



Sharon Dickinson <sharon.dickinson@lacity.org>

Brentwood school

1 message

Sarah Lipton <docsar@gmail.com>
To: sharon.dickinson@lacity.org

Fri, Feb 3, 2017 at 7:26 AM

Dear Ms. Dickinson,

Thank you so much for taking the time to review this letter. I'm reaching out to you regarding the Brentwood School Conditional Use Permit, which is in front of the Planning and Land Use Management Committee on February 7.

I am a resident of Brentwood, and I feel strongly that this application should be approved. Councilman Mike Bonin created a Sunset Standard whereby he told all schools on the Sunset Corridor that they could have a net zero increase in traffic. Brentwood School listened to that challenge and has EXCEEDED Councilman Bonin's Sunset Standard. Brentwood School is offering a 12.5% REDUCTION in traffic immediately upon approval of their CUP. This is unprecedented! For someone who travels the Sunset Corridor frequently, this alone is a meaningful contribution. However, that is not all Brentwood School is offering.

But before I delve into further details, let me tell you that Brentwood School is a trusted neighbor. They worked with the largest homeowner's association in Brentwood, the Brentwood Homeowner's Association (BHA), as well as their most impacted neighbors, the Residential Neighbors of Brentwood School (RNBS) long before they even had an application into the City. Through that process they signed a covenant that requires large fines if any of these conditions are broken. These organizations stand strongly in support of Brentwood School because of their track record of keeping their promises and delivering on their commitments. Post the signing of that covenant, Brentwood School began working to reduce traffic almost immediately by increasing their carpool numbers and moving events out of peak hours.

Once Brentwood School reaches full enrollment, they have committed to a total traffic reduction of 40%. They will increase their enrollment by 40% and decrease their traffic by the same number. I would certainly say this exceeds any standard that has been set for a school anywhere in this City, and I know Brentwood School is up to the challenge. Councilman Bonin heard our community and set the standard, Brentwood School exceeded it at every turn.

I urge you to support Brentwood School's application before you today. They are a longtime Brentwood neighbor that has earned our trust and deserves our support for this application. Very truly yours,

Sarah Miller,
Class of 1994

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Sarah Miller, MD, FAAPMR, QME
Expert Reviewer, Medical Board of California
Adjunct Clinical Instructor, Dept of Neurology
Keck School of Medicine at USC
Office: 310. 997.2383
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Sharon Dickinson <sharon.dickinson@lacity.org>

Brentwood School CUP

1 message

Cassy Clarke <cclarke@bwscampus.com>

Fri, Feb 3, 2017 at 8:31 AM

To: sharon.dickinson@lacity.org

Dear Sharon Dickinson:

Brentwood School has been a leader in civic minded education in Los Angeles and its growth will benefit the city and its neighborhood in many ways. With service learning as a key component to its curriculum and direct work with a variety of non-profit groups and associations including the Department of Veteran's Affairs, the students at Brentwood learn to be proactively involved in their community and develop a sense of citizenship that is much needed in this day and age. With more students engaged in this type of learning and direct community involvement (including an increased number of scholarship students), our neighborhood and city will benefit. Additionally, any growth that occurs comes with a guarantee of respect for our neighbors and a diminishment of traffic along the Sunset Corridor. There are already strict traffic reducing rules in place for parents and faculty and inhibitory consequences for those who do not follow them. Brentwood School has also taken a leadership role in promoting public transportation and collaborative busing practices for faculty and students which has had a positive effect on traffic reduction. With the upcoming Purple Line extension for the Los Angeles Metro that will have a stop at the adjacent VA hospital, it is clear that public transportation to our school will only become easier. Brentwood School has proven to be a trustworthy partner in the community for many years and there is no reason not to believe its promise now. Please do not let a few negative naysayers impede the future of many bright young minds who may be able to make our community a much better place if given the chance.

Sincerely,
Cassy Clarke

THEME: STATE OF THE ART TRANSIT PROGRAM WITH STRICT ENFORCEMENT

Dear Ms. Dickinson,

I am writing in support of Brentwood School's 30 Year Education Master Plan and as an advocate for the approval of their CUP, which is on the Planning Land Use Management Committee agenda for February 7.

Brentwood School prides itself on living up to its core values - trust, respect, responsibility, honesty, caring, community, diversity - both at school and in the greater community. The plan before the committee is the result of years of planning, neighborhood negotiations, and stretching to be the best school and the best neighbor possible

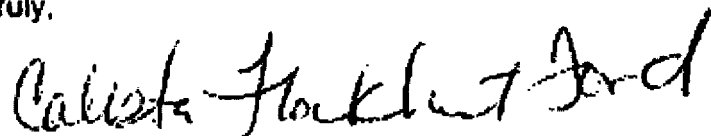
When Councilmember Bonin set the "Sunset Standard," Brentwood School accepted his challenge and created a state-of-the art transit program with strict enforcement, which it refined through collaboration with neighbors and neighborhood associations. While the legal requirement is a net zero traffic impact, Brentwood will lead by example and actually REDUCE its traffic. Moreover, as enrollment increases, the school will FURTHER DECREASE traffic.

