a Modelo Formation, a long stretch of muddy sea bottom which was thrust upward during the formation of the mountains.

But although the shale in the Santa Monica is considered soft, museum workers found that the shale encasing the whale was so hard that pneumatic hammers were used at times to remove it.

Nevertheless, Sully, who avidly watched the whole retrieval process, said paint brushes were sometimes used because whiskbrooms were too rough for the delicate work.

"It takes skill to remove a specimen properly," said Myrick. "We collect it like it is a hobby, enveloping it with a plaster jacket before we take it out of the ground."

After it was contained in plaster, the whale was moved by truck to the museum's warehouse in Vernon where it now rests among a veritable graveyard of hundreds of skulls and skeletons of sea mammals, including present day specimens found dead on local beaches.

The museum has the second largest collection of sea mammal remains in the world, Myrick said. Only Smithsonian Institution's collection in Washington D.C. is larger.

"The whale is a very secretive

mammal and we really don't know very much about its habits," said Myrick. "Every specimen we have adds to our knowledge and the whale that Reggie found is the first 'big find in that locality.'"

Meanwhile the Santa Monica Mountains whale won't be put on exhibit for at least two years but a close relative of his is scheduled for public exhibition shortly after the first of the year, museum officials said.

And the young man who gained notoriety in the scientific community because of his discovery still is out in the mountains searching for more fossils.

When Sully came to the museum recently to take another look at the whale, he brought a load of rocks for Barnes to examine.

Who knows... someday Sully

Reggie Sully -

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