

MASTER APPEAL FORM

City of Los Angeles – Department of City Planning

ORIGINAL

APPEAL TO THE: City Council
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: ZA-2012-912-CUB-CUX-1A; ENV-2012-913-MND

PROJECT ADDRESS: 501 West 9th Street, 843-861 South Grand Avenue

FINAL DATE TO APPEAL: November 22, 2014

- TYPE OF APPEAL:**
1. Appeal by Applicant
 2. Appeal by a person, other than the applicant, claiming to be aggrieved
 3. Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION – Please print clearly

Name: Rachel Torres

- Are you filing for yourself or on behalf of another party, organization or company?

Self Other: UNITE HERE Local 11

Address: 464 Lucas Avenue, Suite 201

Los Angeles, CA Zip: 90017

Telephone: (213) 481-8530 E-mail: _____

- Are you filing to support the original applicant's position?

Yes No

REPRESENTATIVE INFORMATION

Name: Briggs Law Corporation (Attorney Cory Briggs)

Address: 99 East "C" Street, Suite 111

Upland, CA Zip: 91786

Telephone: 909-949-7115 E-mail: _____

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

- Entire Part

Your justification/reason must state:


- The reasons for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

ADDITIONAL INFORMATION/REQUIREMENTS

- Eight (8) copies of the following documents are required (1 original and 7 duplicates):
 - Master Appeal Form
 - Justification/Reason for Appealing document
 - Original Determination Letter
- Original applicants must provide the original receipt required to calculate 85% filing fee.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Applicants filing per 12.26 K "Appeals from Building Department Determinations" are considered original applicants and must provide notice per 12.26 K 7.
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (i.e. ZA, APC, CPC, etc...) makes a determination for a project that is not further appealable.

*"If a nonelected decision-making body of a local lead agency certifies an environmental impact report, approves a negative declaration or mitigated negative declaration, or determines that a project is not subject to this division, that certification, approval, or determination may be appealed to the agency's elected decision-making body, if any."
--CA Public Resources Code § 21151 (c)*

I certify that the statements contained in this application are complete and true:

Appellant Signature:  Date: 11.20.14

Planning Staff Use Only

Amount	Reviewed and Accepted by	Date
Receipt No.	Deemed Complete by	Date

- Determination Authority Notified Original Receipt and BTC Receipt (if original applicant)

UNITE HERE! LOCAL 11

November 19, 2014

Los Angeles Planning Department
200 S. Spring Street
Los Angeles, CA 90012

RE: Public Resources Code Section 21151 (c) Appeal of Environmental Determination
by Central Area Planning Commission; ZA-2012-912-CUB-CUX-1A/ENV-2012-913-
MND

Dear Madam or Sir:

On behalf of UNITE HERE Local 11 and the Inland Oversight Committee, I am writing to appeal the decision of the Central Area Planning Commission at its meeting on October 28, 2014: namely, Project no ZA-202012-912-CUB-CUX-1A/ENV-2012-913-MND. This appeal is being made pursuant to Public Resources Code Section 21151 (c).

The approval violates the requirement that an environmental impact report be prepared because substantial evidence in the record supports a fair argument that the project has the potential for significant environmental impacts. Without proper environmental review, all of the other approvals associated with the project are also illegal and invalid. Please see attached documents and the letters submitted on behalf of the appellant to the planning commission for further information.

Thank you for your courtesy in this matter.

Best regards,



Rachel Torres
For Appellant

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464 S. Lucas Ave., Suite 201
Los Angeles, CA 90017
(213) 481-8530 • Fax (213) 481-0352

GARDEN GROVE OFFICE
13252 Garden Grove Blvd., Suite 200
Garden Grove, CA 92843
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AIRPORT OFFICE
4634 W. Imperial Hwy.
Inglewood, CA 90304
(310) 671-0720 • Fax (310) 671-5021

Bruce D. Coons
Historical / Architectural Research
and Restorations
3130 Shadowlawn Street
San Diego, CA 92110
(619) 889-9933

October 29, 2014

Central Area Planning Commission
City of Los Angeles
200 North Spring Street, 10th Floor
Los Angeles, CA 90012

Re: Mitigated Negative Declarations for 849 South Grand Avenue (Embassy Hotel and Trinity Auditorium) ENV-2012-913-MND; and 418-434 South Hill Street (Historic Clark Hotel) ENV-2012-521-MND

Dear Central Area Planning Commission:

I am writing with regard to the above-referenced projects on your agenda for today, both of which appear to meet the criteria for listing on the California Register of Historic Places.