The school will achieve this by setting new standards, which include mandatory high volume carpools, immediate 40% busing, and unprecedented partnerships with corridor schools. With a focus on accountability, transparency, and verification, the school will undergo daily trip counting with DOT oversight and has agreed to a decreasing daily trip cap with stiff financial penalties. I don't know of any organization (commercial, religious, educational, or other) that has made such a commitment

I am grateful to Councilmember Bonin for taking a tough stance and requiring innovative thinking around how to tackle the terrible congestion in the Sunset corridor. I believe that Brentwood School is setting an example for others to follow and encourage the approval of their CUP application

Thank you for your time and consideration in reading this letter

Truly,

A handwritten signature in black ink that reads "Calista Fackelmeier". The signature is written in a cursive, flowing style.



Sharon Dickinson <sharon.dickinson@lacity.org>

Brentwood School CUP Application

1 message

Mark Emtiaz <markemtiiaz@yahoo.com>

Fri, Feb 3, 2017 at 11:32 AM

Reply-To: Mark Emtiaz <markemtiiaz@yahoo.com>

To: "sharon.dickinson@lacity.org" <sharon.dickinson@lacity.org>

Cc: "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>, "gyoshimaru@bwscampus.com" <gyoshimaru@bwscampus.com>, Elizabeth Freitas <freitas828@yahoo.com>

Dear Ms. Dickinson,

Thank you so much for taking the time to review this letter. We are reaching out to you regarding the Brentwood School Conditional Use Permit, which is in front of the Planning and Land Use Management Committee on February 7.

We are residents of Brentwood, and we feel strongly that this application should be approved. Councilman Mike Bonin created a Sunset Standard whereby he told all schools on the Sunset Corridor that they could have a net zero increase in traffic. Brentwood School listened to that challenge and has EXCEEDED Councilman Bonin's Sunset Standard. Brentwood School is offering a 12.5% REDUCTION in traffic immediately upon approval of their CUP. This is unprecedented! For those of us who travel the Sunset Corridor frequently, this alone is a meaningful contribution. However, that is not all Brentwood School is offering.

But before we delve into further details, let us tell you that Brentwood School is a trusted neighbor. They worked with the largest homeowner's association in Brentwood, the Brentwood Homeowner's Association (BHA), as well as their most impacted neighbors, the Residential Neighbors of Brentwood School (RNBS) long before they even had an application into the City. Through that process they signed a covenant that requires large fines if any of these conditions are broken. These organizations stand strongly in support of Brentwood School because of their track record of keeping their promises and delivering on their commitments. Post the signing of that covenant, Brentwood School began working to reduce traffic almost immediately by increasing their carpool numbers and moving events out of peak hours. We know this first hand. As parents of a child in the middle school at Brentwood, we have witnessed their commitment to communicating and strictly enforcing their carpool policy to reduce the traffic on Sunset BL.

Once Brentwood School reaches full enrollment, they have committed to a total traffic reduction of 40%. They will increase their enrollment by 40% and decrease their traffic by the same number. We would certainly say this exceeds any standard that has been set for a school anywhere in this City, and we know Brentwood School is up to the challenge. Councilman Bonin heard our community and set the standard, Brentwood School exceeded it at every turn.

We urge you to support Brentwood School's application before you today. They are a longtime Brentwood neighbor that has earned our trust and deserves our support for this application.

Very truly yours,
Elizabeth Freitas and Mark Emtiaz



MEMORANDUM

TO: Los Angeles Department of City Planning

FROM: Patrick A. Gibson, P.E., PTOE, and Brian Hartshorn

DATE: February 1, 2017

RE: Brentwood School East Campus
Trip Cap, Average Vehicle Ridership, Conditions of Approval
Los Angeles, California

Ref: J1194

Gibson Transportation Consulting, Inc. (GTC) was asked to clarify traffic-related issues regarding the East Campus component of the Brentwood School (School) Master Plan and to elaborate on the established trip cap, average vehicle ridership, and any impacts related to potential changes to the Conditions of Approval approved by the City Planning Commission (CPC).

ESTABLISHING THE TRIP CAP

The School is required to provide traffic monitoring twice per year (Spring and Fall semesters) and report its current traffic demand. The existing monitoring agreement establishes a methodology for collecting these counts, which includes all inbound and outbound traffic through both School gates from 7:30 AM – 8:30 AM (morning count period) and 3:00 PM – 6:00 PM (afternoon count period). Since agreement on these requirements, the afternoon count period was extended to include an additional hour (6:00 PM – 7:00 PM).

Other monitoring requirements include counting pedestrians in the Brentwood Village area adjacent to the School to identify students who may be dropped off in the Village, thereby potentially diverting traffic away from the School driveways. These pedestrians are counted as two vehicle trips (one inbound and one outbound) to ensure that all of the School's vehicular activity in the immediate vicinity is accounted for when calculating the base trip ceiling.

To establish the original trip cap (prior to expanding the afternoon hours), these monitoring efforts were conducted over three semesters (Fall 2014, Spring 2015, and Fall 2015), and the three-day count total for the School was 4,346 total trips (1,448 average trips per day).

As referenced above, the expanded count window is a recent addition to the methodology and a single count period (Spring 2016) was collected to establish the new trip cap number. The results of the Spring 2016 count determined that the School generates a three-day total of 4,818 trips (1,606 average trips per day) when extending the count to 7:00 PM.

This demand value of 1,606 is the current average daily trip cap for the School and includes the five-hour count window described above.

The original trip cap calculations as well as the extended hour calculations are provided in the Attachment.

In Fall 2016, the School became more aggressive in reducing traffic through increased carpools and expanded bus services. Therefore, any new counts compared to Spring 2016 will already show a markedly reduced traffic footprint without any requirement to do so.

