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If you have any questions, please contact the Commission Office at (213) 978-1300.

# **SECONDARY SUBMISSIONS**



## Department of City Planning

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

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March 9, 2021

TO: City Planning Commission

FROM: Trevor Martin, Planning Assistant

### **ADDITIONAL INFORMATION/TECHNICAL MODIFICATIONS/CORRECTIONS TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2020-4418-CU-F; 14203 West Valerio Street**

The following technical modifications and corrections are to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of March 11, 2021, related to Item No. 06 on the meeting agenda. The proposed modifications and corrections regard the following:

#### Floor Area

The staff recommendation report incorrectly references the proposed project as having a maximum floor area of **23,294 square feet**. The maximum floor area of the project referenced in the staff report should be corrected to read **23,157 square feet**, as indicated on the Plans in Exhibit "A".

The Department of City Planning recommends that Condition No. 3., as currently written, be modified with the following underlined and ~~striketrough~~ language to correct the required maximum floor area of the project from **23,294 square feet**, to **23,157 square feet**:

3. **Floor Area.** The total maximum floor area of all buildings proposed on the subject property shall be limited to ~~23,294~~ 23,157 square feet.

In addition, all other floor area references within the report should be updated to reflect the correct square footage.

#### Building Height

Due to design changes recommended by the Professional Volunteer Program (PVP), the applicant has implemented changes to the building façade to improve upon the originally submitted design. The staff recommendation report incorrectly references the previously planned building height of **20 feet, 9 inches**. The maximum building height referenced in the

staff recommendation report should be corrected to read **24 feet, 3 inches**, as indicated on the Plans in Exhibit "A". The maximum permitted height of the underlying zone is 28 feet.

The Department of City Planning recommends that Condition No. 4., as currently written, be modified with the following underlined and ~~striketrough~~ language to correct the required maximum building height of **21 feet**, to **25 feet**:

4. **Building Height.** The project shall be permitted a maximum building height of 21 ~~25~~ feet.

In addition, all other building height references within the report should be updated to reflect the correct building height.

### Setbacks

The Department of City Planning recommends that Condition No. 5., as currently written, be modified with the following underlined language to clarify the project must comply with all yard requirements:

5. **Setbacks.** All yards shall comply with all applicable provisions of the LAMC.

### Design

The Department of City Planning recommends that Condition No. 7.b., as currently written, be modified with the following underlined and ~~striketrough~~ language to read as follows:

- 7.b. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping on all exposed sides (those not adjacent to a building wall) consistent with LADWP access requirements.

### Landscaping

The Department of City Planning recommends that Condition No. 10.f., as currently written, be modified with the following underlined and ~~striketrough~~ to read as follows:

- 10.f. Trees shall be located in such a manner and be of such a size that the trees are capable of producing an overhead canopy that will shade at least 50 percent of the westernmost row of the vehicle parking stalls area ~~(consisting of 14 stalls)~~ after 10 years of growth.

### Hours of Operation

The Department of City Planning recommends that Condition No. 17.e., as currently written, be modified with the following underlined and ~~striketrough~~ to read as follows:



- 17.e. ~~School special events shall be limited to those as specified in Exhibit "C".~~ Hours of any special events shall not extend beyond the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday.

School Calendar/Special Events, Parking, Neighborhood Outreach and Notice

The Department of City Planning recommends that Condition No. 19., as currently written, be modified with the following underlined and ~~strikethrough~~ to read as follows:

19. **School Calendar/Special Events, Parking, and Neighborhood Outreach and Notice.** The number of special events shall be limited to 10 events per year in ~~substantial conformance with and shall not exceed the number specified in Exhibit "C".~~ School administrative board meetings and parent/teacher meetings are excluded from the definition of "Special Events".

All of the revisions herein do not affect the requested entitlements and do not alter the project as depicted in the plans in Exhibit "A"; rather, they are technical corrections and clarifications to better reflect the proposed design, operations, and regulatory requirements of the project.

Lastly, in order to reconcile the record, the Project Description for the Class 32 Categorical Exemption, Case No. ENV-2020-4419-CE, dated February 1, 2021, should be updated as follows:

"The project involves the demolition of an existing single-family dwelling and accessory structures, removal of the existing shipping containers, and the construction, use, and maintenance of a new public charter middle school (grades 6 through 8) with a maximum enrollment of 330 students. The school building will be two stories, with a maximum height of ~~20 feet 9 inches~~ 24 feet 3 inches, having approximately ~~23,294~~ 23,157 square feet of floor area. The project includes an outdoor athletic field and running track, an outdoor lunch pavilion, and a surface parking lot containing 38 vehicular parking spaces and a designated drop-off/pick-up area for students. The project will additionally provide a total of 70 bicycle parking stalls: 68 short-term, and two (2) long-term parking stalls. Vehicular ingress and egress are via one-way, two-lane driveway that runs from the northeast corner of the property along Runnymede Street to the southeast corner of the site along Valerio Street. Vehicle traffic would enter the parking lot and designated pick-up/drop-off area from Runnymede Street and would exit onto Valerio Street. The project will also include 8-foot masonry walls and wrought iron-fencing, including vehicular and pedestrian access gates, along the perimeter of the property. The project proposes approximately 10,471 square feet of landscaped area at both the interior and surrounding perimeter of the site, including an educational garden at the northwest corner of the property."

The updated project description does not result in a greater intensity development nor does it create any impacts necessitating additional review. As such, the Class 32 Categorical Exemption with the revised project description remains the appropriate CEQA clearance for the project.



Planning CPC &lt;cpc@lacity.org&gt;

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## height limits on Hillhurst

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**Nicole Revere** <nicolerevere@yahoo.com>

Thu, Mar 4, 2021 at 3:39 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Hello.

We live in the Los Feliz area. Hillhurst Ave, with the many small businesses that line it, is the heart of Los Feliz. PLEASE don't muck up that street with monstrous new buildings. The character and charm of Hillhurst Ave would be decimated by allowing developers to build giant modern-looking luxury buildings like the recently built ones on Hollywood blvd and in Hollywood.

Kind regards,  
Nicole Revere and Jason Ross  
90068  
646-239-7228



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## Van Nuys neighbors opposing proposed GALS school (re: March 11 hearing)

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Brian Robinette <troybsr@aol.com>  
Reply-To: Brian Robinette <troybsr@aol.com>  
To: cpc@lacity.org

Thu, Mar 4, 2021 at 12:14 PM

(CASE # CPC-2020-4418-CU-F)

To: City of Los Angeles Planning Commission

From: Van Nuys Neighbors Group  
[Right-Thing-Wrong-Place.com](http://Right-Thing-Wrong-Place.com)  
[vannuysneighbors@aol.com](mailto:vannuysneighbors@aol.com)

Date: March 4 , 2021

I am a member of a Van Nuys community of that is strongly opposed to the proposed GALS charter middle school whose petition will be heard before the Los Angeles Planning Commission on March 11. The school's address would be at [14203 Valerio Street](#).

Among the materials delivered to you by the school and our group -- including our newly included traffic and safety re-assessment of the GALS plan -- please find below one more piece of documentation that would mitigate in our favor against the school.

For their part, the GALS developers to cram hundreds of gridlocked cars plus 360 staff and students onto a 1.2 acre lot with an entrance on quiet Runnymede Street (one block north of Valerio). Runnymede is already equipped with speed humps and is only 1/4 mile long with one dead-end in the west.

**However, you might already know that the Los Angeles DWP also has announced that it intends to build a "consolidated campus" just two blocks away in a cul-de-sac at 7600 Tyrone Street on a 17-acre parcel. The "Mid-Valley Water Facility" would be comprised of a massive 236,000 square feet of buildings and 180,000 square feet of parking. It is expected to bring in over 400 employees each day.**

The weighted combination of both of these developments -- if the GALS school is approved -- would mean that this 67-year-old, tree-lined Valley neighborhood would be assaulted with about 700 cars and 800 employees from the DWP and GALS students/staff every weekday!

As if the neighborhood needed any more traffic nightmares, the **East San Fernando Valley Light Rail** will begin churning up the spine of Van Nuys Blvd. in a couple of years (if approved, the school plans to open in Fall 2022). This major project would severely snarl traffic on a narrowed Van Nuys Blvd. for 6.7 miles extending from the Orange Line north to the Sylmar/San Fernando Station. It would ultimately impact GALS' flimsy traffic and safety plans that force drop-off and pickup drivers to exit the school west-bound on Valerio Street going towards Van Nuys Blvd. -- only 500 yards away.

Our Van Nuys community asks the Los Angeles Planning Commission to consider the new DWP and GALS projects as force multipliers that will severely compound our traffic chaos. Unlike the DWP, the GALS school can move to a new parcel. If allowed to begin construction on Valerio/Runnymede, it will determine the quality of life in our neighborhood forever.

We request that that the school re-locate its cramped campus to a more accessible location -- as per the wishes of our Council Member Paul Krekorian.

Thank you for your consideration of this message.

Brian Robinette  
[14226 Runnymede St.](#)  
[Van Nuys, CA 91405](#)  
818.521.2170



To: City of Los Angeles Department of City Planning c/o [cpc@lacity.org](mailto:cpc@lacity.org)

From: Candace Downes

14165 Leadwell Street

Van Nuys, CA 91405

Date: March 8, 2021

Re: Discrepancies in the Traffic Assessment GALS LA Middle School and why the school is not a safe fit for 14203 West Valerio Street and the surrounding streets and neighborhood: Case No.: CPC-2020-4418-CU-F

To City of Los Angeles Department of City Planning –

My family is very concerned about traffic and pedestrian safety in our area. The Girls Athletic Leadership School [GALS], as you know, has proposed to build a school on the property currently located at 14203 Valerio Street in Van Nuys and they have made a Transportation Assessment GALS LA Middle School [TAGMS] dated September 2, 2020.

We have carefully read and reviewed the TAGMS and have found the following misrepresentations and material omissions *Table A*. In the following pages, we will present an accurate numerical representation of the transportation movement through the Runnymede adjacent corridor and include critical traffic and pedestrian data that changes the results of the study from LOS A, B, and C to LOS F.

| Inconsistency                               | TAGMS Assessment                     | Accurate Assessment                                   |
|---------------------------------------------|--------------------------------------|-------------------------------------------------------|
| 1. Project Trip Generation                  | 264 AM, 51 PM                        | 660 AM, 660 PM*                                       |
| 2. Traffic Volumes                          | 441+ 92 vehicles<br>west on Valerio  | 441 +220+330 +DWP project                             |
| 3. Drop-off time per vehicle                | 10 seconds per vehicle               | 20 seconds per vehicle,<br>more when traffic congests |
| 4. Katherine and Valerio Intersection       | Omitted                              | Focal intersection in the<br>middle of traffic loop   |
| 5. Human nature to attempt to avoid traffic | All drop-offs through<br>parking lot | Parents will not want to get<br>stuck in lot          |
| 6. Crosswalk safety                         | Omitted                              | No crosswalks at proposed<br>school location          |
| 7. Summary                                  |                                      |                                                       |

Table A. TAGMS misrepresentations and omissions

\*(worst case scenario)

### 1. Project Trip Generation

In the TAGMS Table 2-1 Project Trip Generation it states that the size of the project is “330 students.” (This does not include the “50” staff members who will all arrive prior to student

drop-offs.) According to CDC.gov “In most schools, 10% or fewer students walked or biked to school in the morning on an average school day.” Since most of the students do not live in the area near the proposed school site and since Valerio is not a safe street to walk on with many areas that don’t have sidewalks, places that flood with little rain, and many speeding cars on a narrow two-lane street, we have to estimate that as many as 330 parents could drive their children to school in the morning.

When 330 parents drive their students to school, that is 330 inbound trips to the school in the AM, 330 outbound trips (leaving the school) in the AM, 330 inbound trips to the school in the PM, and 330 outbound trips in the PM, totaling 1,320 total trips per day **Table B**. The TAGMS predicted 145 inbound plus 93 outbound totaling 238 trips in the AM, and 22 inbound plus 29 outbound, totaling 51 trips in the PM. If only 145 parents drove to the school and only 93 of those 145 leave the school, where are the other 52 parents’ vehicles? They are not in the 38 space parking lot (with “50” staff members; we know that. If 2 people came to your house, you don’t say 1 person came in and 1 person left, you say 2 people came in and 2 people left, therefore 145 people left.

The ITE does allow for reductions in these numbers in order to make a project look more appealing. However, the TAGMS reductions are based on misinformed guesses of what could happen, including that 10% of students will take the Metro bus to school and 61% of parents (145) will drive to school and only 39% of parents (93) will then leave the school. The TAGMS also based these calculations on the ITE Land Use Code 536 for Private School instead of using Code 522 for Public Middle School.

We hope that 33 prepubescent teenaged girls are not taking the public Metro bus and waiting at bus corners already inhabited by homeless in the early hours of the morning.

| Land Use                                     | Size            | AM PEAK HOUR<br>VOLUMES |     |       | PM PEAK HOUR |     |       | Total<br>Daily<br>Trips |
|----------------------------------------------|-----------------|-------------------------|-----|-------|--------------|-----|-------|-------------------------|
|                                              |                 | IN                      | OUT | TOTAL | IN           | OUT | TOTAL |                         |
| Proposed Project<br>Charter Middle<br>School | 330<br>Students | 330                     | 330 | 660   | 330          | 330 | 660   | 1,320                   |

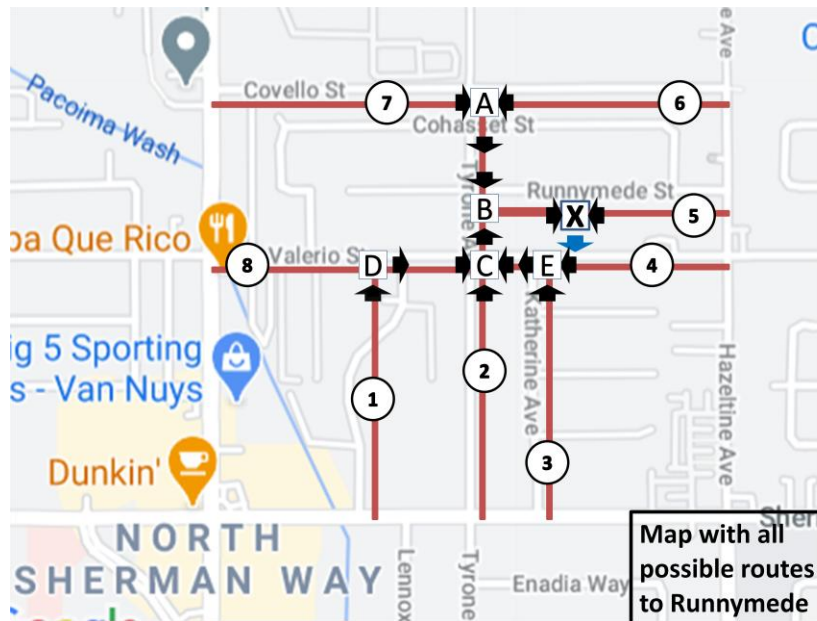
Table B. Project trip generation

## 2. Traffic Volumes

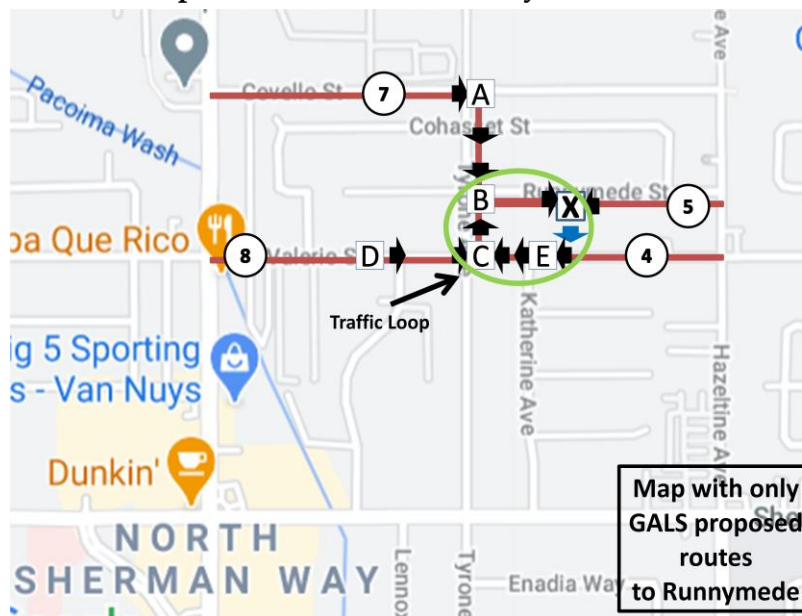
Schools do not have any control over what streets parents take to get to school. They only have control over the drop-off pattern on school grounds or adjacent to the school grounds. The GALS traffic plan (Map 2) that excludes routes 1-3 and 6 does not take into account human desire to evade traffic or the option to use the WAZE App. This plan is unrealistic and unattainable, and will actually put more traffic onto routes 4, 5, 7 and 8 causing the gridlock on

Valerio, Tyrone, and Runnymede to be worse. GALS' incurably flawed transportation plan also has traffic in a loop (Map 2) between Runnymede and Valerio and between Tyrone and the proposed school driveway leaving no options for school exit traffic to peel off and leave room for new incoming traffic.

