



BRENTWOOD Community Council

149 S. Barrington Ave., Box 194, Los Angeles, CA 90049

www.brentwoodcommunitycouncil.org

March 12, 2012

The Brentwood Community Council (“BCC”) is the broadest based Brentwood community organization. The BCC has 25 seats, including 14 from homeowner groups, 1 multi-family, 2 members-at-large, and 8 from organizations including public and private schools, religious, public safety, volunteer, environmental, and business districts.

The attached Resolution was passed unanimously by the Brentwood Community Council Board on February 7, 2012.

Resolution for the Brentwood Community Council re: the Bergamot Transit Village Center
February 7, 2012

The Brentwood Community Council opposes certification 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 properly takes into account the cumulative impact on traffic of the project together with all other reasonably foreseeable large projects in the area.

Previous large scale office projects in the area that were built without sufficient nearby housing have already caused extreme gridlock throughout the Westside of Los Angeles during peak hours. Further adding to this congestion by approving projects that are larger than current zoning permits without ensuring that appropriate infrastructure is available is not acceptable to our area's residents, workers, students, customers, and visitors.

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 certification 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 such as 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 have already been approved and which would remove one lane of roadway in each direction on Wilshire Blvd between the I-405 and Centinela during AM and PM peak hours.
- The I-405 construction project, which has resulted in a reduction of the number of lanes available to commuters.

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, including but 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. Wherever the intersections at the edges of the study area show significant impact, the study area was too small and the study area needs to be expanded until there is no longer a significant impact at the outermost margins.