Based on the data collected, the number of Existing Trips is 1,606 average vehicles per day (based on a three-day count). All future reductions are calculated from this demand value.

AVERAGE VEHICLE RIDERSHIP (AVR)

At full enrollment, the School has committed to uphold an AVR of 3.0 occupants per vehicle entering in the morning peak hour and an AVR of 2.2 occupants per vehicle exiting in the afternoon peak hours on the East Campus. The AVR is based on total occupants per vehicle and not on students per vehicle as are some school-based AVR targets. The use of a total-occupant AVR means that the calculations will divide the total number of occupants entering and leaving the campus in the study hours by the total number of vehicles.

The morning AVR is higher (i.e., more persons per vehicle) because of the greater ability to form student carpools and get students to ride the bus in the morning. Historically, the same numeric AVR target is difficult to maintain in the afternoon, where after-school programs create staggered exit times for students and break up those traditional carpools that entered the campus in the morning.

It was determined that focusing on "total vehicle occupancy" rather than "students per vehicle" to calculate AVR would better protect the neighborhoods from any potential increase in traffic. The neighbors are concerned about the potential traffic to/from the school during the after-school and evening hours. If the AVR were calculated based on students per vehicle instead of total occupants per vehicle, a single-occupant vehicle entering the campus driven by a parent to see an after-school sporting event, for example, would not count as part of the AVR calculation because there is no student in the car. This means that more vehicles could enter the campus without negatively affecting the AVR calculations.

In the case of the School AVR calculations, the parent in the example above would count as an AVR of 1.0 and, making it more difficult to achieve the overall AVR target of 2.2. Thus, the school must work not only on students per vehicle, but also on total persons (students and non-students) per vehicle in order to meet its AVR target.

It should be emphasized that the School also has a specific target of 1,606 vehicles per day in and out of the campus during the study hours and a target of a specific percentage of busing to achieve. All of these targets were put in place to limit the number of vehicles entering and leaving campus – all with the goal of reducing traffic on the nearby street system. The 2.2 AVR for the evening peak hour will still allow the School to meet the reduced trip cap.

CONDITIONS OF APPROVAL (COA)

The CPC Planning imposed a number of COAs for the Master Plan. A number of minor modifications to these COAs have been proposed concern has been expressed that these requested modifications would in some way invalidate the traffic impact conclusions of the Environmental Impact Report (EIR).

The traffic impact analysis conducted for the EIR tested the effects of enrollment growth to 960 students. Under the assumption that enrollment grew and trips to/from the campus grew with the enrollment, identified the significant intersection impacts that would accompany that enrollment growth. The mitigation program proposed in the EIR enforced a "zero growth" mandate. The intent of this mitigation was to hold the School accountable for maintaining its existing traffic demand such that no new trips would be added to the system. With zero net new trips, the School would, therefore, not have any significant off-site traffic impacts.

The School and LADOT agreed to this mitigation condition.

Since the time of the initial EIR approval by LADOT, the School has focused on working with the neighborhood and Council office to go beyond this condition and actually reduce trips from the existing traffic demand levels. While lowering existing trip demand is not required by LADOT or State agencies as mitigation, the School agreed to these terms to further reduce its traffic footprint.

The School's proposed revisions to the CPC's COAs would specify the current number of existing trips that includes the 6:00 PM to 7:00 PM period, require daily monitoring, change the phasing of the trip reduction, allow for trip reduction credits for busing other students in the corridor, limit the number of large peak hour special events on both campuses, and delete the parking reservation system.

By identifying the number of Existing Trips, there is no need for subsequent monitoring to determine a Final Trip Cap, which will reduce administrative burden. It also allows for the specific number of trips in the reduced Trip Caps to be identified now, which will increase transparency and avoid potential confusion. The daily monitoring (as opposed to only six days per year under the CPC's COAs) will ensure that the trip numbers are truly representative of the School's trip generation.

The trip reductions in the CPC's COAs focus on percentage targets. The immediate target reduction is 12.5% (i.e., the School would immediately reduce its current traffic demand by 12.5%), with a full enrollment target of 35% reduction and the ultimate target (five years after buildout) of 40% reduction from existing volumes.

Additionally, the School is coordinating a Sunset Corridor bus system to service students from other local schools that might not have available bus transportation. The School is seeking credit for placing students in the Sunset Corridor on buses as this strategy will also reduce traffic in the Sunset Corridor, further eliminating trips that would otherwise be present. This credit would be two trips for each student on the bus (i.e., eliminating one vehicle from entering and one from exiting the corridor). The credits have maximum ceilings, allowing only credit up to 15% of the School's enrollment, further reduced to 10% credit when the School is at full enrollment, against its

minimum East Campus bus percentage requirement. The School will also be allowed up to 10% credit against the applicable trip cap.

Due to these reduction targets, the School will never be able to reach the level of traffic demand established in the EIR mitigation (zero growth) since traffic demand, starting immediately, must be reduced by 12.5%, which is far more stringent than the "zero growth" recommended as mitigation. As such, the traffic impacts identified in the EIR could only be less than what was studied, as fewer trips will be on the system initially and substantially fewer trips will be on the system once the School is at full enrollment.

The limitation on large special events during the peak hour will shift trips to non-peak hours and further support the School's trip reduction strategies. It will also obviate the need for the parking reservation system, as it will require most large special events to be moved to evenings and weekends.