Parents will not want to be caught in a traffic loop (Map 2), so although the plan excludes Katherine and Tyrone, parents will use these streets (routes 2 and 3:Map 1) to reach Valerio or Runnymede, and upon exiting to reach Sherman Way and avoid traffic backed up on Valerio. However, in order to compare the traffic distribution on the TAGMS with the accurate amounts on *Table B*, we will use the GALS proposed traffic route (on page 12 of TAGMS) for AM traffic volumes during weekday peak hour(s) 7:00am – 8:30am.



Map 1. All routes in to Runnymede Street



Map 2. School proposed routes in to Runnymede

### Map Legend

- X** GALS proposed school location
-  GALS proposed exit route - right turn only

-  Routes to school
-  Direction of arrow indicates direction of traffic

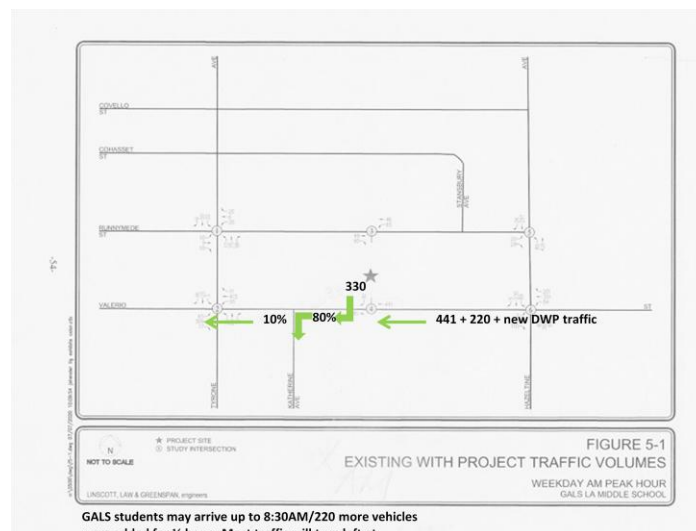
- |                                              |                                                |
|----------------------------------------------|------------------------------------------------|
| <b>1</b> Route north on Lennox to Valerio    | <b>A</b> Intersection of Covello and Tyrone    |
| <b>2</b> Route north on Tyrone to Valerio    | <b>B</b> Intersection of Tyrone and Runnymede  |
| <b>3</b> Route north on Katherine to Valerio | <b>C</b> Intersection of Valerio and Tyrone    |
| <b>4</b> Route west on Valerio to Tyrone     | <b>D</b> Intersection of Lennox to Valerio     |
| <b>5</b> Route west on Runnymede to school   | <b>E</b> Intersection of Katherine and Valerio |
| <b>6</b> Route west on Covello to Tyrone     |                                                |
| <b>7</b> Route east on Covello to Tyrone     |                                                |
| <b>8</b> Route east on Valerio to Tyrone     |                                                |

### Map Legend

**330 cars will need to merge into  
441 + 220 (for additional ½ hour) + up to 416 cars\***

\*(416 DWP employees for proposed DWP project on Tyrone) (Fig. 1, revised from TAGMS Fig. 5-1, page 54)

The proposed school could cause traffic on Valerio to triple every weekday AM.



**Fig. 1. Revised projected traffic volumes**



### 3. Drop-off time per vehicle

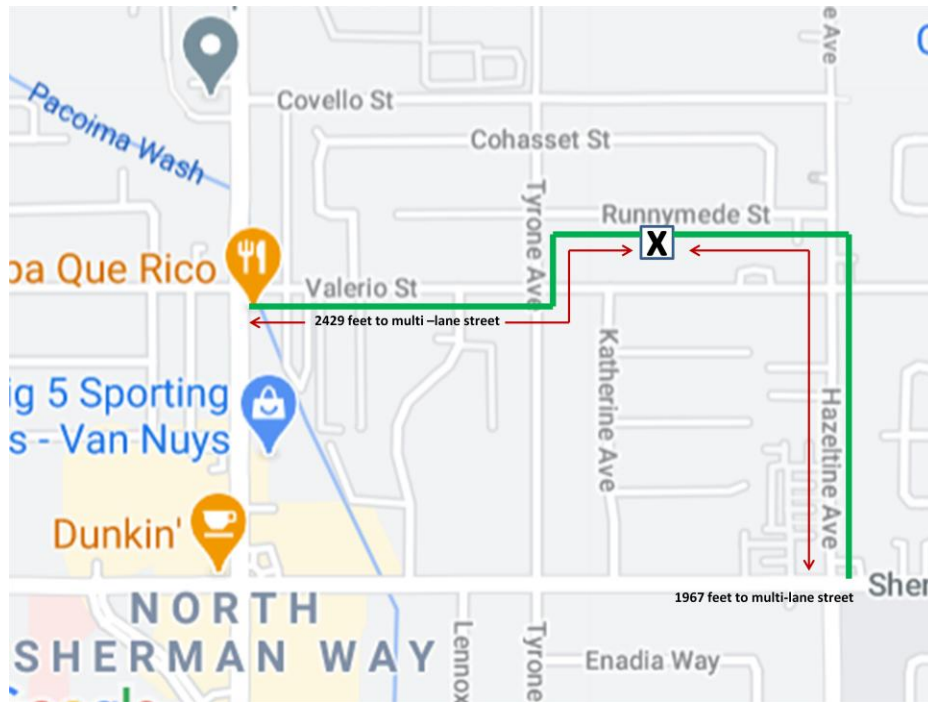
According to the TAGMS page 7 para. 4, 6 vehicles per minute (i.e. 10 seconds per vehicle) will travel through the school drop-off parking lot between Runnymede and Valerio in the AM. That is impossible. It will take a student at least 8 seconds to exit the vehicle if they are ready to jump out of the car at the very moment the vehicle stops and they hurry. If they don't hurry very quickly or they need to pick up a book off the seat, it will be longer. That leaves 2 seconds to drive into the parking lot, stop the car, start to drive again and then wait to exit into the traffic flow on Valerio. Impossible.

The TAGMS even contradicts this 10 second prediction in their Two-Way Stop-Control Report in Appendix E, page 153. Please review the "Valerio Dwy/Valerio" report: the Southbound right turn is expected to delay each vehicle by 12.4 seconds. So if it will take 12.4 seconds to exit the parking lot, how will "six (6) vehicles [arrive] during the peak minute" (or one vehicle every 10 seconds (TAGMS, page 7, para. 4). One vehicle cannot take 12.4 seconds at the exit driveway plus time to drop off the student plus travel time in parking lot, if it takes 10 seconds.

The transportation assessment states that this calculation method "is typically used by transportation engineers in planning the lengths of left- and right-turn pockets at intersections" and yet their Appendix E shows us that it will take 12.4 seconds alone to exit the parking lot. Add another 8 seconds (conservatively) for a student to get out of the vehicle and you have 20 seconds per vehicle without even adding time to enter the parking lot. Therefore, traffic will definitely back up onto Runnymede, Tyrone, Covello, and Valerio as it takes 1 hour and 10 minutes for the cars to make their way through the drop-off parking lot.

Now this is a best case scenario if every car only takes 20 seconds to get into the parking lot and drop off their child and exit the parking lot. This is extremely unlikely as the traffic loop will cause an additional backup plus merging into non-school heavy Valerio AM traffic will add to the delay as well. This is why kindergarten and above schools are on corners, where incoming traffic can back up onto a multi-lane street and traffic can readily get back to a multi-lane street after drop-off.

For example, Chandler Elementary School in Sherman Oaks is located on the corner of Hazeltine Ave. and Weddington St. There are 2 crosswalks adjacent to the school and as traffic backs up when parents drop off their students in front of the school, it can back up onto Hazeltine where through traffic can pass the stopped cars by way of 2 other lanes of traffic. The proposed school location on Runnymede does not have any multi-lane streets or relief streets for about 1/3 of a mile in one direction and almost 1/2 a mile in another direction (Map 3). The only way for traffic to get around other cars or stopped trash trucks is to drive on the wrong side of the road.



**Map 6. Distance from school for backed up traffic to get relief at a multi-lane street**

#### **4. Katherine and Valerio intersection**

One of the most important intersections to study in relationship to the property located at 14203 Valerio St. (proposed school location) is Katherine and Valerio (Intersection E: Map 1). This intersection will be the most problematic with multiple traffic issues:

- Route 3 traffic turning left onto Valerio – a very difficult blind corner and left turn – also navigating into route 4 traffic and regular morning traffic. This will cause traffic to back up on Katherine, Valerio, the school exit driveway, as well as the school entry driveway.
- School exit traffic merging into Valerio traffic will turn left onto Katherine to avoid Valerio west bound traffic.
- No stop sign or signal at this corner. Any stop at Katherine will impede through traffic headed towards the I-405. There is NO way to go around stopped cars turning left at this corner.
- Not possible to put a stop sign here because signal just 4 houses west. That would impede I-405 traffic as well.
- Add pedestrians to this no stop blind corner and it is very dangerous.

Even though this corner will be one of the most impacted and problematic intersections with a proposed 330-pupil school about 200 feet away, the TAGMS chose to omit this intersection from their report. On page 20, 3.3.2 Local Roadway System, the TAGMS states, “The following

intersections were selected...for analysis of potential traffic impacts due to the proposed Project” and yet Katherine and Valerio were omitted from these analyses.

The Katherine and Valerio intersection is also omitted from pages 12, 23, 24, 25, and Appendix E: Net New Project Traffic Volumes, Roadway Descriptions, Existing and Future Lane Configurations, Traffic Counts, and Level of Service Explanation. Appendix E is 51 pages of Two-Way Stop-Control reports and intersection results summaries, volumes, capacities, rates, and much more. Why not present the data for Katherine and Valerio -- but it is not there; not one page is dedicated to this corner.

The reason for this omission is that this intersection will be a dangerous zoo for vehicles and pedestrians, and they don’t want to be held responsible. We are holding those who drafted the TAGMS and those who support the misrepresentations and omissions responsible for the safety of the neighborhood.

If cars are delayed by just one-half minute, it will take almost 3 hours for school drop-offs. If cars are delayed by more than 50 seconds, that results in a Level of Service grade of LOS F which is jammed traffic.

## **5. It is human nature to attempt to avoid traffic**

In the TAGMS, numerical assumptions are made randomly without backing up the assumptions with real data. When we look at the real numbers in sections 1, 2, and 3, then we can predict how people will respond to being stuck in a single lane of traffic, not being able to get around anyone, and waiting to go through a parking lot where they will then exit into the traffic loop of school traffic coming in to the school.

As parents realize that they may get stuck in a line of traffic for hours, they will avoid the parking lot at all costs. They will pull over to the side of the road at the following locations:

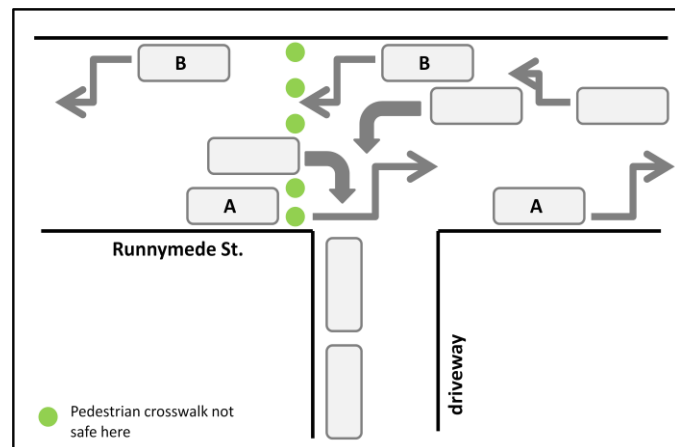
**A. Runnymede east** (Map 3). The most convenient and school accessible location will be pulling over on Runnymede heading east bound on the south side of the street. The proposed school parking lot is located to the east, and as the parents pull away from the curb, they are pulling out into and competing with traffic entering the parking lot. This is not safe and will cause delays for parents trying to enter the lot from the east and west.

**B. Runnymede west** (Map 3). Another likely possibility is to pull over on the north side of Runnymede and cross the street to get to the school. There is no corner, no crosswalk, and traffic coming from all different directions. This is not safe for pedestrians.

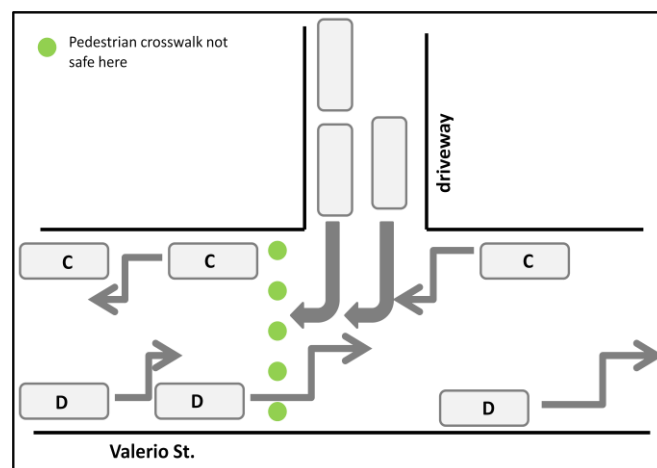
**C. Valerio west** (Map 4). Parents could pull over on Valerio on the north side of the street. Traffic pulling away from the curb and back into traffic will be competing with school exit traffic.

**D. Valerio east** (Map 4). If parents pull over on the south side of Valerio, the students would need to cross the street. It's not realistic for students to walk all the way to Tyrone or Hazeltine; they would inevitably try to cross in the middle of the block. There is no corner, no crosswalk and a crosswalk cannot be placed here because Valerio is a collector road and a route to the I-405.

**E. Katherine** (Map 5). This leaves the blind corner of Katherine and Valerio where parents will try to drop their child in order to avoid parking lot back up traffic. This is the closest intersection to the school. Whether parents drop their child on the east side or the west side of Katherine, they will be putting the students in danger. This corner is not conducive to putting in a signal or even a stop sign because there is a signal just 4 houses away at Tyrone.



**Map 3. Drop-offs on Runnymede as parents observe congestion in school parking lot. No crosswalk.**



**Map 4. Drop-offs on Valerio as parents observe congestion in school parking lot. No crosswalk.**



The reasons why it is not possible to add crosswalks in the middle of the block are: (1) The other side of the crosswalk would connect at someones' property, (2) a crosswalk on Runnymede would impede traffic going into the proposed parking lot and further back up traffic into the neighboring streets, and (3) Valerio is a collector road designed to provide access to residential properties and relieves traffic congestion on Sherman Way, and leads to the I-405. The TAGMS states that "The Project would not alter Runnymede Street nor Valerio Street in a manner that would allow for continued access to the regional freeway system, including I-405 to the west and SR-170 to the east" (Appendix D, 2.e.).

There is no mention of crosswalks in the TAGMS including in the 5 "c" Pedestrian Framework characteristics on page 19. Again, we need to state that schools kindergarten and above are on corners for the purpose of accessibility to crosswalks that support pedestrian safety.

## **7. Summary**

After careful review of the TAGMS, we are writing to you today to find out what steps you are taking to ensure that the GALS school does not receive an exemption to build a school at 14203 Valerio Street in Van Nuys in order to secure neighborhood and student safety. The TAGMS has greatly underestimated the amount of traffic coming into a city block dominated by two lane roads, has omitted mandatory analyses of the traffic epicenter of Intersection E, and has omitted any discussion of safety crosswalks adjacent to the proposed school location.

In addition to the aforementioned safety concerns, the TAGMS school drop-off plan has exit traffic looping back into incoming traffic, creating a traffic loop and eliminating the possibility for cars to peel off quickly and return to a multi-lane street. When one car is delayed for more than 50 seconds at an unsignaled intersection, which includes the proposed school driveway, and Intersections A,B, D and E, this results in a Level of Service (LOS) grade of F and is "a measure of driver discomfort, frustration, fuel consumption, and lost travel time" (Appendix E).

Due to the traffic loop, accurate vehicle counts, a new LADWP project on Tyrone, and lack of crosswalks and immediate pedestrian access to the school, a LOS F will surely occur at the proposed school driveway and Intersection E which will also impede the Level of Service at Intersections B, C, and D . Please kindly respond to us at [candy2d@outlook.com](mailto:candy2d@outlook.com).

