

South Brentwood Residents Association
149 South Barrington Ave. #194
Los Angeles, California 90049

March 2, 2012.

To: Jing Yeo, Special Projects by email: jing.yeo@smgov.net

Re: BTVC - EIR 1-2012 Bergamot Transit Village Center

I am writing on behalf of the board and members of the South Brentwood Residents Association. We represent approximately 7,000 home-owners and renters who reside in the area south of San Vicente Blvd., north of Wilshire Blvd., east of Centinela and west of Federal. Additionally, SBRA represents the interests of those in multi-family dwellings throughout the entire Brentwood community.

The South Brentwood Residents Association opposes approval of the EIR or any permits or zoning changes for the Bergamot Transit Village Center or other similarly large projects on the Westside of Los Angeles County *until a regional plan is developed that takes into account the cumulative impact on traffic of the project together with all other reasonably foreseeable large projects in the area.*

The Westside of Los Angeles currently experiences gridlock daily. Further adding to this congestion by approving projects without ensuring that appropriate infrastructure is available is not acceptable.

Once the cumulative impact of such projects is known, projects that are larger than is allowed under current zoning should be downsized to a level such that the number of significantly impacted intersections is minimized.

A plan should have the review and approval of *all* impacted municipalities, not only the city where the project is located.

The recently released DEIR for the Bergamot Transit Village Center is insufficient and inadequate because it fails to take into account:

- The impact on the already above capacity I-10 and I-405 freeways, as well as freeway on-ramps and off-ramps at Bundy, Centinela, and Overland (I-10), the I-10 and I-405 interchange, and the I-405 on-ramps and off-ramps at Sunset, Wilshire, Santa Monica Blvd., Olympic/Pico, and National as well as any points further north, east, or south that may be significantly impacted.
- The impact on local intersections in Brentwood that are already gridlocked during peak hours including Sunset/Kenter, Sunset/Bundy, Sunset/Barrington Avenue, Sunset/Barrington Place, Sunset/Church Lane, San Vicente/Bundy west, San Vicente/Bundy east, Montana/Bundy, Montana/San Vicente, San Vicente/Gorham.
- Upcoming projects such as Green Hollow Square on San Vicente Blvd., future development at Bundy/Olympic (the prior "Bundy Village" location), future development at Wilshire/Barrington (NE and SE corners), and future development at Sepulveda/Exposition (site of the "Casden project.")
- The Wilshire Bus Rapid Transit lanes, which would reduce capacity on Wilshire Blvd. between the I-405 and Centinela during peak hours.

In addition, since significant impacts are generated from this project all the way to intersections around the I-405, including Wilshire/Federal and Sepulveda/Pico, the study area must be expanded so that it encompasses immediately adjacent intersections that may experience significant impacts as well. This includes but is not limited to Sunset/Sepulveda, Wilshire/Sepulveda, Santa Monica/Sepulveda, Olympic/Sepulveda, and further east and south as necessary in order to assess the full impact of this project.

A traffic analysis cannot be adequate unless its study area extends in all directions beyond any intersections with significant impacts so that the full impact of the project is known.

Marylin Krell

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