The phasing of these reductions and the other COA modifications in no way undermines the validity of the EIR as the traffic study may be considered to significantly overestimate School traffic simply by the initial commitment to the traffic demand reduction of 12.5%. With the added strategy of placing Sunset Corridor students on buses destined for other schools, and limitations on large special events, the traffic demand from the School will always be less than estimated in the traffic study.

Attachment

Count Summaries for Trip Cap and Extended Hour

TABLE 1
Brentwood School East Campus Traffic Count Summary

	Count #1				Count #2				Count #3			
	10/21/2014	10/22/2014	10/23/2014	3-Day Total	4/21/2015	4/22/2015	4/23/2015	3-Day Total	10/20/2015	10/21/2015	10/22/2015	3-Day Total
Morning Vehicles INBOUND	342	323	322		352	321	358		319	304	312	
Morning Vehicles OUTBOUND	207	218	203		200	190	203		186	169	191	
Total Morning Vehicles *	549	541	525		552	511	561		505	473	503	
Afternoon Vehicles INBOUND	352	297	304		284	352	316		324	317	363	
Afternoon Vehicles OUTBOUND	534	460	507		504	574	572		558	545	574	
Total Afternoon Vehicles *	886	757	811		788	926	888		882	862	937	
Daily Total *	1435	1298	1336	4069	1340	1437	1449	4226	1387	1335	1440	4162
Morning Drop-Off					14	6	4		11	15	1	
Afternoon Pick-Up					28	24	16		21	26	28	
Total Drop-Offs and Pick-Ups **					42	30	20		32	41	29	
Converted to Trips x2 ***				194	84	60	40	184	64	82	58	204
Overall Trip Count - Count #1				4263								
Overall Trip Count - Count #2								4410				
Overall Trip Count - Count #3												4366

* Includes both school driveways

** Brentwood Village off-campus area drop-off and pick-up counts monitored by Brentwood School personnel and overseen by Wiltec personnel

*** Mutually agreed to use the average of total drop-off and pick-up numbers from counts #2 and #3 for count #1

Count #1 Total	4263
Count #2 Total	4410
Count #3 Total	4366
GRAND TOTAL	13039
3-Day Average	4346

TABLE 2
Summary of Traffic Counts (Spring 2016) - INCLUDES 7PM

BRENTWOOD SCHOOL (EAST CAMPUS)	Spring Count (April 2016)			3-Day Total
	4/19/2016	4/20/2016	4/21/2016	
Morning Vehicles INBOUND (7:30-8:30am)	314	291	302	
Morning Vehicles OUTBOUND	202	173	189	
Total Morning Vehicles *	516	464	491	
Afternoon Vehicles INBOUND (3-7pm)	416	396	479	
Afternoon Vehicles OUTBOUND	643	505	772	
Total Afternoon Vehicles *	1059	901	1251	
Daily Total *	1575	1365	1742	4682
Morning Drop-Off (7:30-8:30am)	6	4	1	
Afternoon Pick-Up (3-7pm)	14	20	23	
Total Drop-Offs and Pick-Ups **	20	24	24	
Converted to Trips x2	40	48	48	136
Overall Trip Count - Count (April 2016)				4818

* Includes both school driveways

** Brentwood Village off-campus area drop-off and pick-up counts monitored by Brentwood School personnel and overseen by Wiltec personnel



MEMORANDUM

TO: Los Angeles Department of City Planning

FROM: Patrick A. Gibson, P.E., PTOE, and Brian Hartshorn

DATE: February 2, 2017

RE: Brentwood School East Campus
Peak Hour Impacts
Los Angeles, California

Ref: J1194

Gibson Transportation Consulting, Inc. (GTC) was asked to clarify a specific issue raised by the Planning Department whether or not moving a portion of Brentwood School (School) traffic outside of the peak hours or to the weekend would result in significant impacts based on the Los Angeles Department of Transportation's (LADOT) established significance criteria.

TRANSPORTATION IMPACT STUDY GUIDELINES

LADOT publishes guidelines which are used to determine project-related traffic impacts. The *Transportation Impact Study Guidelines* (Guidelines) have recently been updated (December 2016); however the significance criteria and the assumptions and methodologies used to determine traffic impacts has not changed between the new release and the previous iteration (which was in effect at the time of the traffic study preparation).

PEAK HOURS

Section 3.3C of the Guidelines defines peak hours as occurring during the hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM.

These time-windows establish when the worst-case traffic congestion occurs on City streets and are used as the baseline for adding project-related traffic in order to measure significance.

Hours outside these reference frames will have less traffic congestion, thereby resulting in improved traffic flow and increased intersection capacity when compared to the more congested hours defined by the Guidelines.

Unique developments, such as stadiums or churches, may require analysis periods which do not conform to the worst-case commuter congestion periods; however, the School does not fit this criteria as the bulk of School traffic occurs during the peak hour windows.

The School's peak hour traffic influence is also confirmed by LADOT through the Memorandum of Understanding (MOU) agreement process, which is signed by LADOT, and determines the scope and criteria for which the School was required to conduct a traffic analysis. It should be noted that, in response to community and Council Office concerns, Brentwood School has agreed to extend its Trip Cap and associated monitoring in the evening to 7:00 PM.

SCHOOL ANALYSIS

The Traffic Impact Study conducted for the School was prepared in accordance with the Guidelines and established MOU.

Data collection and analyses of traffic included all School activities, including typical operations, afterschool special events, faculty and staff, visitors, and deliveries where any of these activities occurred during the established peak hours.