Sincerely,

Candece Downes

CC: Councilmember Paul Krekorian

Mayor Eric Garcetti

LAUSD President Kelly Gonez

California Teachers Association President E. Toby Boyd

California Teachers Association Vice President David B. Goldberg

Van Nuys Neighbors Group



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**CPC-2020-4418-CU-F (Agenda Item #6, CPC Meeting March 11, 2021)**

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**Holly Burgin** <burgin.holly@gmail.com>

Mon, Mar 8, 2021 at 5:31 PM

To: cpc@lacity.org

Cc: Trevor Martin &lt;trevor.martin@lacity.org&gt;, karo.torossian@lacity.org

Attached are the following documents from Neighbors Opposed to the GALS LA Conditional Use Permit

1. *SUMMARY Of NEIGHBORS' OPPOSITION TO GALS LA CONDITIONAL USE PERMIT*
2. *APPENDICES 1-a, 1-b, 1-c - Petition List and Plot Maps of location of All Residents Who have Signed the Petition in Opposition to the CUP*
3. *APPENDIX 3 - GALS Proposed Transportation Plan and Bottlenecks in this Plan*

The following documents are attachments to *SUMMARY Of NEIGHBORS' OPPOSITION TO GALS LA CONDITIONAL USE PERMIT*, and have been sent separately due to page count constraints. Please attach these documents into a complete packet with documents listed above.

APPENDIX 2 - *Policies and Programs of the Community Plan and How the GALS LA Project is Inconsistent*

APPENDIX 4 - *Review of location, statistics and aesthetics of schools located in Van Nuys, California*

MEMORANDUM - *Discrepancies in the Traffic Assessment Ant GALS LA Middle School and why the school is not a safe fit for*

*14203 West Valerio Street and the surrounding streets and neighborhood*

Thank you.

Neighbors Opposed to the CUP  
Organizing Committee

Arlene Shapiro  
Brian Robinette  
Gayane Barseghyan  
Julie Suhr  
Peter Kaminski  
Candy Downes  
Gevorg Barseghyan  
Conchita Macario  
Dina Cousely  
Arevik Mnatsyan  
Carole Crone  
Holly Burgin

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**5 attachments**

**SUMMARY AS OF 030821 - OPPOSITION TO GALS CONDITIONAL USE PERMIT.pdf**  
137K



**APPENDIX 1-a - Plot Map of all Residents Opposed.pdf**  
9600K



**APPENDIX 1-b - Plot Map Detail of Location of Residents Opposed.pdf**  
8740K

**APPENDIX 1-c - Names and Addresses of Residents Opposed.pdf**

3/9/2021

City of Los Angeles Mail - CPC-2020-4418-CU-F (Agenda Item #6, CPC Meeting March 11, 2021)



41K



**APPENDIX 3 - GALS Proposed Transportation Plan and Bottlenecks in this Plan.pdf**

3407K



**SUMMARY OF NEIGHBORS' OPPOSITION TO GALS LA CONDITIONAL USE PERMIT  
AS OF 3/8/21**

**Neighborhood Opposition** - 191 signature petition from residents living in the area immediately surrounding the proposed school location, all opposing the approval of the CUP.

- See APPENDIX 1 - ***Petition List and Plot Maps of Location of all Residents Who Have Signed the Petition in Opposition to the CP.***

**Reasons for Opposition**

**A. GALS CUP Application is inconsistent and not compatible with the Van Nuys – North Sherman Oaks Community Plan**

- See APPENDIX 2 - ***Policies of the Community Plan and How the GALS LA Project is Inconsistent*** (APPENDIX 2 delivered separately)

**B. Traffic and Safety issues**

- See APPENDIX 2 - ***Policies of the Community Plan and How the GALS LA Project is Inconsistent*** (APPENDIX 2 delivered separately)

**1) Valerio Street's infrastructure is inadequate. GALS LA PROPOSES NO IMPROVEMENTS.**

- Narrow 2 lane street.
- No flood control drains, and no curbs or sidewalk on most of the street.
- Already congested with trucks and commuters that use Valerio as an alternative to Sherman Way.
- 300+/- cars flowing onto the street each morning and afternoon during drop-off and pick-up will block driveways so residents cannot leave/enter, will hinder trash pickup and street cleaning.

**2) Runnymede Street is a quiet narrow street.**

- 300+/- cars flowing onto the street each morning and afternoon for drop-off and pick-up will create congestion, block driveways so residents cannot leave/enter, will hinder trash pickup and street cleaning.
- Runnymede already has a high traffic load and "critical speeds" of average 39 miles/hour.
  - The DOT application for speed humps on Runnymede was denied until "average daily traffic" exceeded 1,000 cars per day. Speed humps were installed on Runnymede in September 2020.

**3) Traffic Plan Report does not address traffic conditions that will be created by GALS LA.**

- See ***Discrepancies in the Traffic Assessment GALS LA Middle School and why the school is not a safe fit for 14203 West Valerio Street and the surrounding streets and neighborhood*** (Memo delivered separately).
- See APPENDIX 2 - ***Policies of the Community Plan and How the GALS LA Project is Inconsistent*** (APPENDIX 2 - delivered separately)
- See APPENDIX 3 Graphic - ***GALS Proposed Transportation Plan and Bottlenecks in this Plan***
- The Transportation Report does not adequately anticipate the congestion created by looping the cars exiting the school back into eastbound traffic heading to the school.
  - During drop off and pick up, cars approach the school going eastbound on Runnymede St. and then turn right onto the school property to drop-off or pick-up, then exit, turning right out of school driveway and flowing back into the traffic driving to the school on Valerio St.

- The intersection of Katherine and Valerio is not included in the intersection analysis, resulting in no discussion of congestion from cars turning left from and onto these streets or making U turns at this location.
- The Transportation Report does not address the congestion issue of the double parking that occurs daily on Valerio, causing congestion and back up.
- The Transportation Report does not address the congestion created by eastbound and westbound cars on Valerio, turning left onto Tyrone, northbound and southbound.
  - With only 2 lanes of traffic, any left turn creates a backup until the turns are completed.
- The Transportation Report does not address the congestion created by eastbound cars on Valerio turning left and right at Van Nuys Blvd.
  - The left turn lane accommodates 3-4 cars and there is only one lane that is used as the main throughfare and for right turns.
  - When cars making right turns wait for pedestrians to cross, traffic stops and cars are backed up on Valerio with nowhere to go.
- The Transportation Report does not anticipate or address the addition traffic from new projects in the neighborhood.
  - Los Angeles Department of Water and Power has announced that it intends to build a "consolidated campus" two blocks away from the proposed GALS school, in a cul-de-sac at 7600 Tyrone Street on a 17-acre parcel.
    - The "Mid-Valley Water Facility" would be comprised of a massive 236,000 square feet of buildings and 180,000 square feet of parking. It is expected to bring in over 400 employees each day.
  - The East San Fernando Valley Light Rail will soon begin construction on Van Nuys Blvd. This major project will severely snarl traffic on a narrowed Van Nuys Blvd. for 6.7 miles extending from the Orange Line north to the Sylmar/San Fernando Station, for months if not years.
- The Transportation Report does not allocate additional time for carpool drop-off and pick-up, which impacts the queuing time, vehicle backup and congestion.
- Carpooling is "voluntary", so the most conservative (worst case) analysis would use Project Trip Generation at 300 students, plus 35 staff vehicles entering and departing the school twice a day, which is approximately 140% more trips than stated in the traffic analysis.
- While morning drop-off is addressed, the Transportation Report does not adequately address issues that will arise during afternoon/early evening pickup of students. Cars will wait and/or idle in or in front of residents' driveways or park on local streets waiting for the students.
- The majority of students attending GALS are from out of the neighborhood; therefore, allocating 70 bike racks in calculating VTM is not a valid assumption
- There is no designated cross walk on Valerio St. at Katherine St. where students from the neighborhood (or others dropped off) will likely cross the street, resulting in jaywalking on a busy street.

### **C. Discrepancies Between GALS LA's' Representations at Public Hearings and GALS LA CUP Application**

- 1.) GALS LA stated in multiple public hearings that the maximum enrollment will be 330 students
  - The Conditions of Approval states enrollment can increase 20% over the maximum without an Application for Conditional Use Plan Approval.
  - The true maximum enrollment is 396 students.
  - Traffic analysis did not use true maximum enrollment in the analysis.

- 2.) GALS LA stated in multiple public hearings that the school will have 35 full time staff members, including teaching and administrative staff.
  - The application Project Descriptions states 22 full time staff members;
  - The GALS LA Transportation Assessment does NOT state the number of staff vehicles that enter and leave the school.
    - Therefore, it is not possible to determine the impact of staff vehicles on traffic.
    - If the transportation consultant relied on the Application in their traffic calculations, the number of staff vehicles is 62% of the publicly stated total staff for the school.
  - Based on the Transportation Report, and the date the application was submitted, the applicant was aware that GALS LA did not meet the trip generation threshold to qualify for a CEQA Categorical Exemption, and therefore understated staff at 22 people (rather than 35 GALS LA represented in public hearings) in order to ensure the threshold was met.
- 3.) GALS LA stated in multiple public hearings that a “benefit” of the school to the neighborhood is that 100 student positions will be reserved for neighborhood enrollment.
  - The Conditional Use Findings does not state the reserved number of seats for neighborhood enrollment.
  - The Conditional Use Findings does not define the “neighborhood,” rather, the application discusses “community” and “region” interchangeably.
  - The Conditional Use Findings does not define the qualifications for neighborhood students to attend GALS LA.
  - This lack of definition makes this “benefit” to the neighborhood meaningless.
- 4.) In response to public concerns, GALS LA stated in multiple public hearings that the exit driveway will be reduced to one lane and a right turnout lane will be added to mitigate congestion.
  - The GALS LA application has not been amended to provide for these changes.
- 5.) GALS LA stated in multiple public hearings the Hours of Operations will be **limited** to specific hours except for five Special Events. GALS LA publically stated, multiple times, that Special Events WILL NOT include graduation ceremonies on campus.
  - The Special Events listed in Conditions of Approval include Graduation as a Special Event contrary to multiple public representations.
  - The Hours of Operation in the application Conditions of Approval states that “*with the exception of teacher preparations, normal school maintenance, parent conferences with teachers, school board meeting and **similar customary activities***, there shall be no use of the subject property beyond” the Hours of Operation stated therein.
  - The above statement is open-ended, undefined and basically circumvents the promise of “limited” Special Events and limited Hours of Operation. Anything can be defined as “*similar customary activities*.”
  - There is no specific provision made for the parking load of Special Events, other than to offer “street parking shall be discouraged.” This is not acceptable.
- 6.) GALS LA falsified its petition in favor of the school with names from the neighborhood who, in fact, oppose the CUP and did not give permission for their names to be added to the GALS LA petition. This brings into question the other petition signatures and letters submitted to the CPC.

#### D. Minimal GALS LA Interface with Neighbors

- 1) GALS LA made minimal effort to interface with the neighborhood to hear and understand the traffic concerns.
  - Only after the December 23, 2020 VNNC Planning and Land Use Management Committee meeting (after 3 months of requests for a meeting), when the PLUM Committee

acknowledged the traffic and safety issues, did GALS LA initiate meetings with neighbors to discuss mitigation solutions.

- After hearing the concerns of the neighbors:
  - GALS LA did not offer a Trip Reduction plan that provides traffic mitigation measures or utilize easily accessible traffic programs developed by other schools in similar circumstances (eg. Archer School, Chamlian School)
  - GALS LA did not make substantive changes to the Transportation Plan, even something as simple and straight forward as a mandatory carpool program.
  - The only change was the addition of a Pedestrian Plan, which still does not fully address all the issues raised by members of the PLUM Committee and neighbors.
- 2) The Neighbors Opposed to the CUP attended and spoke in opposition to the approval of the CUP at all PLUM Committee and VNNC Board Meetings in December, January and February.
  - The Chair of the PLUM Committee made numerous attempts to meet with GALS LA, starting in mid-September. GALS LA either did not respond or cancelled meetings at the last minute. The first PLUM Committee meeting was December 23, 2020. PLUM Committee members were opposed to the CUP because of Traffic and Safety issues but temporarily tabled the vote in order for GALS LA to modify their plan to mitigate the danger to the students and traffic issues.
  - Ultimately no formal vote by the PLUM Committee or recommendation to City Planning by the VNNC Board was made because of a lack of a quorum at the meetings, due to recusals for potential Brown Act violations by Committee members and GALS LA.

#### **E. Compatibility with the Surrounding Neighborhood**

- 1) Conditional Use Findings require the project to be compatible with the surrounding neighborhood.
  - See APPENDIX 2 - ***Policies of the Community Plan and How the GALS LA Project is Inconsistent*** (APPENDIX 2 delivered separately)
  - The size, scale, and design are out of character for a single family neighborhood.
    - The uber industrial look and feel of the 2-story structure, built from Shipping Containers, with corrugate metal panels painted red, blue, orange and purple, and storefront glass windows, is unwelcoming and inconsistent with historic one story, single-family homes.
    - The neighborhood does not have over in-height fences in the front yard setback.
    - No other property in the neighborhood has the appearance of a fortress.
- 2) The Urban Design Studio Professional Volunteer Program reviewed the design of the project and found the shipping containers structure to be blocky and rigid and suggested modifications to soften the look.
  - See APPENDIX 2 - ***Policies of the Community Plan and How the GALS LA Project is Inconsistent*** (APPENDIX 2 delivered separately)
  - GALS LA found it “unfeasible” to modify the design when it was suggested, because of limitations to the shipping container modular construction of a 23,294 sq. ft. structure being squeezed onto a 1.2-acre property.

#### **F. Aging and inadequate Infrastructure in the Neighborhood**

- 1.) The aging and inadequate infrastructure in the neighborhood does not have the capacity for the load demand of the school.

- See APPENDIX 2 - ***Policies of the Community Plan and How the GALS LA Project is Inconsistent*** (APPENDIX 2 delivered separately)
- The sewer system is already compromised and requires regular maintenance to remain operational. Additional load will have a deleterious impact.
  - GALS LA will add  $330 + 20 = 352$  (at a minimum) individuals (not including visitors, part time staff or volunteers). Bathroom use 3 times a day  $\times 352 = 1056$  more daily sewer use.
- The analysis does not consider power outages.
  - What is the expected load demand?
  - Where will the transformer be located?
- Sanitation
  - Improvements are only proposed for Runnymede, none on Valerio.

#### **G. Wrong Place for a School**

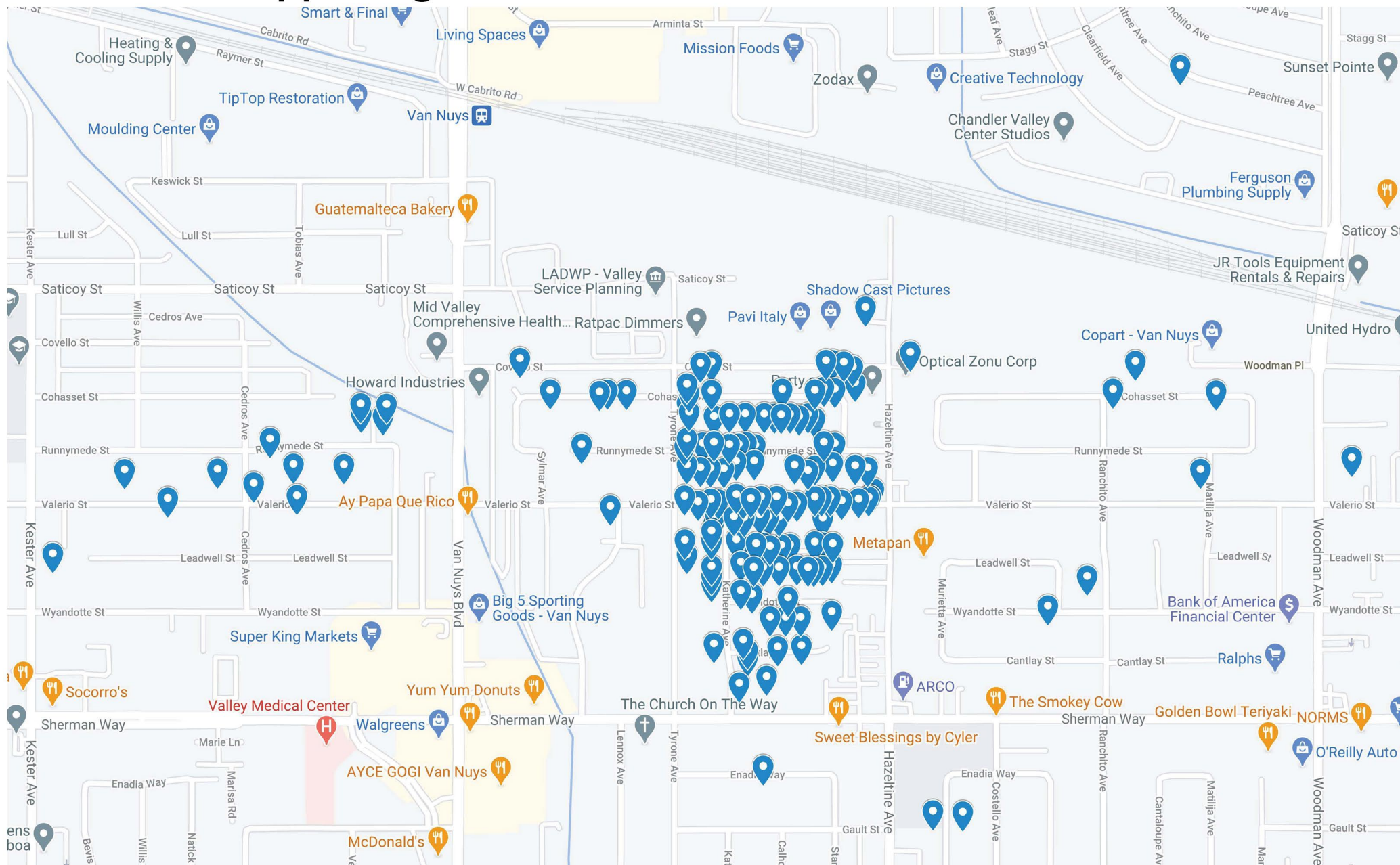
- See APPENDIX 2 - ***Policies of the Community Plan and How the GALS LA Project is Inconsistent*** (APPENDIX 2 delivered separately)
  - See APPENDIX 4- ***Review of location, statistics and aesthetics of schools located in Van Nuys, California*** (“School Review”)
- 2.) GALS LA is trying to shoehorn a school onto a property that is too small, mid-block in a single-family residential neighborhood.
- Most schools in the area have ample acreage.
    - In the *School Review*, the smallest campus is almost 4 times larger lot size than the GALS LA proposed site, with less than 40% more students
  - Unlike the GALS LA proposed location, most schools:
    - are located at a corner,
    - have easy access from main non-residential streets,
    - have adequate additional and/or dedicated lanes that allow for student pickup and drop-off backup without impeding either driveways or regular traffic flow,
    - cars exiting the school property do not loop directly back into traffic trying to access the school for student drop-off.
    - have safe pedestrian access, with high curbs, contiguous sidewalks, traffic controls in the form of stoplights and/or stop signs on most if not all the access and surrounding streets.
  - Unlike the GALS LA proposed location, there is adequate buffer area between school structures and residential property.