I have been working in the field of historic preservation and California Environmental Quality Act review for decades and have occasionally served as an expert witness (my resume is attached). Having reviewed the projects MNDs, which on the *surface* appear reasonably constructed to limit the impacts of the adverse effects on the cultural resources, I am concerned that the MNDs will not actually achieve compliance with their provisions and ultimately with the requirements of CEQA.

Each project's description fails to provide enough information for the public to properly evaluate the likely scope of the project's adverse cultural-resource impacts. There is scant information describing the historic elements of each project or the particular aspects of the mitigation measures as they relate to the specifics of each project. The MNDs appear to impose boilerplate mitigation measures without specifying what historic resources are at risk or how those specific resources will be protected through mitigation. In other words, there is no way a reasonable member of the public could ever tell, when the projects are finished, whether the impacts on historic resources were mitigated to a level of insignificance.

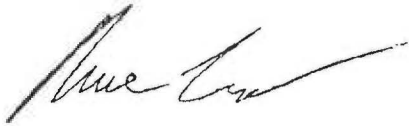
In the field of historic preservation, the standard approach is to develop a "Treatment Plan" for each of the affected historic resources and to fully disclose it in the project description and/or the mitigation measures. This plan should have the following

elements to ensure the adequate mitigation and protection of these important resources for each project:

- A set of “as built” plans listing and showing the “character-defining features” that are to be preserved and any that are to be removed, altered, or restored.
- A plan of how these elements are to be treated and protected during construction, and to ensure compliance with the Secretary of the Interior’s Standards for Rehabilitation.
- Detailed information on any elements to be restored or replicated and the methods to be employed during that process.
- Plans and Elevations showing what the final project will look like (finish, color, visibility to the public etc.) especially in regard to the previously identified “character-defining features.”

Without this information, your environmental review of the projects’ impacts on historic resources falls short of industry standards, and falls short of the requirements of CEQA in educating the public and the decision-makers about the projects’ adverse impacts and the ways in which those impacts can be adequately and fully mitigated to a level of insignificance.

I therefore urge you not to approve the projects until the MND for each one has been revised to meet industry standards and the requirements of CEQA.

A handwritten signature in black ink, appearing to read "Bruce Coons", written in a cursive style.

Bruce D. Coons

Vitea and Representative projects for

Bruce D. Coons
3130 Shadowlawn St
San Diego, CA 92110
619-889-9933

Education:

United States International University, Cal Western (1972-1973)
University of San Diego (1973-1974) History and Archeology major
Mesa College (1975-1976) History and Archeology major
Point Loma High School (1969-1972 graduate)
University of California, San Diego (Extension courses 1987-1988)
National Trust for Historic Preservation Seminar Goals and Objectives for S. D. County (1988)
New Techniques for Adobe seismic strengthening, The Getty 2006

Affiliations with the following organizations:

Save Our Heritage Organisation, S.O.H.O. (past Director, President and current Exec. Director 14 years)
Old Town Community Planning Group, current Elected Member
San Diego County Historic Site Board (Board Member 1989-1993)
San Diego Historical Society (member 1964-present)
National Trust for Historic Preservation (member 1980-present)
National City Historical Society (past Director and Historian)
San Diego Electric Railway Association (past Director and President)
National City Centennial Committee (history advisor)
National City Bay-front Advisory Board Commission
Congress Of History (member)
San Diego Padres Ballpark Project (PAG) Preservation Advisory Group
Safe and Scenic Committee for Highway 163
Historic landscape Committee for Old Town State Historic Park.

Awards:

2006 Architectural Restoration Award for 1245 Island Ave. City Of San Diego Historical Resources Board.
2003 Alonzo Award for the Padres agreement. Downtown Partnership.
2002 California Preservation Foundation Villa Montezuma Paint Scheme
2001 California Preservation Foundation Award Design Guidelines for Rehabilitation of the Historic Buildings at the Naval Training Center, San Diego. (1924 to 1946) For Wayne Donaldson.
2001 Historical Resources Board City of San Diego Award for Padres Ballpark Agreement
1998 People in the Trenches Award, Save Our Heritage Organization for the successful "Save the Hotel Del Coronado" campaign.
1994 People in the Trenches Award, Save Our Heritage Organization for saving the California Southern Railroad Depot.

1991 Preservationist of the Year, Save Our Heritage Organization for restoration of the George Kimball House.

San Diego Mayors Special Commendation for preservation of the George Kimball House.

Certificate of Appreciation for preservation of Manassas Battlefield.

Certificate of Appreciation for Outstanding Contributions for the recovery and reconstruction of the S.D. Aero-Space Museum.

Appreciation Award from Rolls Royce Owners Club, San Diego Region.

Appreciation Award from National City Chamber of Commerce for special contributions to the National City Centennial Celebration.