The School is not increasing the intensity of school activities as part of the Master Plan update, therefore, all School activity that is currently in operation will continue to operate in the future.

The effect of adding new students on top of these activities was thoroughly analyzed in accordance with the Guidelines, and identified were significant peak hour impacts. Mitigation was proposed and agreed upon to lessen those impacts below a level of significance.

That mitigation was "zero growth" which meant the School could not increase traffic beyond its current demand.

MITIGATION NEGOTIATIONS

Ongoing negotiations with neighborhood groups and the Council Office has pressed for reducing traffic during the peak hours to address concerns of residents living in the area who experience congested during peak hour commute times.

Pushing traffic outside of the peak hours does not violate the established Guidelines, rather it reduces the exposure of School traffic within those most congested hours of the day. When the adjacent street traffic is lighter (less congested), the operational level of service improves due to additional capacity which is far easier to absorb a percentage of School traffic without widening the peak hour window.

This mitigation takes a small percentage of event traffic, which would normally occur during the peak hours and which was fully analyzed in the Traffic Impact Study, and moves them to a less congested time frame.

The School has also agreed to continue to reduce their traffic footprint through aggressive carpooling and busing requirements, which creates a negative traffic influence while increasing student population.

SUMMARY

- LADOT establishes the peak hour windows for determining significant impacts as 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM.
- The traffic study for the School properly evaluated traffic impacts according to the Guidelines within these established hours.
- During mitigation negotiations, reducing traffic during the traditional peak hours was important to the community and the Council Office.
- Adjusting some of the event traffic outside of the peak hours does not violate the LADOT Guidelines, nor would create new significant impacts for hours that are not defined by the Guidelines because traffic congestion in the evening hours and on weekends is less than during the traditional commuter peak hours. Therefore, the addition of moving a portion of school event traffic to the off-peak period will not result in significant impacts as per LADOT Guidelines.



Sharon Dickinson <sharon.dickinson@lacity.org>

Brentwood School CUP Hearing 2/7/17

1 message

Mary DeConcini <mcdeconcini@gmail.com>

Fri, Feb 3, 2017 at 12:28 PM

To: councilmember.bonin@lacity.org

Cc: Gennifer Yoshimaru <gyoshimaru@bwscampus.com>, sharon.dickinson@lacity.org

Dear Councilman Bonin,

I have been a parent at the Brentwood School for 12 years and reside with my family in Brentwood. I'm contacting you regarding the Brentwood School CUP and the February 7 hearing. As a long-time resident of Brentwood, I feel strongly that this application should be approved. I support the Sunset Standard you created and the goals you set forth for schools. Brentwood School (BWS) listened to your challenge and has **exceeded** the standard that you outlined. BWS is offering a 12.5% **reduction** in traffic immediately upon approval of their CUP. This is unprecedented! For a resident like me who travels the Sunset Corridor frequently, this alone is truly a meaningful contribution. However, that is not all that BWS is offering to the community.

Before I delve into further details, I also want to state that BWS is a trusted neighbor and institution. BWS worked with the largest homeowner's association in Brentwood, the BHA, as well as their most impacted neighbors, the Residential Neighbors of Brentwood School (RNBS) for years before the school even had submitted an application to the City. Through that process, they signed a covenant that requires large fines if any of these conditions are broken. These organizations stand strongly in support of Brentwood School because of their track record of keeping their promises and delivering on their commitments. Post the signing of that covenant, BWS began working to reduce traffic almost immediately by increasing their carpool numbers and moving events out of peak traffic times.

I would like to share that despite living about one mile from the school, my children have consistently traveled to BWS either on a bus or in a carpool. This school year, for example, they ride to school in a car with 5 students, including a student driver. In the 2015-16 school year they did the same (5 students in one vehicle). In the 2014-15 school year, they walked 3 blocks to a school bus stop. I know how bad the traffic is in our area and prefer that my kids ride in a bus or carpool for many reasons. BWS is supportive in both offering many bus routes for families as well as a system to connect student drivers with families in their neighborhoods.

Once BWS reaches full enrollment, they have committed to a total traffic reduction of 40%. They will increase their enrollment by 40% and decrease their traffic by the same amount. I would emphasize that this exceeds any standard that has been set for a school anywhere in Los Angeles, and I know BWS is up to the challenge. Councilman Bonin, you heard our community and set the standard. BWS exceeded it at every turn.

I urge you to support Brentwood School's application for the CUP. They are a longtime Brentwood neighbor that has earned our trust and deserves our support for this application.

With kindest regards,
Mary DeConcini

Mary DeConcini
310.210.5860
166 North Carmelina Ave.
Los Angeles, CA 90049



Sharon Dickinson <sharon.dickinson@lacity.org>

Brentwood School CUP

1 message

Brian Hwang <brian.hao.hwang@gmail.com>

Fri, Feb 3, 2017 at 12:59 PM

To: sharon.dickinson@lacity.org, councilmember.bonin@lacity.org

Cc: Emily Ellis <eellis@bwscampus.com>

Dear Ms. Dickinson,

Thank you so much for taking the time to review this letter. I'm reaching out to you regarding the Brentwood School Conditional Use Permit, which is in front of the Planning and Land Use Management Committee on February 7.