#### **H. Councilman Paul Krekorian**

- 1.) Deputies for Councilman Krekorian have consistently reported, verbally and in written communication, that he does not support the school in the proposed location and opposes the CUP. He has offered to help GALS LA find another location.
- 2.) Councilman Krekorian’s Planning Deputy attended the Department of City Planning Public Hearing on January 5, 2021 and expressed opposition to the CUP at that meeting.
- 3.) Karo Torossian, Councilman Krekorian’s Chief of Staff attended, but did not actively participate in, a meeting on January 19, 2021, organized by GALS LA to discuss traffic and safety issues. In addition to Mr. Torossian, 6 representatives of GALS LA were in attendance, as well as 3 Neighbors Opposed to the CUP, and one neighbor who supports the approval of the CUP.

## APPENDIX 1-a

# Plot Map of Location of All Residents Who Signed the Petition Opposing the GALS Conditional Use Permit

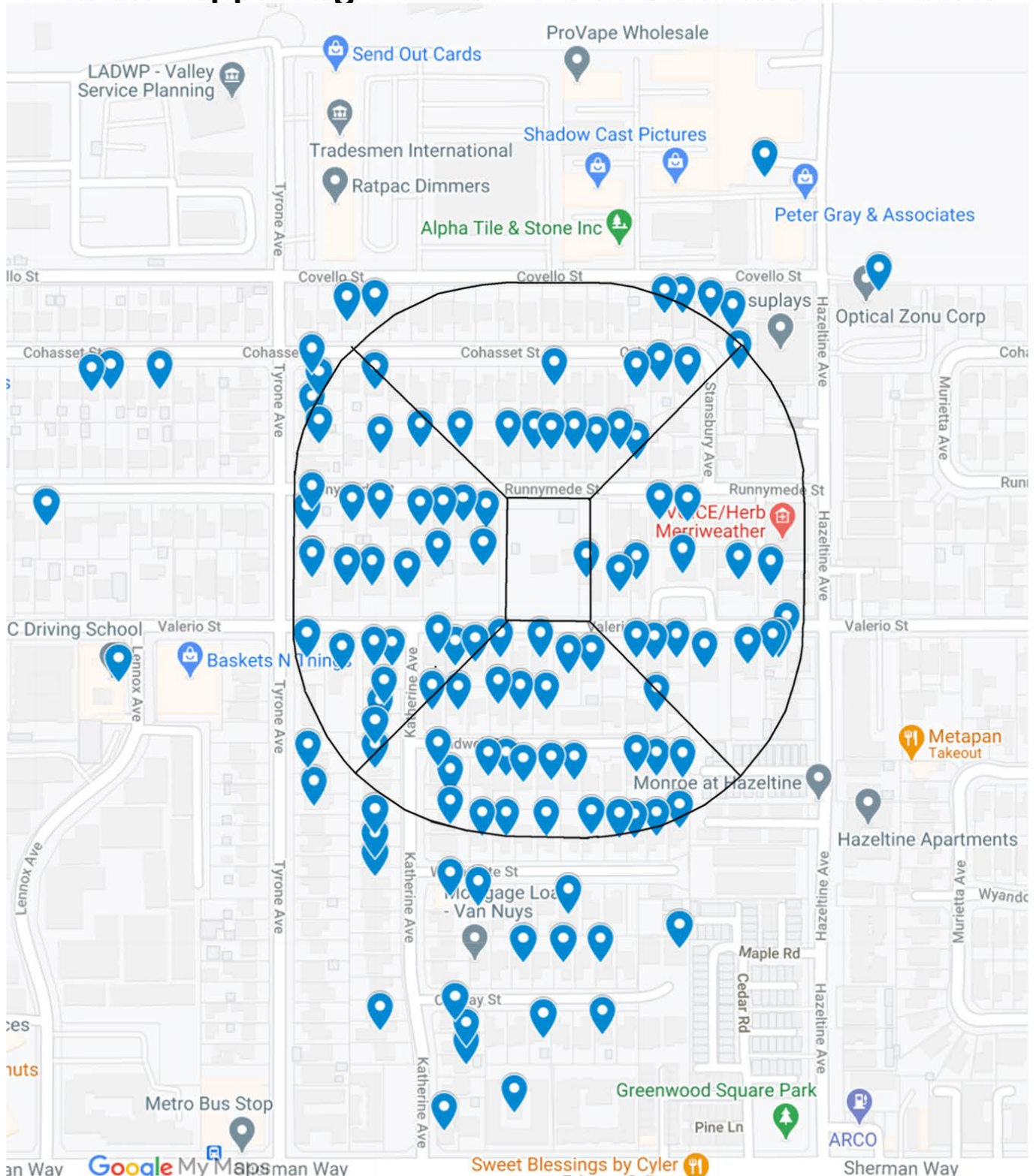


Signed Petition Addresses



## APPENDIX 1-b

### Plot Map Detail of Location of Residents Who Signed the Petition Opposing the GALS Conditional Use Permit



DETAIL OF SIGNATURE ADDRESSES WITHIN 500' RADIUS  
PROPOSED SCHOOL LOCATION

# SUMMARY OF NEIGHBORS IN OPPOSITION TO GALS LA CONDITIONAL USE PERMIT

## APPENDIX 1-C

### Names Addresses of Residents Who Signed the Petition Opposing the GALS Conditional Use Permits (1)

|    |          |              |                  |               |    |          |             |                 |               |
|----|----------|--------------|------------------|---------------|----|----------|-------------|-----------------|---------------|
| 1  | Arsen    | Khachunts    | 14137 Cantlay    | 818-321-2233  | 50 | Will     | Hair        | 7343 Katherine  |               |
| 2  | Bryan    | Jackson      | 14140 Cantlay    | 310-295-0__2  | 51 | Arlene   | Shapiro     | 7343 Katherine  |               |
| 3  | Bradley  | Thompson     | 14150 Cantlay    | 818-413-4626  | 52 | Sheila   | Ceballos    | 7316 Kester     |               |
| 4  | C        | Neathsey     | 14151 Cantlay    | 205-601-2475  | 53 | Glid     | Chayhayan   | 13541 Leadwell  |               |
| 5  | Robert   | Everett      | 14159 Cantlay    | 818-808-7382? | 54 | Carlos   | Sanchez     | 14106 Leadwell  | 818-866-0848  |
| 6  | A        | Miguel       | 14166 Cantlay    | 818-390-5823  | 55 | Justin   | Pagel       | 14132 Leadwell  |               |
| 7  | Aida     | Torosyan     | 14203 Cantlay    |               | 56 | Sarkis   | Dushileyor  | 14137 Leadwell  | 818-738-5758  |
| 8  | Francis  | McKenna      | 14208 Cantlay    | 818-568-3840  | 57 | Aztuz    | Agozazyan   | 14138 Leadwell  | 818-968-8131  |
| 9  | Dean     | Regan        | 14208 Cantlay    | 818-679-7663  | 58 | Samuel   | Adamjan     | 14142 Leadwell  | 818-359-9922  |
| 10 | Marine   | Barsunyan    | 13758 Cohassett  |               | 59 | Vesna    | Smedberg    | 14158 Leadwell  | 818-989-9955  |
| 11 | Suzy     | Hovhannisyan | 13841 Cohassett  |               | 60 | Catheryn | Novak       | 14162 Leadwell  |               |
| 12 | Agalat   | Alla         | 13856 Cohassett  |               | 61 | Candece  | Downes      | 14165 Leadwell  | 818-787-7388  |
| 13 | Gayane   | Gynojyan     | 14127 Cohassett  |               | 62 | Kristin  | Prieto      | 14200 Leadwell  |               |
| 14 | Nelli    | Artikyan     | 14130 Cohassett  |               | 63 | Abraham  | Israelyan   | 14201 Leadwell  | 818-308-0000  |
| 15 | Senoig   | Khulyan      | 14133 Cohassett  | 323-600-4193  | 64 | Yuko `   | Yada        | 14206 Leadwell  | 818-781-2720  |
| 16 | Chris    | Peterson     | 14138 Cohassett  | 323-314-3040  | 65 | Art      | Semerdjian  | 14207 Leadwell  | 818-430-2997  |
| 17 | Rikke    | Peterson     | 14138 Cohassett  | 323-314-3040  | 66 | Caitlin  | Coe         | 14212 Leadwell  |               |
| 18 | Alison   | Faulk        | 14139 Cohassett  | 818-974-7993  | 67 | Mark     | Hill        | 14212 Leadwell  |               |
| 19 | Joe      | Garcia       | 14142 Cohassett  | 818-939-3824  | 68 | Karen    | Ostiller    | 14219 Leadwell  |               |
| 20 | Emma     | Zakaryan     | 14164 Cohassett  | 818-730-9706  | 69 | Erik     | Gevorgyan   | 14223 Leadwell  | 767-264-7979  |
| 21 | Elena    | Gossin       | 14238 Cohassett  |               | 70 | FaBian   | Villega     | 7057 Murietta   |               |
| 22 | Judy     | Kowalski     | 14239 Cohassett  | 818-782-6267  | 71 | John     | Appicolo    | 7058 Murietta   | 213 858-2583? |
| 23 | HARoutun | Baghissau    | 14245 Cohassett  | 818-262-4111  | 72 | Nasey    | Tachdjian   | 7809 Peachtree  | 818-749-5072  |
| 24 | Sevak    | Mlasehyn     | 14324 Cohassett  | 818-605-0415  | 73 | Gerald   | Tapis       | 14132 Runnymede | 323-547-5828  |
| 25 | Robert   | Aidinan      | 14336 Cohassett  | 818-521-1704  | 74 | Jean     | Hayes       | 14138 Runnymede | 818-231-4834  |
| 26 | Eliza    | Asatryan     | 14340 Cohassett  | 818-606-2529  | 75 | Mary L.  | Kriok       | 14143 Runnymede |               |
| 27 | Ripsime  | Arzumanian   | 14372 Cohassett  |               | 76 | Vasken   | MiKhaelian  | 14149 Runnymede | 818-994-6898  |
| 28 | Jose     | Tchopouriaan | 14429 Cohassett  |               | 77 | Martin   | Kolotel     | 14153 Runnymede | 818-939-2902  |
| 29 | Randy    | Mitchell     | 6921 Colbath     | 310-508-8303  | 78 | Elaine   | Korotzer    | 14153 Runnymede | 818-787-5024  |
| 30 | Sandra   | Gilsenan     | 14204 Enadia Way | 818-793-7850  | 79 | Samuel   | Rosero      | 14159 Runnymede | 818-780-2946  |
| 31 | Daniel   | Johnson      | 7506 Hazeltine   | 818-731-5475  | 80 | Samy     | Badawi      | 14165 Runnymede | 310-422-8459  |
| 32 | Jerome   | Fisher       | 7603 Hazeltine   | 818-781-7049  | 81 | Ani      | Papazyan    | 14203 Runnymede | 818-212-6114  |
| 33 | Tony     | Wilkerson    | 8133 Hazeltine   | 818-212-5384  | 82 | Tara     | O'Donnell   | 14203 Runnymede |               |
| 34 | Jesus    | Martinez     | 7222 Katherine   | 818-612-5258  | 83 | Ashot    | Papazyan    | 14203 Runnymede |               |
| 35 | David    | Oliva        | 7224 Katherine   | 818-422-7138  | 84 | Antonio  | Donde       | 14207 Runnymede | 818-648-4864  |
| 36 |          | Inioy        | 7231 Katherine   | 818-786-0566  | 85 | Arevik   | Mnattsyan   | 14212 Runnymede | 818-277-3456  |
| 37 | Aram     | Boyedjian    | 7232 Katherine   | 818-415-3476  | 86 | Peter    | Kaminski    | 14217 Runnymede |               |
| 38 | Debbi    | Schuve       | 7262 Katherine   | 818-321-7444  | 87 | Roberto  | Majia       | 14218 Runnymede | 818-983-5889  |
| 39 | Anush    | Alayajyan    | 7267 Katherine   | 818-521-7098  | 88 | Stephen  | Burgin      | 14220 Runnymede | 310-339-6799  |
| 40 | Elaine   | Cohey        | 7271 Katherine   |               | 89 | Holly    | Burgin      | 14220 Runnymede | 310-617-4597  |
| 41 | Rozanne  | Feldman      | 7305 Katherine   | 818-787-7869  | 90 | Brian    | Robinette   | 14226 Runnymede | 818-521-2170  |
| 42 | Karla    | Ticas        | 7308 Katherine   |               | 91 | Julie    | Suhr        | 14227 Runnymede |               |
| 43 | Erica    | Hartman      | 7314 Katherine   | 818-388-8531  | 92 | Rouel    | Cazanjanian | 14227 Runnymede |               |
| 44 | Sarah    | Hartman      | 7314 Katherine   | 818-425-1223  | 93 | Susan    | Artian      | 14238 Runnymede | 818-438-5424  |
| 45 | Asa      | Dancom       | 7322 Katherine   | 818-515-7872  | 94 | Debra    | Tinker      | 14238 Runnymede | 818-438-5428  |
| 46 | Cristine | Seludo       | 7323 Katherine   | 818-699-4336  | 95 | Kyoko    | Uchiyama    | 14239 Runnymede | 818-37-2____  |
| 47 | Arsen    | Melikyan     | 7327 Katherine   |               | 96 | Mayra N  | Erazo       | 14244 Runnymede |               |
| 48 | Marieta  | Kineakosyan  | 7331 Katherine   | 818-818-4018  | 97 | Teymour  | Mirza       | 14352 Runnymede | 818-963-7273  |
| 49 | Ramona   | Ortega       | 7335 Katherine   | 818-984-2949  | 98 | Ryan     | Cheski      | 14642 Runnymede |               |



