

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

February 3, 2015

Adam Villani
City of Los Angeles Department of City Planning
6262 Van Nuys Blvd., Room 351
Van Nuys, California 91401
Via email: adam.villani@lacity.org

Re: Brentwood School Education Master Plan
100 S. Barrington Place/12001 W. Sunset Blvd., Los Angeles, CA 90049
City Case Number: ENV-2014-572-EIR
State Clearinghouse Number: 2014061059

Dear Mr. Villani,

I am writing on behalf of the board and members of the South Brentwood Residents Association (SBRA). SBRA represents approximately 13,000 home-owners and renters who reside in the area south of San Vicente Blvd., north of Wilshire Blvd., east of Centinela Ave. and west of Federal Ave. Additionally, SBRA represents the interests of those in multi-family dwellings throughout the entire Brentwood Community.

SBRA submits the following comments to the DEIR of the Brentwood School Education Master Plan. Our organization is concerned about the traffic impacts from this project, in particular from the proposed increase in the number of students on the East Campus and the associated traffic generated by guests coming to the school to see their children participate in sports competitions and other types of events during the peak hours of 3 to 7 pm Monday through Friday.

Our residents live south of Sunset Blvd. and rely on Barrington Place to access eastbound Sunset Blvd. to get to the Valley via I-405 North or to get to areas such as West Hollywood and Hollywood. Barrington Place is a much more important route for our residents than it is for neighbors that live north and east of the project, and we do not feel that the covenant that was recently negotiated takes into account the traffic impact on the broader community.



Some of SBRA's Board members spent a considerable amount of time working with the Archer School and the Council District 11 office to reduce the traffic impact from the Archer Forward Project. The traffic impacts from the final Archer Forward Project that was recently approved by the City of LA were significantly scaled back from what was proposed in their DEIR.



The Archer School is situated in between Brentwood Schools' East and West Campuses on Sunset Blvd. and is only a few blocks away from each of them. Therefore, traffic impacts from Archer and from Brentwood School's East Campus are likely to be similar for any activities generating a similar amount of traffic.

We are extremely concerned that the proposed traffic impacts in the Brentwood School (BWS) DEIR are much worse than anything that was initially proposed by Archer, and far exceed those of the approved Archer Forward project:

- No bussing requirement is proposed in Brentwood School's DEIR.
- Archer's study area was larger, and included 17 intersections. BWS' DEIR includes two campuses nearly a mile apart so should have a bigger study area than Archer's and should study more intersections. Instead, BWS' DEIR is a smaller area and only 14 intersections. BWS failed to include the following intersections in its traffic study:
 - **San Vicente/Montana**- Important to include because it operates at LOS C in morning and LOS D and E during afternoon peak.
 - **Barrington/Wilshire**- Important to include because it operates at LOS F during afternoon peak.
 - Why weren't these intersections studied in the BWS DEIR?
- Omitting Barrington/Wilshire from the study area is a particular issue because Archer's analysis showed a significant negative impact at this intersection. Given that BWS has a bigger enrollment and no caps on guests, it is likely that its project would also cause a significant impact at this intersection if Archer Forward did.
 - Why wasn't Barrington/Wilshire studied? What would be the result if it had been added to BWS' traffic study area?
- BWS also found no significant impacts on various intersections from its project when Archer found impacts. This makes no sense—with a larger school at essentially the same location, BWS should show more impacts than Archer, not fewer.
 - Sunset/Bundy- LOS F in afternoon peak. BWS says no significant impacts, Archer shows significant impacts.
 - Sunset/Saltair- LOS E or F in afternoon peak. BWS says no significant impacts, Archer shows significant impacts.
 - Sunset/Barrington Ave.- LOS F in afternoon peak. BWS says no significant impacts, Archer shows significant impacts.
 - Sunset/Barrington Place - LOS D or E in afternoon peak. BWS says no significant impacts 5-6 pm, Archer says significant impacts.
 - San Vicente/Federal/Wilshire. LOS F in afternoon peak. BWS says no significant impacts 5-6 pm, Archer says significant impacts.
- Why doesn't BWS' DEIR show significant impacts at these intersections from its project when Archer showed significant impacts from a smaller project?
- BWS' DEIR fails to include the Wilshire BRT (Bus Rapid Transit) as a related project on their Trip Generation Estimates. This is a serious omission as the WBRT has eliminated two lanes of traffic on Wilshire Blvd. during peak hours, which pushes traffic onto parallel streets such as Sunset Blvd.
 - Why was the WBRT omitted from the project list?
 - What would be the impact of adding the WBRT to the traffic study?
 - The impact of the WBRT must be added to a revised traffic study.

Thank you for your consideration,

Sincerely,
Marylin Krell

Marylin Krell
 President, South Brentwood Residents Association

Cc: Councilman Mike Bonin, CD11
 Tricia Keane, CD11 Director of Land Use & Planning
 Ezra Gale, CD11 Deputy Director of Land Use & Planning
 Lauren Cole, SBRA Board member in charge of Transportation issue