I have lived in Brentwood since 1989, and I feel strongly that this application should be approved. Councilman Mike Bonin created a Sunset Standard whereby he told all schools on the Sunset Corridor that they could have a net zero increase in traffic. Brentwood School listened to that challenge and has EXCEEDED Councilman Bonin's Sunset Standard. Brentwood School is offering a 12.5% REDUCTION in traffic immediately upon approval of their CUP. This is unprecedented! For someone who travels the Sunset Corridor frequently, this alone is a meaningful contribution. However, that is not all Brentwood School is offering.

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I urge you to support Brentwood School's application before you today. They are a longtime Brentwood neighbor that has earned our trust and deserves our support for this application.

Best Regards,
Brian Hwang



Sharon Dickinson <sharon.dickinson@lacity.org>

Brentwood School

1 message

Lhowar@aol.com <Lhowar@aol.com>

Fri, Feb 3, 2017 at 1:05 PM

To: sharon.dickinson@lacity.org

Dear Ms. Dickinson,

We are writing in support of Brentwood School's 30-year Education Master Plan and as an advocate for the approval of their CUP, which is on the Planning Land Use Management Committee agenda for February 7, 2017.

Brentwood School prides itself on living up to its core values~ trust, respect, responsibility, honesty, caring, community, diversity - both at school and in the greater community. The plan before the committee is the result of years of planning, neighborhood negotiations and stretching to be the best school and the best neighbor possible.

When Councilmember Bonin set the "Sunset Standard" Brentwood School accepted his challenge and created a state of the art transit program with strict enforcement, which it refined through collaboration with neighbors and neighborhood associations. While the legal requirement is a net zero traffic impact, Brentwood will lead by example and actually reduce its traffic. Moreover, as enrollment increases, the school will further decrease traffic.

The school will achieve this by setting new standards, which include mandatory high volume carpools, immediate 40% busing, and unprecedented partnerships with corridor schools. With a focus on accountability, transparency and verification the schools will undergo daily trip counting with DOT oversight and has agreed to a decreasing daily trip cap with stiff financial penalties. We don't know of any organization that has made such a commitment.

We are grateful to Councilmember Bonin for taking a tough stance and requiring innovative thinking around how to tackle the terrible congestion in the Sunset corridor. We believe that Brentwood School is setting an example for others to follow and encourage the approval of their CUP application.

Thank you for your time and consideration in reading this letter.

Sincerely,

Linda and Roger Howard

Brentwood Residents for 46 years



Sharon Dickinson <sharon.dickinson@lacity.org>

Fwd: CALL TO ACTION: Support Brentwood School at the PLUM Hearing

1 message

ElsaMiller <elsacamille1@gmail.com>

Fri, Feb 3, 2017 at 1:32 PM

To: sharon.dickinson@lacity.org, councilmember.bonin@lacity.org, gyoshimaru@bwscampus.com

My grandson Joel Stern is deeply involved in Brentwood and loves attending classes. His parents depend on CUP process for safely being transported to and from school as he is fourteen becoming an asset as an intelligent and involved, respectful citizen!

I am confident that Brentwood therefore is conscientious and fully aware of fulfilling cooperative Sunset Standard set by Council member Bonin !

Many thanks for being positive & acknowledging re: strict enforcement and continual respect upholding needed traffic solutions; utmost cooperation by Brentwood school amidst its Sunset Blvd. community environment!

Thank you,
Sincerely yours,
Elsa miller

Sent from my iPhone

Begin forwarded message:

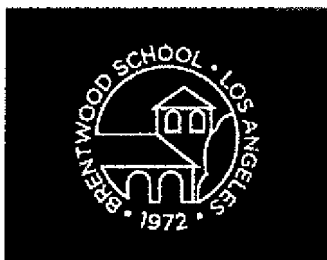
From: Brentwood School <noreply@brentwoodca.myenotice.com>

Date: February 1, 2017 at 3:12:55 PM EST

To: elsacamille1@gmail.com

Subject: CALL TO ACTION: Support Brentwood School at the PLUM Hearing

Reply-To: "Brentwood School" <webmaster@bwscampus.com>



BRENTWOOD SCHOOL

Start curious. Stay curious. Go anywhere.

February 1, 2017

Dear Grandparents,

We are writing with a very specific request of our Brentwood School Grandparents. More than ever before, we need you to take action. **Using these talking points for reference**, please write an email/letter now (submitted no later than Monday, February 6) that expresses your confidence in the ability of Brentwood School to meet and exceed the "Sunset Standard" set by Councilperson Bonin, to fulfill the requirements of the CUP, and to live up to the commitments made in covenants with neighborhood groups. If time is an issue, you can **copy and paste one of these three sample letters** instead and send.

As you know, the school has been involved in the Conditional Use Permit process with the City of Los Angeles for years now. We are in the final stretch—our Planning Land Use Management hearing will take place on February 7. Once our CUP is renewed, we will not need to repeat this City process for 30 years, so we need to do everything we can to wrap things up at PLUM. We understand from our conversations with professionals involved in this process that there is a clear need for us to:

1. Submit more letters in support of our CUP
2. Attend the PLUM hearing en masse
3. Respond with positive messages on social media if we see negative posts

We have already taken the lead by working with other schools along the Sunset Corridor to create traffic solutions and we have proactively increased our carpool requirements in a show of good faith. We need to remind City Planning and Councilperson Bonin of our value to the Brentwood community, so that their confidence in us does not falter in the face of what we expect will be limited yet vocal opposition.

IMPORTANT: Please send a copy of your email/letter to Gennifer Yoshimaru (gyoshimaru@bwscampus.com) as we need to deliver copies to the PLUM Hearing.