# SUMMARY OF NEIGHBORS IN OPPOSITION TO GALS LA CONDITIONAL USE PERMIT

## APPENDIX 1-C

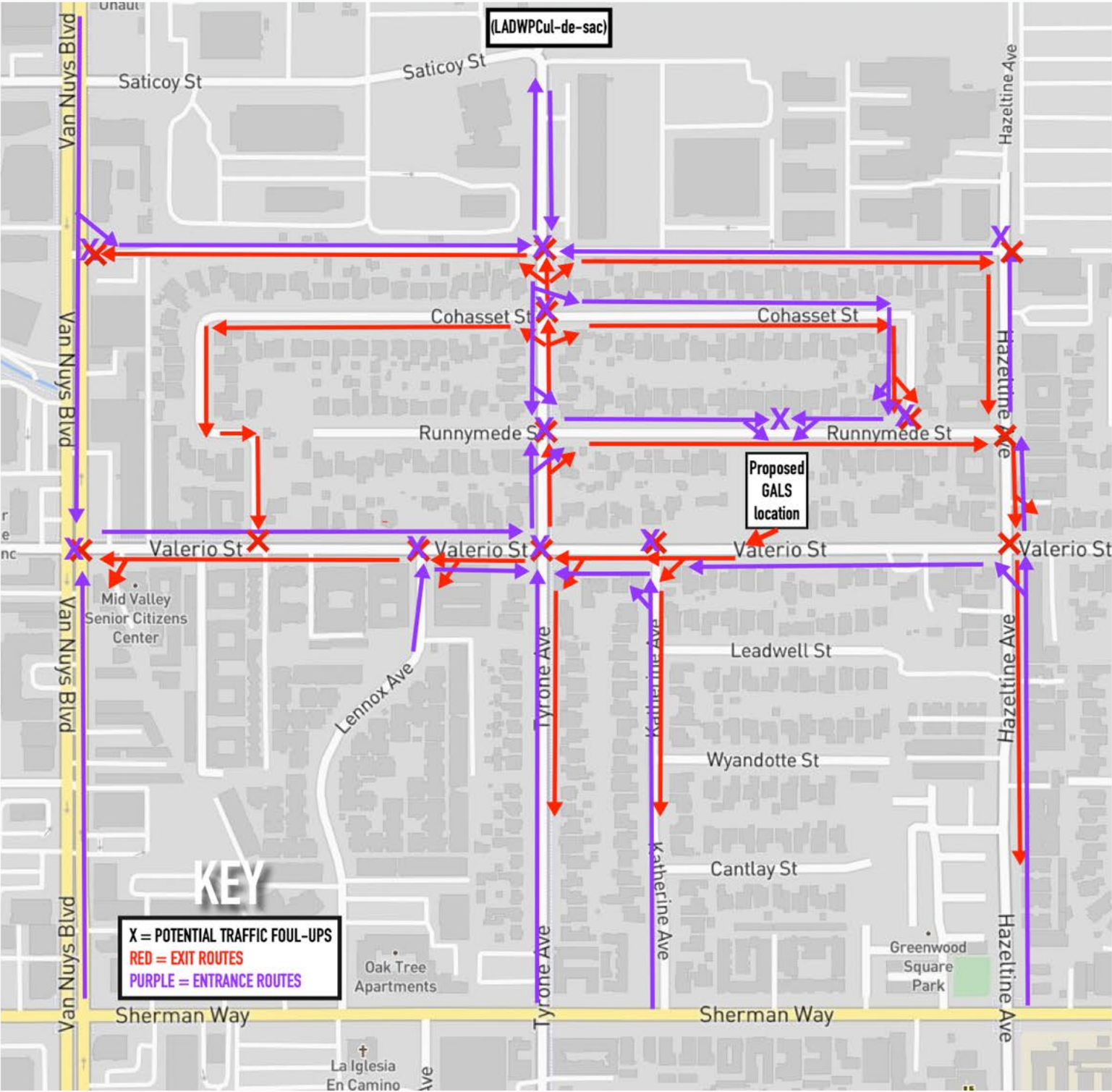
### Names Addresses of Residents Who Signed the Petition Opposing the GALS Conditional Use Permits (1)

|                |              |                   |               |               |                 |                      |              |
|----------------|--------------|-------------------|---------------|---------------|-----------------|----------------------|--------------|
| 99 Jesus       | Alvarado     | 14211 Sherman Way | 818-219-1890  | 148 John      | Ferrero         | 14253 Valerio        | 818-631-0776 |
| 100 Julio      | Cipintes     | 14211 Sherman Way | 760-877-7188  | 149 Jen       | Fisher          | 14253 Valerio        | 818-522-5374 |
| 101 Monique    | Martel       | 14223 Sherman Way | 626-234-0488  | 150           | Maranojiz       | 14336 Valerio        |              |
| 102 Lucy       | Madoyan      | 7456 Stansbury    | 818-497-106_  | 151 Angel     | Alverajo        | 14360 Valerio        | 818-515-907  |
| 103 Sarkis     | H            | 7464 Stansbury    | 818-84_-____  | 152 Philip    | Cerola          | 14603 Valerio        |              |
| 104 Sergio     |              | 6207 Tyrone       |               | 153 Jordan    | Berry           | 14630 Valerio        | 516-605-0415 |
| 105 Mark       | Tuchman      | 7322 Tyrone       | 818-782-8202  | 154 Jennifer  | Haverlaton      | 14635 Valerio        |              |
| 106 Tamara     | McKenzie     | 7418 Tyrone       | 213-268-2877  | 155 Marisol   | Gonzalez        | 14659 Valerio        |              |
| 107 Trisha     | Koury-Stoops | 7426 Tyrone       |               | 156 Rosana    | Davis           | 14721 Valerio        |              |
| 108 Hector     | Estrada      | 7332 Tyrone       | 818-620-0926  | 157 Terri     | Weiss           | 14748 Valerio        |              |
| 109 Walter     | Greeren      | 7446 Tyrone       | 818-455-909?  | 158 Candida   | Rodriguez       | 14805 Valerio        |              |
| 110 Sally      | Maisel       | 7454 Tyrone       | 818-521-2340  | 159 Banesa    |                 | 6936 Vespar          |              |
| 111 Tony       | Akopi        | 7448 Tyrone       | 818-515-3535  | 160 Diane     | Gilbert         | 7440 Vista Del Monte | 818-632-4194 |
| 112 Rolando    | Marquez      | 7460 Tyrone       | 818-997-3129  | 161 Tanya     | Tobar           | 7441 Vista del Monte |              |
| 113 Robert     | Leovy        | 13801 Valerio     | 818-941-4835  | 162 Jose      | Tobar           | 7441 Vista del Monte |              |
| 114 Ana        | Solis        | 14106 Valerio     |               | 163 Chinsun   | Chi             | 7448 Vista del Monte |              |
| 115 Tatev      | Sargsyan     | 14108 Valerio     | 747-3487?     | 164 Zrhi      | Chi             | 7448 Vista del Monte |              |
| 116 Esparo     | Ropka        | 14110 Valerio     | 818-786-3-93  | 165 Abraham   | Jurian          | 7449 Vista del Monte |              |
| 117 Lusine     | Chokerchyan  | 14111 Valerio     |               | 166 Skushanik | Jurian          | 7449 Vista del Monte |              |
| 118 Toniuyan   | Anush        | 14115 Valerio     | 818-339-3355  | 167 Elena     | Milehaleva      | 7416 Woodman #24     | 323-252-6097 |
| 119 George     | Maratian     | 14116 Valerio     | 818-683-3519  | 168 Shila     | Simon           | 13907 Wyandotte      | 818-646-6467 |
| 120 Lexi       | Johnson      | 14123 Valerio     | 213-703-3376  | 169 Leoned    | Simon           | 13907 Wyandotte      | 818-646-6467 |
| 121 Neydi      | Li           | 14123 Valerio     |               | 170 Gevork    | Sigoian         | 13930 Wyandotte      | 323-646-6467 |
| 122 Luke       | Dickson      | 14128 Valerio     | 818-207-4827  | 171 Gerardo   | Campos          | 14133 Wyandotte      | 323-864-9819 |
| 123 Peter      | Mallard      | 14134 Valerio     | 818-461-2014  | 172 Deborah   | Green           | 14133 Wyandotte      | 818-994-3342 |
| 124 Vazgen     | Yeghiazizyan | 14138 Valerio     | 818-900-3690  | 173 Adam      | Kuklin          | 14133 Wyandotte      | 818-994-3342 |
| 125 Laura      | Sweetman     | 14142 Valerio     | 818-613-9842? | 174 Dina      | Ausley          | 14137 Wyandotte      | 818-807-8077 |
| 126 Lai Y      | Wong         | 14143 Valerio     |               | 175 Leon      | Graone          | 14143 Wyandotte      | 818-571-3427 |
| 127 Chin S     | Wong         | 14143 Valerio     |               | 176 Rea       | Nagel           | 14147 Wyandotte      | 818-908-5919 |
| 128 Eric       | Holevis      | 14147 Valerio     | 626-526-6280  | 177 Azmenuhi  | Demizchyan      | 14153 Wyandotte      | 818-279-5050 |
| 129 Jerel      | Mascarinas   | 14153 Valerio     | 916-289-1442  | 178 Hasmik    | Harutyunyan     | 14158 Wyandotte      | 818-988-3497 |
| 130 Carmancita | Rivera       | 14153 Valerio     | 818-635-6686  | 179 Ani       | Ekizian         | 14162 Wyandotte      | 818-835-5381 |
| 131 Gus        | Bechtild     | 14154 Valerio     | 515-376-3007  | 180 Khachik   | Kyurkchyan      | 14163 Wyandotte      | 818-773-7875 |
| 132 Ester      | Manansala    | 14158 Valerio     | 661-300-0554  | 181 Rozalita  | Khash           | 14207 Wyandotte      |              |
| 133 Carole     | Crone        | 14200 Valerio     | 818-481-3469  | 182 Norm      | Dingilian       | 14212 Wyandotte      | 818-785-0891 |
| 134 Luis       | Hernandez    | 14204 Valerio     | 818-207-1219  | 183 Marge     | Dingilian       | 14212 Wyandotte      | 818-785-0891 |
| 135 Doug       | Dixon        | 14208 Valerio     | 918-629-7845  | 184 Liana     |                 | 14213 Wyandotte      |              |
| 136 Aram       | Tashchian    | 14214 Valerio     | 818-406-9739  | 185 James     | Akerman         |                      | 818-582-0346 |
| 137 Hayk       | Bazseghyan   | 14217 Valerio     | 323-590-1293  | 186 Heidi     | C               |                      |              |
| 138 Eva        | Miscich      | 14220 Valerio     | 818-370-2784  | 187 Diane     | Gilbert         |                      | 818-632-4194 |
| 139 Marie      | Miscich      | 14220 Valerio     | 818-370-2784  | 188 Julian    | Hoffman Beechko |                      | 631-671-1522 |
| 140 Anthony    | Sanchez      | 14224 Valerio     |               | 189 Ronald    | John            |                      | 818-786-1575 |
| 141 Jose       | Escobar      | 14225 Valerio     | 818-203-4519  | 190 Christina | Pasqualone      |                      | 404-353-5740 |
| 142 George     | Taparida     | 14233 Valerio     | 213-810-8787  | 191 Simon     | Zartarian       |                      |              |
| 143 Fahmida    | Rahmon       | 14238 Valerio     | 747-243-9218  |               |                 |                      |              |
| 144 Michael    | Thomas       | 14239 Valerio     | 323-826-6740  |               |                 |                      |              |
| 145 Araceley   | Lopez        | 14245 Valerio     | 310-977-9__4  |               |                 |                      |              |
| 146 Bart       | Gesalyan     | 14246 Valerio     |               |               |                 |                      |              |
| 147 Serop      | Petrosyan    | 14250 Valerio     | 818-207-6667  |               |                 |                      |              |

(1) Copies of original signature delivered to CPC

# APPENDIX 3

## GALS Proposed Transportation Plan and Bottlenecks in this Plan





Planning CPC <cpc@lacity.org>

## Problem with GALS SCHOOL (Applicant) Support Petition - It looks to be fraudulent and maybe should be set aside?

1 message

**PETER Kaminski** <peterjkaminski@outlook.com>

Mon, Mar 8, 2021 at 4:41 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: "trevor.martin@lacity.org" <trevor.martin@lacity.org>, "Councilmember.Krekorian@lacity.org" <councilmember.krekorian@lacity.org>, "nikki.ezhari@lacity.org" <nikki.ezhari@lacity.org>

Dear Planning Commission,

I'm concerned with the authenticity and veracity of the applicant's "petition". I'm not mincing words here because this is important. Frankly, it looks like they forged the thing.

(Please take a look at this column, which explains the problem concisely: <https://www.righththingwrongplace.com/heard> )

Anyway, the screenshot below here also sums it up pretty well.

|   | Andrew Conrad               | Andrew Conrad music@gmail |
|---|-----------------------------|---------------------------|
| 5 | Ossa 7322 Katherine Ave     | (818) 823-9757            |
| 6 | Mel Rivera 14153 Valerio St | (818) 635-6686            |
| 7 | Camecita 14153 Valerio St   | (818) 635-6686            |
| 8 | Elaine 7371 Katherine Ave   | (818) 786-1575            |
| 9 |                             | (818) 786-1575            |

Seems like the applicant might not have made enough of an effort in this area of the application :)

Meanwhile, the legit petition which we, the neighbors, gathered, was door to door and name by name, all signatures, all in person and all legit, all verifiable. **It took a lot of time and effort for us to get all of those signatures.**

Meanwhile, to my untrained eye anyway, theirs looks bogus. I understand how busy you guys are. I used to work in city government myself. It's tough.

So... how to proceed and have this piece of their application be examined and/or removed from consideration?

Obviously THIS IS PRETTY IMPORTANT TO US and a look-see seems to be called for before this 'petition' is considered real and true.

Sorry to bring this up (I know it's a bear and that this is just one of multiple applications up before the commission all in one day) but we in the neighborhood are tired of being steamrolled by these folks (the applicant). It's been their M.O. from day one and it's insulting.

Thank you for your time and for the help with this. We appreciate your work.

All the best,

Peter Kaminski  
14217 Runnymede St.  
310.467.4021

**CONFIDENTIALITY NOTICE:** This e-mail transmission, and any documents, files or previous e-mail messages attached to it contains confidential information that is legally privileged. This e-mail and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed. If the reader of this e-mail is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any use, dissemination, forwarding, printing or copying of this e-mail or any attachments hereto is strictly prohibited. If you have received this e-mail in error please contact me at (310) 467-4021.

March 8, 2021

File Number: 65WY-307331

**BY EMAIL**

Los Angeles City Planning Commission  
City of Los Angeles  
200 N. Spring Street, Room 272  
Los Angeles, California 90012  
Email: [cpc@lacity.org](mailto:cpc@lacity.org)

Re: Traffic Explanation for GALS LA Middle School Project (CPC-2020-4418-CU-F)

Honorable President and Commissioners:

This firm represents Girls Athletic Leadership School Los Angeles ("GALS") regarding the GALS LA Middle School Project (the "Project"). Some residents who live close to the project site, which is located at 14203 W. Valerio Street (the "Site"), have expressed the fear that the student drop-off and pickup in the morning and afternoon could impact the neighborhood, based on the maximum enrollment of 330 students. The specific concern is that, with 330 students, 330 cars would simultaneously arrive at the Site twice each day.

Since this was the principal land use issue raised at the numerous community meetings and forums, we summarize the relevant facts and explain why this traffic concern is unfounded and that the circulation system for the Project will be effective to minimize any community traffic impact. We also briefly address a traffic safety issue raised by a few residents.

**1. Circulation Route for Drop-Off/Pickup.** The circulation plan (attached as **Exhibit 1**) has been optimized to accommodate the projected traffic. The Site is street-to-street, with frontages on both Valerio Street and Runnymede Street. The one-way queue area/driveway disperses the cars by separating the vehicular ingress and egress points (schools like this usually have ingress and egress on the same street). Cars will enter the queue area from Runnymede, at the school entrance, students will enter or exit the cars, and the cars will then exit at Valerio, with right turns (west) only.

**2. Queue Capacity.** The circulation route provides a minimum onsite queue capacity of **20 cars** with two lines of cars. The project traffic consultant, Linscott, Law and Greenspan ("LLG"), did a queue analysis as part of the traffic study for the Project. It determined that the maximum queue at the "peak minute" will be **6 cars**. Therefore, the onsite queue capacity will be more than triple the maximum anticipated queue, and the residents who have expressed concern have not claimed otherwise.



**3. Drop-Off/Pickup Process.** As previously mentioned, several residents have expressed the conceptual concern that 330 cars will simultaneously arrive at the school in the morning and afternoon since there will be up to 330 students. The reality is very different, for three principal reasons.

First, based on GALS' experience at its existing Panorama City school, approximately 10% of students will walk or bicycle to school from their homes or take transit and then walk to school. That percentage will likely increase because GALS's promotion for the school will be targeted to attract at least 100 students who live in the local community.

Second, GALS has volunteered a condition of approval (Condition 18.3.ii) that requires it to implement a formal policy to require that at least 30% of students carpool to and from school. This will reduce the number of cars by an additional 15%.

Third, both the drop-off and pickup periods will be staggered. In the morning, approximately 25% of the students will arrive between 7:00-7:30 a.m. for computer classes. Approximately 25% will arrive between 7:30-8:00 a.m. for breakfast. The final 50% will arrive between 8:00-8:30 a.m. In the afternoon, approximately two-thirds of students will depart between 3:30 and 4:00 p.m. (which precedes the afternoon rush hour) The rest will stay for after-school programs and leave between 5:30 and 6:30 p.m. This will further minimize the number of cars at the school at any given time during the pick-up and drop-off periods.

Therefore, the peak traffic will occur from 3:30-4:00 p.m. (which precedes the afternoon rush hour). During that 30-minute period, approximately two-thirds (220) of the students will depart. As discussed, approximately 25% of them will walk, bicycle, take transit or carpool. That leaves about 165 cars that will arrive at the Site from 3:30-4 p.m. That translates to about 5-6 cars per minute ( $165 \div 30$ ) that will enter on Runnymede and exit with a right turn onto Valerio. That is consistent with LLG's determination that the peak-minute queue will be 6 cars.