National Register and Historic Resources Inventory preparation

National Register application for the "Station and General Office Building, California Southern Railroad, First Pacific Coast Terminus of the Santa Fe's Transcontinental Railroad." Listed March 1996.

National Register Preliminary Determination Report for the California Southern Railroad through Camp Pendleton Calif.

Cal Trans HPSR/ Finding of effect, National City Railroad Depot.

State Of California, Dept. of Parks and Rec., Historic resources Inventory, California Southern/Santa Fe Transcontinental Terminus Depot. (1988)

Successful Grant Preparation:

History and Archeology Grant Program of the California Wildlife, Coastal and Park Land Conservation Act of 1988 for The California Southern-Santa Fe Transcontinental Railroad Depot for S.D.E.R.A. for Depot Acquisition. **1.1 Million** dollar grant.

Federal Intermodal Surface Transportation Efficiency Act of 1991 for The California Southern-Santa Fe Transcontinental Terminus Depot on behalf of The City of National City. **1.4 Million** dollar grant.

Museum Projects:

Refurnished, reopened and provided new exhibits for the Whaley House Museum in Old Town San Diego.

Identified and Cataloged Hazard Museum Collection for Old Town State Historic Park. Frank Kimball House Museum, For the City of National City, Artifact Acquisition and Display.

Museum Of American Treasures, Exhibit preparation, and Artifact Identification, National City, Cal.

George Kimball House, Private House Museum, owned and operated San Diego Electric Railway Organization, San Diego, Artifact acquisitions.

Comstock Historical Restoration Foundation, Gold Hill, Nevada, Major Artifact Acquisition.

University of Texas Centennial Museum, El Paso, Texas, Research for Railroad Exhibit.

Granger Music Hall for The National City Historical Society, Artifact Acquisition.

Transcontinental Railroad Museum Planning and creation.
Reconstruction of the Kitchen and back porch of the Whaley House (c1868)

Archeology:

Royal Presidio Excavations (1965-1981) foreman of volunteers (1979-1981)
Bancroft Ranch House Adobe, foreman excavations, trained handicapped student, historic research and artifact reconstruction (1975-1976)
Ruiz-Alvarado Adobe research report and floor plans for the City Of San Diego
Westec Environmental Services,(1980-1981) Projects including:
 Ruiz-Alvarado Adobe
 Devers to Pala Verde transmission line project Mojave Desert
 Manzanita Indian Reservation Survey
 Cuyapipe Indian Reservation Survey
 McCain Ranch and Adobe
 Puerta De San Jose Indian Village
 Sorrento Valley mitigation project

Historic Color Consulting:

Over 120 Buildings including the following:
Dickinson-Boal House, Bed and Breakfast (1887)
David K. Horton House, Private residence (1894)
Elizur Steele House, National City's Heritage Square (1879)
Grandier-Benbough House, private residence (1887)
Bragg House, Private residence (1887)
Bushyhead House, S.D. County's Heritage Park (1887)
Granger Music Hall, National City Historical Society (1896)
Spring Valley School, cover for book "Our Hills and Valleys"
Noonan House (1919), private residence
Stein Farm, Living History Farm. (c. 1890)
Victorian House, private residence, National City (1888) for CDC
Transcontinental Terminus Depot, National City (1882)
Carson & Colorado #2, Private Railroad Car (1882)
Bungalow, San Diego (c1914) for City of San Diego
National City and Otay Railroad open passenger car #1 (1887)
Bungalow, (c1914) for Diane Scott
Mayhofer House (1896)
Bugalow (c1920) for Lucy Warren
Victorian (1887) for James Justice
Earp House (1882) Tombstone Arizona
Villa Montezuma, San Diego, CA. (1887)
Sherman Gilbert House (1887)
Temple Beth Israel
Whaley House (1857)
Steinley Residence (1924)
3 Victorians and 1 Bungalow for Maximiser investments
Julia Liffering House (1894)
Bungalow for Bart Zigler
1870's Store Building Old Town San Diego.

Bungalow for Jennifer Lessar
Victorian 1st Avenue San Diego
1950's Ranch for Harry Parashis
Beach House and Gazebo 1894 Escondido.
1930's House for Pete Harper
Mission Revival House (1907)
Britt Scripps House (1887)
Sheldon House (1886)
Senlis Cottage
Burton House

Restoration Consulting:

Warado Adobe, Pomona, CA. (C.1840)
Rodriguez Adobe Reconstruction, Old Town San Diego
La Montezuma, San Diego, CA. (1887) for the San Diego Historical Society
David K.Horton, Interior and Landscape, National City, CA. (1894)
Bison House, National City, CA. (1876)
Pinger Music Hall, National City, CA. (1896)
The Family Farm Foundation, National City, CA., (C.1890) Condition Assessment
Report and Supervising Restorationist.
Hill Depot, Gold Hill, Nevada, (1869)
Cado-Silvas Adobe, Old Town San Diego (C.1830)
Guajome Adobe, Vista, CA., Advisory Only) (1851)
Camp Pendelton, CA adobe brick making and historic building technique
report. (C.1820)
Saliente Adobe Chapel Warner's Springs CA (C. 1893) adobe wall reconstruction
and repair.
View Ranch House Lemon Grove CA (C.1892) Interior historic wallpaper
removal and installation.
and General Office Building, California Southern Railroad, First Pacific Coast
of the Santa Fe's Transcontinental Railroad." (1882)
on specifications, National City and Otay Railway open passenger coach #1
for the National City Historical Society.
Structures Report, Fourth Ward School, (1875) Virginia City, Nev. for Wayne
Donaldson
Guidelines for Rehabilitation of the Historic Buildings at the Naval Training
Center San Diego. (1924 to 1946) For Wayne Donaldson.
Borwick Adobe (1817) Monterey CA
Beaumont Adobe (1894)
St. Francis (1894)
4 Vineyard and 2 Bungalow for Tim Rudolf
Light and Bernardino Santa Fe Depot
1930's House for Pete Harper
Whitcomb (1857)
Cary and House (1908)
Vernon Adobe Restoration (c.1870)
Interpretation for the Great Stone Church, Mission San Juan Capistrano.



October 29, 2014

Mr. Cory Briggs
99 East "C" Street
Suite 111
Upland, CA 91786

**Subject: Empire Hotel (Embassy Hotel) Bar, Theater, Restaurant, Live Entertainment & Dancing, Lounges and Spa Use Permit
IS/MND, Project ENV-2012-913-MND P140010**

Dear Mr. Briggs:

Per your request I have reviewed the Transportation/Traffic component of the proposed Mitigated Negative Declaration (the IS/MND) for the proposed Empire Hotel bar, theater, restaurant, live entertainment and dancing, lounges and spa facilities in central Los Angeles. My qualifications to perform this review include registration as a Civil and Traffic Engineer in California, over 46 years of professional consulting practice in traffic and transportation engineering and both preparation and review of the traffic and transportation components of numerous environmental documents. My professional resume is attached.

My technical comments follow.

The Initial Study Supporting The MND Is Devoid of Any Meaningful Transportation/Traffic Analysis

The initial study supporting the MND is devoid of any meaningful transportation/traffic analysis. Under the 6 categories of potential Transportation/Traffic impact in Section XVI of the Initial Study, the explanation column entries simply contain an unsupported assertion of no significant impact.

There Are Substantial Reasons Why the Project Could Add Motor Vehicle, Transit and Pedestrian Traffic and Consequently Have Transportation/Traffic Impacts

The proposed facilities and uses could result in increased travel to and from the Hotel via motor vehicles (including cabs), transit, and on foot. The IS/MND has made no attempt to quantify such increased travel or the transportation impacts the added travel in the Empire Hotel vicinity could create. Reasons why the Project would likely create more travel and consequently transportation impacts include the following:

- Without bars, restaurants, and spa in the hotel, the hotel will be a sterile place and its 183 rooms will be less attractive than those at nearby hotels. Consequently, the hotel will have a higher occupancy rate with the Project than without it. Increased occupancy adds traffic in all forms.
- Bars, restaurants, theater, live entertainment and dancing and spas each would independently attract patronage by persons not staying at the hotel. In particular, the live entertainment and dancing would tend to attract non-resident hotel guests. This travel would be additive to traffic the hotel proper would generate. Depending on the quality of facilities and services, this "outside traffic" could be extensive.
- Late night traffic from these facilities and activities would pose other public safety issues, particularly in the case of live entertainment and dancing, a use quite different from a normal hotel use.
- Bars, restaurants, theater, live entertainment & dancing, and spas will add to the number of persons employed at the hotel, consequently adding to the net motor vehicle, transit and pedestrian trips generated.
- The bar, restaurant, theater, live entertainment & dancing and spa facilities and operations will add to the numbers of supply/service vehicles calling at the hotel.

In combination, the increased travel generated by all of the above considerations is likely to be significant and cause transportation/traffic impacts.

Conclusion

In light of all of the foregoing, there is fair argument that there is potential for significant traffic impacts that have not been addressed in any way in the IS/MND. Hence, an EIR must be performed.

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.
President



SMITH ENGINEERING & MANAGEMENT



DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

TRAFFIC • TRANSPORTATION • MANAGEMENT

5311 Lowry Road, Union City, CA 94587 tel: 510.489.9477 fax: 510.489.9478

Transportation Centers. Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking.

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning. on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard *et al.*, U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.