Letters should be addressed to:

Ms. Sharon Dickinson
City Clerk
Los Angeles City Hall
200 N. Spring Street, Rm. 360
Los Angeles, CA 90012
sharon.dickinson@lacity.org

Councilman Mike Bonin
Los Angeles City Hall
200 N. Spring Street, Rm. 475
Los Angeles, CA 90012
councilmember.bonin@lacity.org

Next, PLEASE attend the PLUM hearing and find others who will, as well. We understand that we will need at least 100 people in the audience to compel PLUM and convince them of the breadth of our support base. Again, **the PLUM hearing is next Tuesday, February 7 at 2:30 p.m. at City Hall (Board of Public Works Edward R. Roybal Hearing Room 350, 200 North Spring Street, Downtown Los Angeles, 90012)**. We will offer transportation for anyone who needs/wants it. Please let us know you'll attend by clicking on the "Call to Action" button below.

Thank you in advance for your prompt attention to this critical matter. This is a pivotal moment in the school's history that will define its next 30 years—there is no better or more important time to take action in support of Brentwood School.

Sincerely,

Dr. Mike Riera
Head of School

Gennifer Yoshimaru

Call to Action!



BRENTWOOD SCHOOL

WEST CAMPUS // K-6
12001 Sunset Boulevard
Los Angeles, CA 90049

EAST CAMPUS // 7-12
100 South Barrington Place
Los Angeles, CA 90049

Unsubscribe from this eNotice.

Cynthia McKenzie
President Residential Neighbors of Brentwood School
205 S Woodburn Dr.
Los Angeles, CA 90049

01/17/2017

To whom it may concern,

I am the president of the Residential Neighbors of Brentwood School ("RNBS") and want to express our organization's support of the proposed Brentwood School ("BWS") Education Master Plan. Our organization worked in partnership with the school and the Brentwood Homeowners Association ("BHA") over a 6-year period to negotiate a new covenant with the school that addressed the neighborhood's issues and concerns with the BWS' Education Master Plan. We feel that the school worked diligently with the RNBS, the neighbors and the BHA to address the issues and concerns that were raised.

In 2012, the RNBS board handed responsibility to the Brentwood Homeowners Association to negotiate a more comprehensive traffic agreement with BWS. The BHA and the school worked closely together to put a comprehensive traffic plan in place including stringent traffic restrictions. These negotiations took place over a two-year period and were supported by professional traffic consultants who were hired by the BHA and BWS.

Since the agreement was put in place, the school has not only complied with the traffic restrictions in the agreement, but also imposed stricter guidelines such as extending peak hour times and carpool ridership. The school continues to inform the RNBS board of their efforts with traffic mitigation including helping to reduce traffic on the Sunset Corridor by working with Paul Revere and other schools to put shared busing in place.

We continue to support the BWS' Education Master Plan and believe the covenant and traffic agreements put in place between BWS, RNBS and BHA are sound.



Cindy McKenzie
President
Residential Neighbors of Brentwood School

Adam Villani
City of Los Angeles
Department of City Planning
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
adam.villani@lacity.org
Brentwood School

Dear Mr. Villani,

As past president of Residential Neighbors of Brentwood School (RNBS), I have worked closely with Brentwood School for many years, and I helped to lead our organization's six years of negotiations that resulted in a 30 year covenant with the school. In fact, this is our second covenant with them. The first was a 20 year agreement that was signed in 1992. Throughout the duration of that agreement, they did not ask for any variances or changes and they consistently complied with all of the terms.

When developing their Education Master Plan, the school took great time and care to meet with its closest neighbors on issues of site-lines and views, building heights, and both operational and construction-related noise in order to ensure their project would preserve the character of our neighborhood.

While I am grateful for those protections for our neighborhood, I share the same concerns about traffic as others in our community. That's why I appreciate knowing that the school worked with Brentwood Homeowners Association for an additional two years to determine a way to measure current campus trips and then agree not to exceed that number for the next 30 years.

My concerns about construction traffic have also been eased by learning in the DEIR that they will commit to limiting heavy construction and hauling traffic to between the hours of 9:00 a.m. and 2:30 p.m. in order to avoid the worst of the peak traffic hours.

From my perspective, the school has been, and will continue to be, a good and trustworthy neighbor and I support their project.



Howard Jaskol
Past President, Residential Neighbors of Brentwood School (RNBS)

On Tue, Jan 17, 2017 at 9:23 PM, Raymond Klein <[REDACTED]> wrote:

My name is Raymond Klein and I am President of the Brentwood Homeowners Association. The BHA area includes approximately 3,200 single-family homes, and the Brentwood School is located in the middle of the BHA territory.

The BHA and the School are parties to a Covenant signed in 2014 in which, in consideration of the traffic mitigation provisions in the Covenant, BHA agrees to support the approval and implementation of the school's Master Plan for the East Campus and the School's applications for a CUP. That Covenant replaced a 20-year Covenant that had a 2012 expiration date.

Since the Covenant, we raised two additional items of concern. I want to commend the School on its willingness to deal reasonably and responsibly to those two items, and we request that the Hearing Officer assure they wind up in the final decision.

First, the School agreed in the FEIR to adding supplemental trip counts during the 6:00 - 7:00pm hour.

Next, the School has agreed that the student vanpool program with remote pickup and dropoff locations will not locate those locations within a 2 mile radius of the School site.