The peak morning traffic will be less. The most students, 50% of them, will arrive between 8:00-8:30 a.m. That's 165 students. When you subtract the 25% who will walk, bicycle, take transit or carpool, that leaves about 124 students who will be dropped off during the 30-minute period. That is an average of about 4 cars per minute ( $124 \div 30$ ).

This is very manageable and will not pose an undue burden on the neighborhood. We also note that there is an existing traffic signal at the nearby Valerio Street/Hazeltine Avenue intersection (to the east), which will provide recurring breaks in traffic on Valerio to allow parents to safely and expeditiously leave the Site by turning right (to the west) onto Valerio.

**4. GALS Has An Effective Enforcement System.** GALS has significant experience with the drop-off/pickup process and its parents have been cooperative. Nonetheless, in response to community comments and to ensure that parents follow the rules, GALS has volunteered an enforcement system (which is Condition 18) to ensure that parents who drive students to and from school use the circulation route. As required by Condition 18.f, (a) GALS will have an onsite monitor stationed at the Valerio vehicular exit to prohibit any students from entering or exiting the school site from Valerio (there is no pedestrian entrance on

Valerio, only the vehicular exit) and (b) GALS will have an offsite monitor on Runnymede to prevent parents from parking or double-parking on the street to drop off or pick up students. As it currently does, GALS will inform all parents and students of the drop-off/pickup procedures and train all parent volunteers.

GALS has also volunteered to provide a minimum of five onsite monitors, including both staff and parent volunteers, to supervise the drop-off/pickup of students and maintain smooth ingress to and egress from the school site (Condition 18.g). GALS also volunteered to employ and train one staff member to serve as a "traffic ambassador" to oversee drop-off/pickup operations, prevent violations of the drop-off/pickup rules and serve as the first point of contact for the community (Conditions 18.g, 18.h and 18.k). In addition, Condition 19 requires a 24-hour outline to respond to any community concerns.

Finally, we note that for a substantial portion of the year, there will be no activity at all at the Site. The school is closed during the summer (except for a potential short summer-school session), on weekends and holidays, and almost all evenings.

For all of these reasons, the surrounding community will not be adversely impacted by the intermittent student drop-off/pickup in the morning and afternoon.

**5. Routes to School Plan.** A few residents were concerned with the safety of students who will walk to school from the closest bus stops. They thought that students who take the bus would have to walk to and from the Site on the segment of Valerio between Tyrone Avenue and Hazeltine Avenue, which is not fully sidewalked.

In fact, students will **not** have to walk on that segment of Valerio. Pursuant to the Routes to Schools Plan prepared by LLG (which GALS will be required to adhere to per Condition 18.f and is Exhibit B to your Recommendation Report), students can walk from the closest bus stops at Van Nuys/Valerio, Sherman Way/Tyrone and Sherman Way/Hazeltine (as well as from their homes in the neighborhood) on streets with full sidewalks. The only relevant area without sidewalks consists of two homes on the east side of Tyrone just north of Valerio. However, those homes have curbs and gutters and a clearly marked dirt path that is safe. As shown on the Routes to Schools Plan, GALS will also have an onsite monitor at the Tyrone/Valerio intersection to ensure the safety of the students who walk there. GALS is committed to the safety of its students, and believes these measures will enhance and ensure their safety.

For all of these reasons and others that will be discussed at the hearing, we respectfully request, on behalf of GALS and the 333 diverse residents who live within one-half mile of the Site and have signed GALS's petition (which expresses enthusiastic support for this dynamic

Los Angeles City Planning Commission  
March 8, 2021  
Page 4

all-girls, public middle school in their neighborhood), that the City Planning Commission approve the requested entitlements for the Project.

Very truly yours,



Jack H. Rubens  
for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

SMRH:4836-3867-3375.3



# **EXHIBIT 1**



**NOT TO SCALE**

SOURCE: FRANCO & ASSOCIATES, INC.

EXHIBIT 1  
PROJECT SITE PLAN  
GROUND FLOOR PLAN  
GALS LA MIDDLE SCHOOL

# **DAY OF HEARING SUBMISSIONS**



Planning CPC &lt;cpc@lacity.org&gt;

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**Re: CEAST AND DECIST denial of p.c. Item 2 and 4 public comment denial**

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**Wayne Spindler** <inslos@aol.com>

Thu, Mar 11, 2021 at 8:58 AM

To: Planning CPC &lt;cpc@lacity.org&gt;

Good. Goat 🐐 will raise his virtual hoof to speak on item 2. There has been an attempt to deny the public P.C. on this item. Recently the City Atty has taken a position on CONTINUED items that p.c. is allowed as to the ISSUE of a continuance. Therefore the same must apply to item 2 and 4 even if no CIS or reconsiderations are RECEIVED. Your commissions are denying p.c. on those items in violation of the Brown Act. That is wrong on a moral and civil level as well.

Finally regarding the activities of the Van Nuys N.C. on the GALs project should be referred for investigation to the DONE and City Ethics Commission. There were many allegations of ex parte communication as well as questionable "recusals" and aborted meetings due to agenda failures, etc. The vnnc email also on its agenda has a possible HUGE problem.

On Thursday, March 11, 2021, 08:45:23 AM PST, Planning CPC <cpc@lacity.org> wrote:

Good morning,

Please note your submission has been received and will be distributed to the City Planning Commission for the meeting of March 11, 2021. Thank you.

LOS ANGELES  
CITY PLANNING**Cecilia Lamas**

Commission Executive Assistant

**Los Angeles City Planning**

200 N. Spring St., Room 272

Los Angeles, CA. 90012

Planning4LA.org

On Thu, Mar 11, 2021 at 8:36 AM Wayne Spindler <inslos@aol.com> wrote:

Van Nuys N.C. could not complete a possible CIS or vote on the GILRS SKOOL in CD2 on today's agenda due to "irregularities" in their PLUM and Council meetings. The project proponents were present and discussed it. Sincerely yours, 🐐 puppet friend.



---

## Document submission regarding CPC-2020-4418-CU-F

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arlene shapiro <arselvis9@gmail.com>

Tue, Mar 9, 2021 at 8:06 PM

To: cpc@lacity.org, Trevor Martin <trevor.martin@lacity.org>

City of Los Angeles Planning Commission -

Please see below an email I received from a neighbor opposing the GALS Development Project, I am submitting formally on their behalf.

Arlene

I am a neighbor in the area and am strongly opposed to the school. I am a very shy and private person, so I never use my real name on the internet or with strangers, so please pardon my need for anonymity but I wanted to pass along some thoughts in case there is a glimmer of a phrase that might be helpful in the March 11 meeting. You or anyone else is welcome to claim anything I said here as your own or just as a comment from a neighbor. I don't know if any of this helps but I wanted to pass it along. It's a bit disjointed, because I realized I had to get it to you NOW since the meeting is so close. Here are some of my thoughts:

-----  
GALS is a corporation based in Colorado. They have charter school facilities in Denver, Las Vegas and, either planned or in existence in Idaho. This is a national corporation that is planning on running a business in our nice little single-family neighborhood. I don't know if their business model has them registered as a non-profit organization, but technically Kaiser Permanente is a non-profit, too, but no one wants a busy hospital in the middle of their residential area, either.

GALS is growing, both around the country and in Los Angeles. They have lofty goals and I wish them well, but not if they're located next to me. Here is the pattern of growth that they're aiming for:

*"GALS Denver is the flagship organization of GALS, Inc. In Denver, we are a multi-site charter school operator with three schools: GALS Middle School (girls 6-8), GALS High School (girls 9- 12), and The Boys School of Denver (boys 6-8). The GALS Los Angeles Middle School is in its third year of operation and serves girls in grades 6-8 and will be applying for its boy's school to open in 2021. GALS Inc. intends to open in at least two more locations nationally by the year 2021*

Source: <https://www.ncgs.org/wp-content/uploads/2018/09/GALS9718.pdf>

When I was looking for my first home more than 30 years ago, I looked at more than 70 houses and the one negative that I would not consider was a house near a school. I saw what it looked like as kids streamed out at the end of day, full of energy and loud voice. I was drawn to my house here because it was, as the real estate agent said, in a "nice pocket" of Van Nuys, the implication being that not all of Van Nuys is, but this is a nice stable community of single-family homes.

I think of all the people who have worked two and sometimes three jobs to be able to move their kids out of the urban environment and into the calm atmosphere of sidewalks, backyards, neighbors and personal space. That could be taken away from them if this school is approved.

Now the GALS school is proposing adding 350 people in a single location, right in the middle of where we all live.

As the neighborhood is now, there are people walking their dogs, kids riding bikes, skateboarding along, joggers supporting healthy habits. This would all change if the school is allowed to progress.

The two streets, Runnymede and Valerio, currently have a single lane going east and going west. The curbs are usually fully occupied by parked cars of the residents, so that delivery trucks often block a lane, forcing people to

thread between the obstruction to continue on their route. Since there is a stoplight at Valerio and Woodman, the line of cars can go for blocks.

Now imagine hundreds of cars converging on this neighborhood. Vehicles heading south on Van Nuys Blvd. will cut through on Covello and turn down Tyrone to get to Runnymede, as there is no other entry unless you go down to Sherman Way and head back up on Tyrone.

Imagine what it takes to maintain a school that serves more than 350 students and staff. The deliveries of food, paper goods, school supplies and everything else that is needed to keep a school to that size running is massive. We will be inundated with deliveries from Amazon, Fed Ex, UPS, USPS and all the local delivery services. There will probably be daily cleaning services coming in, as well as gardeners and repair service people. The school promises breakfast and lunch to the students; it takes a lot of effort and delivery trucks to manage 700 meals a day, every school day.

Some of the students will be arriving as early as 6:30 a.m. because their parents have to get to work. Well, the people who live near the school also have to get their kids ready, get them out of the house and get themselves to work, too, and they will be hampered by a huge influx of traffic dropping off children to the school. There will be cars idling, creating noise, pollution and traffic jams, as the parents wait in line to get their kids on the property. The school also offers late pickup, until 6:30 p.m., just when the residents will be returning home.

On Thursdays, the garbage trucks come on my street to pick up the bins. It is extremely loud and distracting, and takes quite a long time, but it is only once a week and needs to be done. How much garbage would a school of 350 humans create? How many garbage pickups and how much noise would that create?

Are the sewer lines equipped to handle this sudden influx of people in a what is now a single-family area? How many toilet flushes a day will this school be responsible for? How much water will there be with hand washing, dishwashing and other needs?

Will the school be a target for gangs? Will it be sought out by graffiti taggers? And I can almost hear the jingle of the food carts selling chips, candy and shaved ice to the hungry students when the bell rings. The one ice cream truck that plays an annoying song is bad enough; imagine all the carts and the squeals of the kids as they buy their treats.

So many businesses have folded because of the pandemic. There is plenty of available real estate in commercial areas, with better access to cars and transportation, where the constant rumbling of deliveries wouldn't make a difference.

I cannot even fathom how anyone could consider placing a large school right in the middle of an established residential area. This project must not be approved to ruin our neighborhood.

Best Regards,

Arlene Shapiro  
(310) 628-3341

[7343 Katherine Avenue, Van Nuys](#)

Van Nuys Neighborhood Opposing the GALS Charter School Development

at [14203 West Valerio Street](#)



## **NEIGHBORS OPPOSITION TO GALS LA CONDITIONAL USE PERMIT**

**Date: March 8, 2021**

**To: City of Los Angeles, City Planning Commission**

**Re: CPC-2020-4418-CU-F, Agenda item #6**

**Document Reference Name: SUMMARY OF NEIGHBORS IN OPPOSITION  
TO GALS LA CONDITIONAL USE PERMIT**

**Appendix 4- *Review of location, statistics and aesthetics of schools located in Van Nuys, California***  
**(“School Review”)**

### **Review of location, statistics and aesthetics of schools located in Van Nuys, California**

The main takeaway from this study is that schools in the area are situated in locations that are much more suitable for this type of land use for a number of reasons, the main ones being: easy access from main non-residential streets, adequate additional and/or dedicated lanes that allow for student pickup and drop-off backup without impeding either driveways or regular traffic flow, safe pedestrian access (including high curbs, contiguous sidewalks, traffic controls in the form of stoplights and/or stop signs on most if not all of the access and surrounding streets), maximum space between school structures and any residential properties, ample acreage (the smallest example below having almost 4 times the lot size of the proposed Valerio site with less than 40% more students) allowing for the size of the school and the number of students to fit comfortably in the location, none are located literally in the epicenter of a strictly residential community imposing on multiple strictly residential streets, sandwiched between houses directly on either side, across every surrounding street and the entire stretch of the direct route to and from the school, and lastly, traffic that does not loop cars exiting the school property directly back into traffic trying to access the school for student drop-off.

**Valerio Street Elementary School**

**Robert Fulton College Preparatory School**

**Lashon Academy**

**Robert Fulton Middle School**

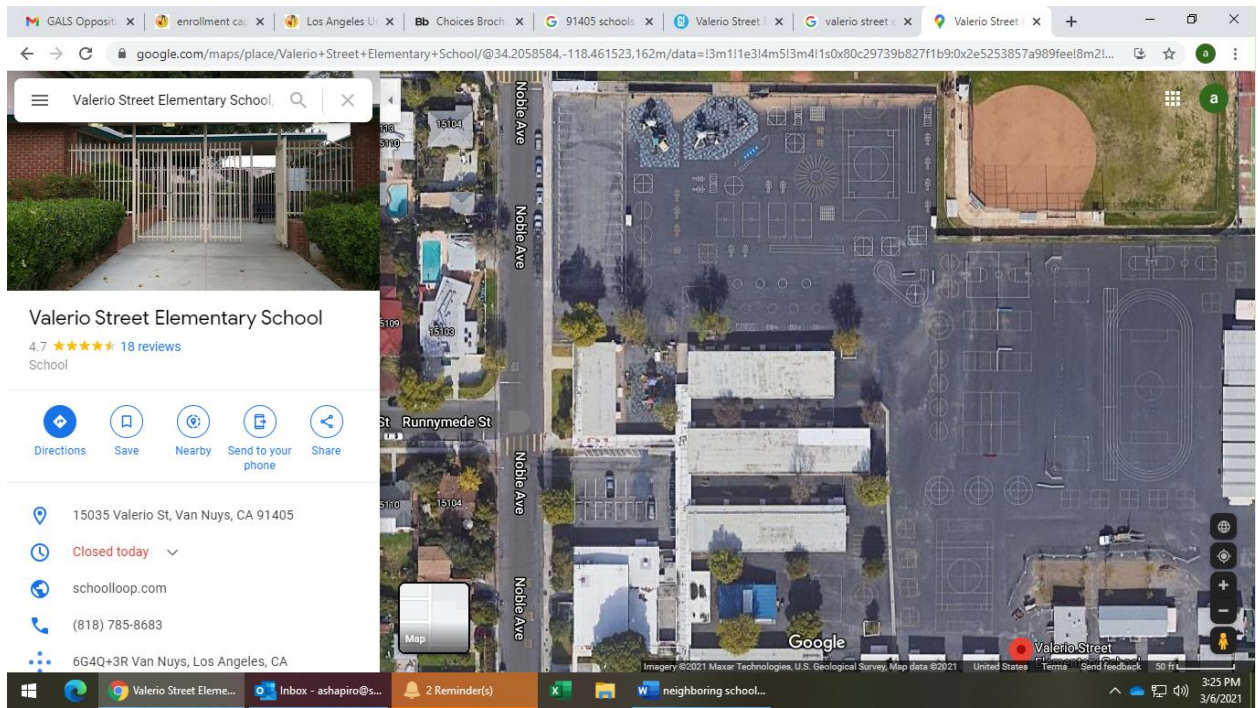
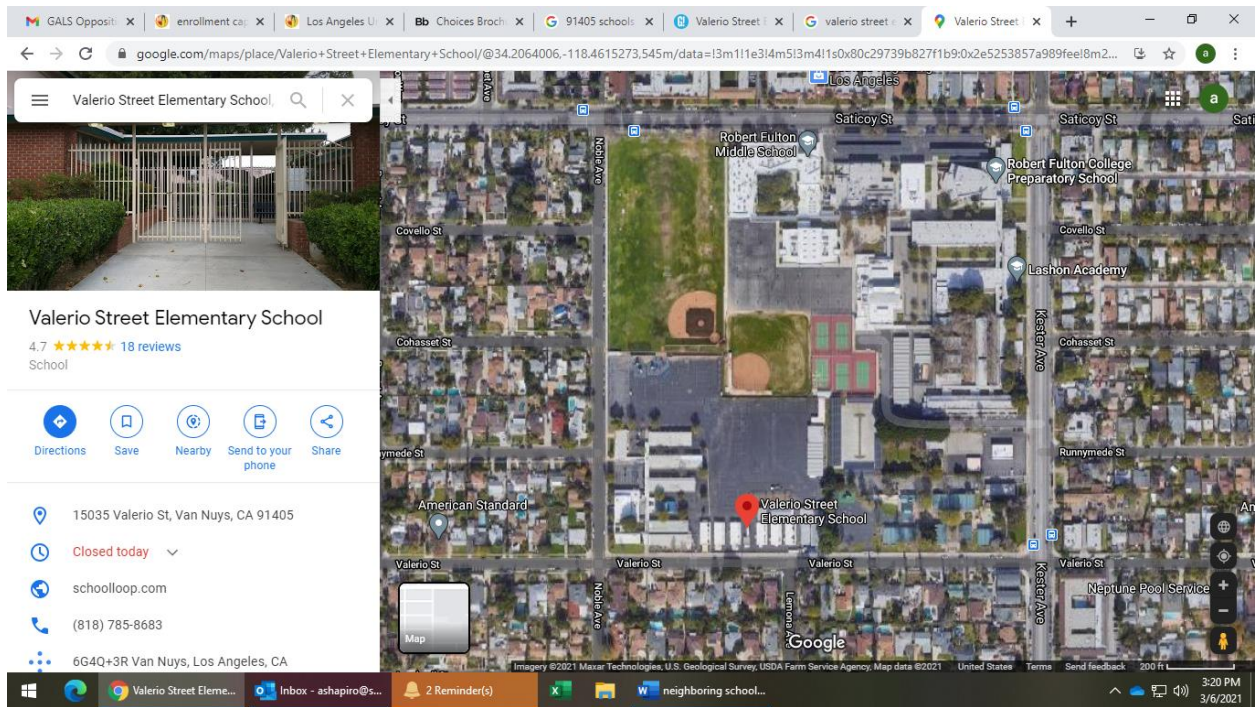
It appears that all 4 of these campuses share one very large parcel of land situated between Saticoy to the north, Kester to the east, Valerio to the south and Noble to the north. The Robert Fulton College Preparatory School, Lashon Academy and Robert Fulton Middle school are all appropriately



accessible via the main streets of Saticoy and Kester. Both of these are main streets, fairly non-residential (Kester has residences on the opposite side of the street from the school, but being a full 4 lane street with center turning lanes, there is ample distance between the school campus and the residential community), it appears that directly across the street on Saticoy the population is businesses. Based on this geography, there is no impediment directly into a residential community and it appears to be an appropriate use of land and location for school campuses.

Valerio Street elementary takes up a full block, stretching from Kester to the east, Valerio to the south and Noble to the west. Kester, as described above is a main street with no direct impact from the school on any of the residences as the distance between school and homes/apartments is separated by a 4 lane street plus center turn lane plus sidewalks. The portion of Valerio directly in front of the school is double lanes wide with plenty of room for a drop-off lane that won't impede the regular flow of thru traffic and is on the opposite side of the street from any homes so there is no danger of backup impeding residences from being able to easily access the street from their own driveways without danger of being blocked in; the school is surrounded by wide/tall well maintained sidewalks with high curbs and gutters; there are full 4-way stops on every corner of the school with clearly marked and wide crosswalks; approximately 867 (this is an average of various statistics I was able to find) student enrollment; the demographic is 96% minority and students of color, a 22:1 student to teacher ratio, assuming full enrollment this would indicate approximately 38 teachers (per research the total number of full time teachers is approximately 34) with an additional unknown number of admin staff; all of the school buildings are set back from the street consistent with the setback of the houses in the neighborhood from the street, it does not directly abut any residential housing; the fencing around the school is bars widely set apart so the school is visible and not surrounded by a fortress wall isolating it from the neighborhood in an uninviting manner; the school appears to be modest, one story structures painted in neutral tones, both of these features are consistent with the aesthetic of the neighborhood; based on the aerial shot (second screenshot below), there appears to be approximately 50 parking spots or more (it appears that both of the lots belong to this school, the other 3 campuses appear to have a parking lot that is entered from Saticoy with approximately 80-90 of its own parking spots partially obscured by what appear to be solar awnings).

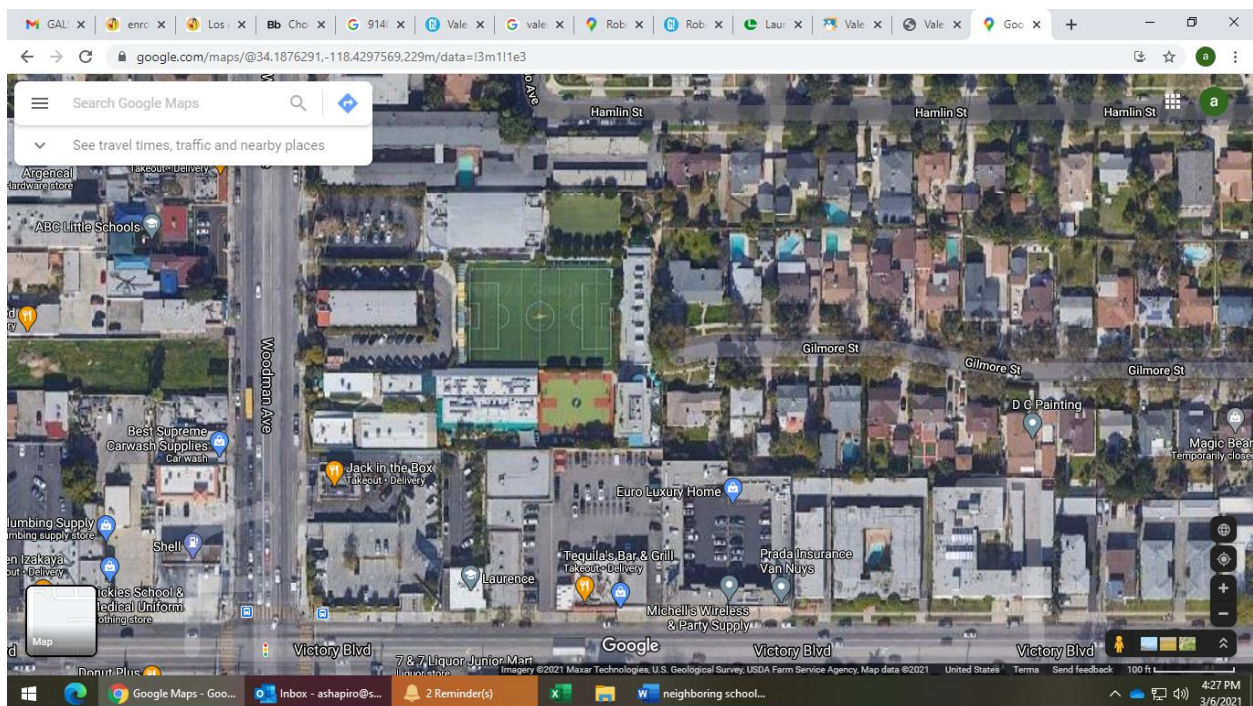
Aerial shots of the full 4 campuses showing the location and surrounding structures, the second shot shows the 2 parking lots belonging to Valerio Street Elementary School (both bordering Noble).





## Laurence School

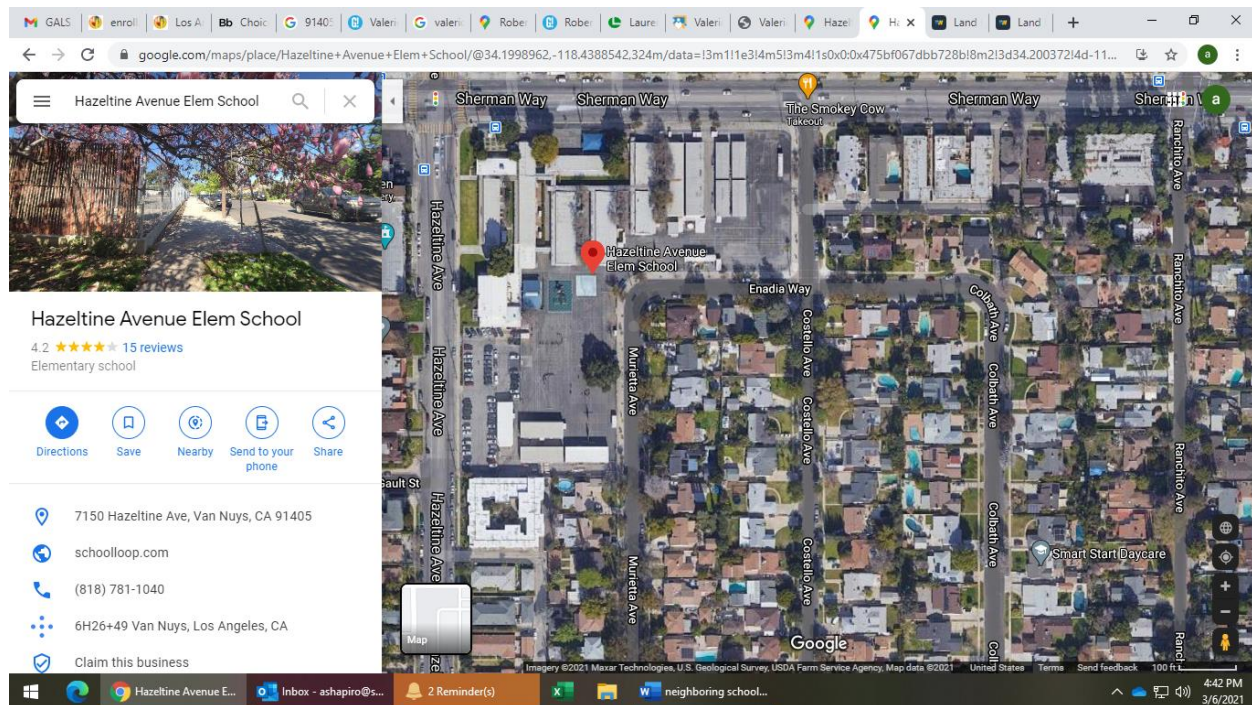
Total of 345 students, 7:1 student to teacher ratio (per research, an estimated 47 teachers plus additional administrative staff). The campus is situated on a full 5 acres; grades kindergarten through 6. The school has entrances from both Victory Blvd and Woodman Avenue and wraps around a Jack in the Box business on the corner where those streets intersect; both of these streets are main, non-residential streets which allows for pickup and drop-off that does not include traffic on any residential streets in the surrounding neighborhoods. The campus appears to share walls with at most a total of 3 single family residences to the east, with substantial distance and foliage between the school and the homes. Entrances to and from the school are on the main streets which are multiple lanes providing ample pickup and drop-off overflow lanes next to curbs and sidewalks that will not impede with the flow of other traffic and are not located near any residential housing. The surrounding structures on all sides and across the street on both Victory and Woodman are commercial only. An aerial shot of the school location below shows it is appropriately located with access from main non-residential streets.



## Hazeltine Avenue Elementary School

Total of 789 students, employing approximately 33 full time teachers. The school is located on the corner of Hazeltine Avenue and Sherman way, both main streets which allow for pickup and drop-off without necessitating any traffic through the surrounding residential neighborhoods. None of the school structures border residential housing, save for a lone house situated on Murrietta just to the south of the school, but the residential property is situated such that there is ample room between the school structure and the backyard/side yard of the home. The location allows for ample pickup and drop-off overflow lanes next to curbs and sidewalks on main streets that will not impede with the

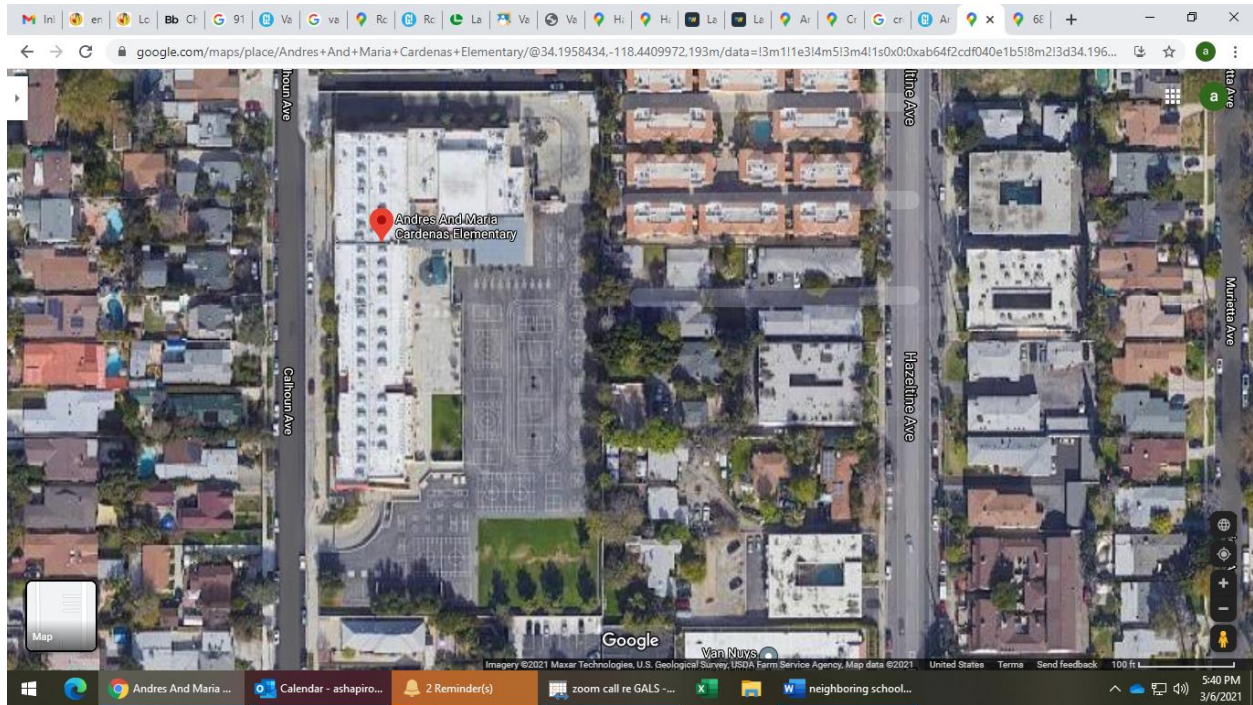
flow of other traffic. The location is situated next to and across the street from mixed use property including apartment buildings and various businesses but does not impede on any residential neighborhoods.



## Andres And Maria Cardenas Elementary

Total of 470 students, employing approximately 20 teachers, 95% minority and students of color and spans just under 4 acres in size. The positioning of the building renders all of the frontage facing Calhoun, with access from Vanowen, a 4 lane street with additional center turn lanes and additional parking lanes on either side. The intersection of Vanowen and Calhoun has a traffic light and wide crosswalks leading to the correct side of Calhoun for safe pedestrian crossing and traffic. While this school is located within a residential community, it is only located on a single residential street and the structure and parking lots are situated such that there is ample space on all sides between any of the school buildings and neighboring homes. Calhoun is a wide street, while it only has one through lane in either direction, it is ample enough to accommodate a full row of street parking in front of the single family homes directly across from the school. Directly in front of the school, there is an additional extra lane running the full length of the school to allow for pickup and drop-off that will not impede the flow of through traffic. As the school structure is positioned lengthwise/parallel to Calhoun there is ample room for queuing that runs the full length of the school property, which has wide lanes and/or parking on either side of the structure that contribute to the length of the property well beyond just the school building itself. Key to the observations regarding this location is that any backup will occur directly in front of the school with no impediment to street access from neighboring driveways across the street, see picture below.





## Valley Charter Middle School

Total of 300 students with approximately 12 full time teachers. The school is located on Van Nuys Blvd which is a wide street, 3 traffic lanes in either direction plus a center turn lane and curbside parking on both sides of the street; this is a street that was built to accommodate non-residential land usage. This location renders the school easy to access with zero residential involvement or impediment. The school is completely surrounded by commercial property on all sides with wide sidewalks for easy and safe pedestrian traffic,

In conclusion, an even cursory review of 8 schools located in Van Nuys illustrates the incompatibility of the property located at 14203 West Valerio Street with squeezing a 330 pupil, 23,294 square foot school made up of brightly painted and boxy shipping containers sandwiched between single family residences and small neighborhood streets into less than 1.2 acres. This is inconsistent with schools in the area and our quiet residential community and is clearly not an appropriate use of the land.

To: City of Los Angeles Department of City Planning c/o [cpc@lacity.org](mailto:cpc@lacity.org)

From: Candace Downes

14165 Leadwell Street

Van Nuys, CA 91405

Date: March 10, 2021

Re: Response to new vehicle count projection for GALS proposed school at 14203 Valerio Street  
in Van Nuys: Case No.: CPC-2020-4418-CU-F

To City of Los Angeles Department of City Planning, Honorable President and Commissioners -

We understand that the folks who represent the GALS school believe that there will be no traffic issues due to carpooling, in a city block area with only two lane streets (one lane in each direction). However, even if the school minimizes traffic due to carpooling and 10 percent of students continue to walk and bike as they did previously, it is not possible for the cars to exit the **parking lot** at a rate of 15 seconds per vehicle (Rubens states "4 cars per minute": 60 seconds/4=15 seconds).