The BHA supports the CUP application



J

JENNIFER KNITS

108 Barrington Walk, Los Angeles 90049
310.471.8733 info@jenniferknits.com

To Los Angeles City Council Planning and Land Use Management Committee
Re: Brentwood School

Dear Committee Members,

I represent the BV Chamber of Commerce which is made up of just over 100 businesses. My company, Jennifer Knits has flourished in BV and has been a neighbor to Brentwood School for over 17 years.

I am writing in regards to Brentwood School's covenant, specifically with regards to traffic and how it could impact our community. With all the letters, studies, hearings, rulings, bus and car statistics and other fact checking, it's a wonder how any school can improve and expand. I've watched BWS grow gradually and gracefully, while always involving both the commercial and residential community every step of the way. I personally drive past BWS morning and afternoon EVERY WEEKDAY. There is morning (7:45 to 8:15am) congestion, but a large amount of that is impatient commuters. There is afternoon congestion (3 to 3:30 pm), but well over half of that is from drivers coming up from South Barrington Place. I've seen it with my own eyes day after day, year after year so all the traffic studies and letters from outsiders don't mean much to me.

The traffic problem is bigger than BWS, but the traffic they do make is watched and regulated. Their parents, students and faculty are very aware of how and where they should park and drive. In 2011, there was an overflow of cars in the North VA lot. It just happened one year. Both neighboring schools had an abundance of students and parents parking (at the VA lot) which made owning a BV business or being a client to Brentwood Village impossible and it made traffic horrible both morning and night. It took one meeting. ONE. Practically overnight BWS made changes and our businesses never had a problem again. And, we don't want to have a problem again so we talk frequently to the reps at BWS. We work together as good neighbors do.

The BVCC supports the growth and development of BWS and we also support the request of the community for a gradual 40% reduction of traffic even with an increase in enrollment. We expect that BWS will achieve what it's promising without being directed as to how to achieve it. We expect that this reduction may take time. We are thankful BWS has agreed to change times their faculty comes to school and times of some events to reduce morning and evening traffic. **To give BWS specific (traffic) guidelines with how many buses and cars are to be used might limit the possibility of new types of travel and transportation.** The ever growing world of commuting could be completely different in 10 years and we all have to be open to alternative travel options.

In closing, we believe that BWS, its parents, students and faculty will continue to be good neighbors and we expect that should a problem arise sometime in the future, we can sit down and work it out.

Warmest Regards,
Jennifer Wenger-Turchen
Brentwood Village Chamber of Commerce

Bruce Jugan

332 Bonhill Rd., Los Angeles, CA 90049

January 23, 2017

Hello, my name is Bruce Jugan and I live at 332 N. Bonhill Rd., Los Angeles, CA 90049. I strongly support the Brentwood School Master Plan proposal.

I am in a unique position to evaluate the Brentwood School (BWS) master plan proposal for three reasons:

- 1) I was one of two members of Board of Directors of the Brentwood Homeowners Association (BHA) who met regularly with the School to negotiate an agreement regarding their expansion/master plan. I have been a member of the board of the BHA for over 10 years however I write this letter as a private citizen, not as a member of the board of the BHA; and
- 2) My children attend Paul Revere Middle School and for over a year I had been a member of the transportation committee that meets weekly to develop strategies to reduce traffic congestion caused by that school; and,
- 3) I have a master's degree in urban planning and worked in that field for nearly a decade, so I have professional experience with traffic analysis and mitigation measures.

I would like to say that throughout the negotiations with the BHA; the Brentwood School was honest and lived up to all of the commitments that they made. By signing the covenant with the BHA; the School agreed to not increase traffic above the baseline for the next 30 years. We developed a very well defined process for measuring the school's traffic impact and the school has steadfastly followed those guidelines.

Also, representatives of the Brentwood School regularly attend the traffic committee meetings at Paul Revere Middle School and they have been instrumental in reducing traffic associated with that LAUSD public school. Paul Revere Middle School (PRMS) has nearly 2500 students, faculty and staff. Brentwood School has been able to secure three parent-supported busses; arrange for a car pool organizational application to encourage and facilitate carpooling; and hired a full-time transportation coordinator to assist PRMS and other Brentwood area schools to manage and mitigate school-related traffic.

Brentwood is the home to many schools and our neighborhood is better for that. The Brentwood School is actively engaged in trying to reduce traffic on Sunset. I understand that many people are very concerned and upset about the traffic congestion on Sunset Boulevard. From my perspective, as one who has actively worked to reduce traffic congestion along this portion of Sunset; I would like to make a few observations:

- 1) The bulk of the traffic capacity of Sunset Boulevard is taken by cut-through trips for people going to and from the San Fernando Valley to Santa Monica, Pacific Palisades and Malibu.
- 2) Local, school-related trips are a very small percentage of the total traffic on Sunset.
- 3) The absence of school-related traffic during holidays and summer vacation periods is more noticeable but only accounts for a fraction of the vehicles on Sunset Boulevard.
- 4) Steps should be taken to reduce cut-through traffic – such as cordon or congestion pricing – rather than penalizing the Brentwood School or other educational institutions in Brentwood.
- 5) The Brentwood School has agreed to not increase school-related traffic as a result of their proposed project and the Brentwood community will benefit from high-quality educational opportunities in the area.

Accordingly, I strongly encourage you to support the Brentwood School proposal.

Sincerely,

Bruce Jugan
332 Bonhill Rd.
Los Angeles, CA 90049