*Table A* below uses calculations based on 10% of students walking to school or biking and a very conservative 20 seconds per vehicle ("12.4 second delay" at Valerio exiting the proposed school driveway + 8 seconds to let student out of car), instead of 15 seconds per vehicle.

| Total Number of Students minus 10 Percent to Walk or Bike | Drop-Off Time | Percent/Number* of Students to be Dropped Off at This time | Minutes to Drop-Off Students and Get Through Parking Lot*                     | Time for Drop-Offs when 30% of students carpool/99 less cars dropping off |
|-----------------------------------------------------------|---------------|------------------------------------------------------------|-------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 330 – 33 = <b>297</b>                                     | 7:00-7:30AM   | 25%(x297)= <b>74</b>                                       | 74x20=1480/60= <b>25</b>                                                      | 41x20=820/60= <b>14</b>                                                   |
| 330 – 33 = <b>297</b>                                     | 7:30-8:00AM   | 25%(x297)= <b>74</b>                                       | 74x20=1480/60= <b>25</b>                                                      | 41x20=820/60= <b>14</b>                                                   |
| 330 – 33 = <b>297</b>                                     | 8:00-8:30AM   | 50%(x297)= <b>148</b>                                      | 148x20=2960/60= <b>49</b><br><b><u>ALMOST 1 HOUR,</u></b>                     | 115x20=2300/60= <b>38</b>                                                 |
| Total: 297                                                |               | 100% = <b>297</b>                                          | 297x20=5940/60= <b>99 1</b><br><b><u>1 hour and 39 minutes total time</u></b> | 197x20=3940/60= <b>66</b><br><b><u>Over 1 hour</u></b>                    |

**Table A. Number of vehicles traveling through the proposed GALS parking lot and total time for all vehicles to get through parking lot**

\*Rounded to the nearest whole number

\*\*20 seconds per vehicle: 12.4 second delay from exit driveway turning right onto Valerio + 8 seconds to drop-off student

**Over 1 hour for all drop-offs with carpools (best case scenario)**  
**without further delays from back-ups at Katherine, Tyrone and/or Van Nuys Blvd.**

*Table A* is a best case scenario and does not take into consideration the delays that will occur at Katherine Avenue due to stopped cars turning left from Valerio onto Katherine. This is the closest intersection to 14203 Valerio and was omitted from the GALS transportation assessment.

GALS transportation assessment omits 3 key traffic and safety issues:

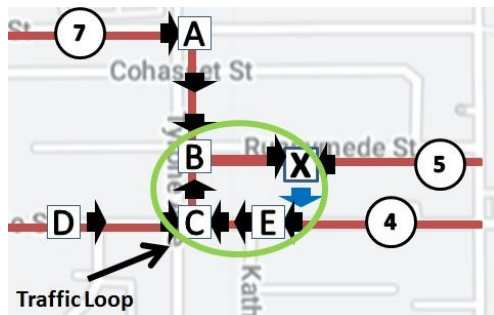
- **No crosswalks adjacent to school**
- **No traffic analyses of the Katherine and Valerio intersection**
- **No analysis of the Van Nuys Blvd. light rail project – construction begins in 2022**

The table above shows a best case scenario of over 1 hour for all drop-offs with all traffic mitigations. However, this does not take into consideration how traffic will back up at Katherine and then further delay the traffic exiting the proposed school driveway and therefore coming into and moving through the school driveway.

Please notice in the following school traffic drop-off video how, while seemingly very systematic, the cars begin to back up quite quickly onto the one lane highway in both directions. Also, the parking lot in the video is likely about 5 times that of the GALS proposed driveway and there are 2 drop-off lanes. In the GALS proposed traffic plan, the traffic that is backing up will also impede the exit traffic from exiting the school driveway due to the traffic loop.

Amazing Traffic Timelapse School run drop off by car proves tricky

<https://www.youtube.com/watch?v=HkalBd1xKWI>



This area is just too small to safely accommodate a 330-pupil school.

Thank you for your time and consideration on this matter.

Sincerely,

Candece Downes



## APPENDIX 2

### *Policies and Practices of the Van Nuys – North Sherman Oaks*

#### *Community Plan*

#### *How the GALS LA Project is Inconsistent*

Below are policies and programs of the Van Nuys – North Sherman Oaks Community Plan<sup>1</sup> and a descriptions how the proposed GALS charter school does not meet the Community Plan.

- 1-1.3 Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
- **Program:** The Plan Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating, where appropriate, transitional residential densities which serve as buffers; and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses.
- Not Compliant:
  - The neighborhood includes one-story, single family homes. Inserting a 352 institutional school in the middle of a residential neighborhood is not compatible. Most schools are located either along the perimeter of residential neighborhoods, along major streets, or in residential neighborhoods with an abundant of land so that there are no impacts. GALS is proposing none of the above. GALS will be precedent setting. The single-family homes in the interior neighborhood would not be protected from uses other than single-family residences and low-density residences. Thus, the single-family residence would be encroached. This area is not a buffer or transitional area as typically seen by schools located along the perimeter of residential neighborhoods.
- 1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.
- **Program:** The Plan includes an Urban Design Chapter which is supplemented by Design Guidelines and Standards for residential development.
  - The neighborhood includes one-story, single family homes. Inserting a 352 institutional school in the middle of a residential neighborhood is not compatible. The current use at the property is a single-family residence. Adding a 330-student enrollment with 22 staff, on a 1-acre property, with inadequate parking, and queuing for drop-off and pick-up is precedent setting. Please refer below to the school comparison. Nealy all other schools are located along the perimeter of residential neighborhoods or on major streets. The schools are designed to take the traffic off the street and put them on campus. The smallest campus is nearly 5 acres, with nearly three-times the amount of parking and larger queuing aisles. These schools are also located in areas suitable to this use and not in the middle of a residential neighborhood.
  - The addition of the school will stick out in massing, size, and scale. The majority of the one-story, single family homes are between 1,200 and 2,200 SF in size. The school will be close 25,000 SF. The style in the neighborhood is traditional and the school will be designed of containers. Additionally, the school will have a perimeter fence 8' tall. The

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<sup>1</sup> All citations reference the Van Nuys – North Sherman Oaks Community Plan.

feel of the neighborhood will be altered as there will be a fortress in the middle of a single-family residential neighborhood. Again, inconsistent with how schools in the region are placed.

- 1-1.6 The City should promote neighborhood preservation, particularly in existing single-family neighborhoods, as well as in areas with existing multiple family residences.
- **Program:** With the implementation of the Community Plan, single family residential land use categories, all zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall provide for Plan consistency.
  - The neighborhood includes one-story, single family homes. Inserting a 352 institutional school in the middle of a residential neighborhood is not compatible. Most schools are located either along the perimeter of residential neighborhoods, along major streets, or in residential neighborhoods with an abundant of land so that there are no impacts. GALS is proposing none of the above. GALS will be precedent setting. The single-family homes in the interior neighborhood would not be protected from uses other than single-family residences and low-density residences. Thus, the single-family residence would not be preserved. The property values will decrease, increasing opportunities for commercial and institutions to invade residential neighborhoods.
- 1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.
- **Program:** A decision maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.
  - The neighborhood includes one-story, single family homes. Inserting a 352 institutional school in the middle of a residential neighborhood is not compatible.
  - The addition of the school will stick out in massing, size, and scale. The majority of the one-story, single family homes are between 1,200 and 2,200 SF in size. The school will be close 25,000 SF. The style in the neighborhood is traditional and the school will be designed of containers. Additionally, the school will have a perimeter fence 8' tall. The feel of the neighborhood will be altered as there will be a fortress in the middle of a single-family residential neighborhood. Again, inconsistent with how schools in the region are placed.
  - Adding a 330-student enrollment with 22 staff, on a 1-acre property, with inadequate parking, and queuing for drop-off and pick-up is precedent setting. Special events are to be had through the year. With only 38 parking spaces on site and any one special event will likely have a minimum of 350 cars and 1,200 people. The project description identifies exceptions to hours of operation to include **teacher preparations, normal school maintenance, parent conferences with teachers, school board meetings and similar customary school activities**. By this definition, any school matter can fall into this category and be an exception to school hours and over flow of parking above and beyond am and pm peak thresholds. The analysis in the traffic report erred on basic assumptions and principles and should be revisited based on human activity.
  - Please refer below to the school comparison. Nearly all other schools are located along the perimeter of residential neighborhoods or on major streets. The schools are designed to take the traffic off the street and put them on campus. The smallest campus is nearly 5 acres, with nearly three-times the amount of parking and larger queuing aisles. These schools are also located in areas suitable to this use and not in the middle of a residential neighborhood.

- The CE identified no impacts to public facilities. First, the proposed school has no public facilities since it's exclusive of just the enrolled. Furthermore, the public facilities will be impacted greatly:
  - Just because there is existing infrastructure does not mean there is capacity. The analysis has erred as it does not consider capacity and load demand.
    - Sewer
      - $330 + 22 = 352$  people (not including visitors or part-time staff or volunteers)
      - Bathroom use  $3 \times \text{day} = 1,056$  more daily sewer
    - LADWP
      - Power outages
      - What is the expected increase in load demand?
      - Where will the transformer be located?
    - Sanitation
      - Improve only Runnymede
      - No improvements on Valerio

## PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, schools, parks and police stations shown on the Van Nuys-North Sherman Oaks Community Plan are to be developed in substantial conformance with the standards of need, site area, design and general location identified in the Service Systems element and the Safety Element of the General Plan.

- **Objective 6-1** To site schools in locations complimentary to existing land uses and in locations which will enhance community identity.
- **Policies**
- 6-1.1 Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character, and as appropriate, use schools to create a logical transition and buffer between different uses.
- **Program:** A decision maker involved in a discretionary review for a proposed school should adopt a finding which supports the application of this policy.
  - The neighborhood includes one-story, single family homes. Inserting a 352 institutional school in the middle of a residential neighborhood is not compatible. The current use at the property is a single-family residence. Adding a 330-student enrollment with 22 staff, on a 1-acre property, with inadequate parking, and queuing for drop-off and pick-up is precedent setting. Please refer below to the school comparison. Nearly all other schools are located along the perimeter of residential neighborhoods or on major streets. The schools are designed to take the traffic off the street and put them on campus. The smallest campus is nearly 5 acres, with nearly three-times the amount of parking and larger queuing aisles. These schools are also located in areas suitable to this use and not in the middle of a residential neighborhood.
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- 14-1.3 Discourage non-residential traffic flow on streets designed to serve residential areas only by the use of traffic control measures.
- **Program:** The use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010.
  - Adding a 330-student enrollment with 22 staff, on a 1-acre property, with inadequate parking, and queuing for drop-off and pick-up is precedent setting. Special events are to be had through the year. With only 38 parking spaces on site and any one special event will likely have a minimum of 350 cars and 1,200 people. The project description identifies exceptions to hours of operation to include **teacher preparations, normal school maintenance, parent conferences with teachers, school board meetings and similar customary school activities**. By this definition, any school matter can fall into this category and be an exception to school hours and over flow of parking above and beyond am and pm peak thresholds. The analysis in the traffic report erred on basic assumptions and principles and should be revisited based on human activity.
  - By providing a school/institution in the middle of a residential neighborhood encourages non-residential traffic flow on streets designed to serve residential areas only. No traffic control measures are proposed to reduce the impacts that will be associated with adding more than 1,200 new daily trips to the neighborhood.
    - With the school there will be close to 400 new people and nearly 1,200 traffic trips.
    - There is insufficient parking, which means that off-site parking will burden the existing streets.
    - There is only one drop-off/pick-up lane. The other is a bypass that is merged upon entrance and again at exit.
    - Inadequate to account for the 6 cars per minute or 1 car every ten seconds.
    - The Traffic model does not consider human errors or delays. Remember the Sulley model? The model claimed he could have brought the plane safely back to the airport, but it did not factor human thought or process. If everyone was a machine there would be no queuing. What happens when someone has a backpack in the trunk? What happens if a student forgets their jacket after they closed the door? What if the driver is telling the student a story? What if the driver kisses and hugs the student before the head out? There is no human factor to the traffic model. As such, there will be a delay and back up on Runnymede.
- 14-1.4 New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.
- **Program:** Require that new development projects incorporate adequate driveway access to prevent vehicular queuing that extends onto arterial streets.
  - Adding a 330-student enrollment with 22 staff, on a 1-acre property, with inadequate parking, and queuing for drop-off and pick-up is precedent setting. Special events are to be had through the year. With only 38 parking spaces on site and any one special event will likely have a minimum of 350 cars and 1,200 people. The project description identifies exceptions to hours of operation to include **teacher preparations, normal school maintenance, parent conferences with teachers, school board meetings and similar customary school activities**. By this definition, any school matter can fall into this category and be an exception to school hours and over flow of parking above and beyond am and pm peak thresholds. The analysis in the traffic report erred on basic assumptions and principles and should be revisited based on human activity.
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- **Objective 14-2** To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.
- **Policies**
- 14-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.
- **Program:** The decision-maker shall adopt a finding which addresses this factor as part of any decision.
  - Adding a 330-student enrollment with 22 staff, on a 1-acre property, with inadequate parking, and queuing for drop-off and pick-up is precedent setting. Special events are to be had through the year. With only 38 parking spaces on site and any one special event will likely have a minimum of 350 cars and 1,200 people. The project description identifies exceptions to hours of operation to include **teacher preparations, normal school maintenance, parent conferences with teachers, school board meetings and similar customary school activities**. By this definition, any school matter can fall into this category and be an exception to school hours and over flow of parking above and beyond am and pm peak thresholds. The analysis in the traffic report erred on basic assumptions and principles and should be revisited based on human activity.
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- **Program:** Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with Citywide Land Use-Transportation policy.
- 14-2.2 Driveway access points onto arterials, should be restricted or limited in number and located to ensure the smooth and safe flow of vehicles and bicycles.
- **Program:** Require that new development projects incorporate such considerations.
  - Adding a 330-student enrollment with 22 staff, on a 1-acre property, with inadequate parking, and queuing for drop-off and pick-up is precedent setting. Special events are to be had through the year. With only 38 parking spaces on site and any one special event will likely have a minimum of 350 cars and 1,200 people. The project description identifies exceptions to hours of operation to include **teacher preparations, normal school maintenance, parent conferences with teachers, school board meetings and similar customary school activities**. By this definition, any school matter can fall into this category and be an exception to school hours and over flow of parking above and beyond am and pm peak thresholds. The analysis in the traffic report erred on basic assumptions and principles and should be revisited based on human activity.
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## **Chapter IV COORDINATION OPPORTUNITIES FOR**

### **PUBLIC AGENCIES**

### **SCHOOLS**

1. Consider large vacant parcels as a first alternative to accommodate the demand for new schools, prior to the displacement of existing uses.

- Not Compliant:
  - The neighborhood includes one-story, single family homes. Inserting a 352 institutional school in the middle of a residential neighborhood is not compatible. Most schools are located either along the perimeter of residential neighborhoods, along major streets, or in residential neighborhoods with an abundant of land so that there are no impacts. GALS is proposing none of the above. GALS will be precedent setting. The single-family homes in the interior neighborhood would not be protected from uses other than single-family residences and low-density residences. Thus, the single-family residence would be encroached. This area is not a buffer or transitional area as typically seen by schools located along the perimeter of residential neighborhoods.

2. Encourage vocational schools to locate in commercial or industrial areas where training opportunities are enhanced by the surrounding uses. However, siting of schools in areas planned for industrial uses should be evaluated in light of their proximity to any hazardous use.

- Not Compliant:
  - The neighborhood includes one-story, single family homes. Inserting a 352 institutional school in the middle of a residential neighborhood is not compatible. Most schools are located either along the perimeter of residential neighborhoods, along major streets, or in residential neighborhoods with an abundant of land so that there are no impacts. GALS is proposing none of the above. GALS will be precedent setting. The single-family homes in the interior neighborhood would not be protected from uses other than single-family residences and low-density residences. Thus, the single-family residence would be encroached. This area is not a buffer or transitional area as typically seen by schools located along the perimeter of residential neighborhoods.

3. Maximize the accessibility of school facilities to neighborhood organizations.

- The neighborhood includes one-story, single family homes. Inserting a 352 institutional school in the middle of a residential neighborhood is not compatible.
- The addition of the school will stick out in massing, size, and scale. The majority of the one-story, single family homes are between 1,200 and 2,200 SF in size. The school will be close 25,000 SF. The style in the neighborhood is traditional and the school will be designed of containers. Additionally, the school will have a perimeter fence 8' tall. The

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    - Sewer
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      - Where will the transformer be located?
    - Sanitation
      - Improve only Runnymede
      - No improvements on Valerio



Planning CPC &lt;cpc@lacity.org&gt;

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## Item 2 NEIGHBORHOOD Councils

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**Wayne Spindler** <inslos@aol.com>  
To: "cpc@lacity.org" <cpc@lacity.org>

Thu, Mar 11, 2021 at 8:36 AM

Van Nuys N.C. could not complete a possible CIS or vote on the GILRS SKOOL in CD2 on today's agenda due to "irregularities" in their PLUM and Council meetings. The project proponents were present and discussed it. Sincerely yours, 🐼 puppet friend.