

**CD11 NEIGHBORHOOD EMPOWERMENT CONGRESS
TRANSPORTATION ADVISORY COMMITTEE
(Co-Chairs: David Ewing and Ken Alpern)**

**MINUTES AND MOTIONS--Monday, February 13th, 2012 at 6:45-8:45 P.M.
West LA Municipal Building, (Adjacent to Felicia Mahood Center)
Room 200 (Auditorium, Second Floor)
1645 Corinth Ave. (near intersection at Santa Monica Blvd. and Corinth Ave.)
Los Angeles, CA 90025**

Call to Order – Ken Alpern (Chairing this meeting)

Motions Passed at Last Meeting (1/9/2012):

a) MOTION (Ken Alpern): The CD11 Transportation Advisory Committee supports inclusion of a Westside Green Line Extension to serve LAX and the north-south rail transit needs of the Westside in any extension of Measure R, and in any Metro Long Range Transportation Plans
[The motion passed 7-1-1.](#)

Old Business/Unresolved items from previous meetings

a) MOTION--The CD11 Transportation Advisory Committee opposes any LAX People Mover proposal that is a Bus Rapid Technology, Bus-Only Lane or any other bus-based transportation system between MetroRail and the Central Airline Terminals
[The motion was SPLIT 3-3-0 when it was voted on previously, and it was decided that further discussion with respect to wording was indicated for future meetings.](#)

Bergamot Village/Bundy Village Update

MOTION (Charles Grobe, others)—The CD11 Transportation Advisory Committee requests that Councilmembers Rosendahl and Koretz collaborate with other jurisdictions to form a Regional Cumulative Transportation/Land Use Plan for large projects that affect the following geography: Northern boundary of Santa Monica Mountains, Western boundary of the Pacific Ocean, Southern boundary of LAX/Westchester, and Eastern boundary of La Cienega Boulevard
[The motion passed 10-0-0.](#)

MOTION (Lauren Cole, others) The CD11 Transportation Advisory Committee joins the Brentwood Community Council and other stakeholder groups in opposing 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.

(For complete motion, see Appendix A below)

[The motion passed 10-0-0.](#)

New Business

a) MOTION (Bart Reed)—The CD11 Transportation Advisory Committee supports an increase in the span of service of passenger rail hours and an increase in passenger rail frequency
[The motion passed 8-0-0.](#)

b) MOTION (Charles Miller, others)—Whereas, the CD11 Transportation Advisory Committee recognizes a need to provide parking at light rail and subway stations to maximize ridership,

Therefore, the CD11 Transportation Advisory Committee strongly recommends the City of Los Angeles and Metro work together to provide or create incentives leading to the provision of parking at or adjacent to stations.

[The motion passed 10-0-0.](#)

c) MOTION (Charles Miller, others)—Whereas, the CD11 Transportation Advisory Committee recognizes that Park-and-Ride options with convenient public transportation and connection to light rail will only increase ridership and its benefits to the urban environment,

Therefore, the CD11 Transportation Advisory Committee strongly recommends the City of L.A. and Metro work together to provide or create incentives leading to the provision of off-site Park-and-Ride lots design to geographically expand ridership for light rail and subway lines.

[The motion passed 10-0-0.](#)

d) MOTION (Barbara Broide, others)—Whereas, the CD 11 Transportation Advisory Committee recognizes the full importance of CEQA, and the protections it affords, as well as the opportunity to evaluate land use projects and their impacts on mobility and regional transportation infrastructure, and

Whereas, CEQA's protection of our communities and the environment as well as its contributions leading to the improvement of projects is an invaluable component of the state's approach to, and approval of, land use entitlements and planning processes, and must not be compromised,

Therefore, the CD11 Transportation Advisory Committee supports the adoption of enabling regulations that maintain the integrity of CEQA, and opposes any efforts to weaken its protective and participatory benefits and ensure maximum protections to the residents of California.

[The motion passed 9-0-0.](#)

Next Meeting: March 12th at West L.A. Municipal Bldg. in Room 200

Presentations: Westside Mobility Study (March 12, 2012)

Metro Green Line to LAX Update (March 12, 2012)

Announcements/Future Agenda Items

Presentation: Urban Design Committee, Expo Construction Authority (April 9th, 2012)

Adjournment

Appendix A

Resolution for the CD 11 Transportation Advisory Committee re: the Bergamot Transit Village Center

Whereas the Bergamot Transit Village Center is a proposed project in Santa Monica consisting of 766,694 square feet on 6.93 acres, of which 494,927 is commercial office space, 46,895 is retail space, and 224,272 square feet is residential, and

Whereas, the Bergamot Transit Village is one of six projects in the immediate area just east of the City of Los Angeles off of Olympic Blvd, with the cumulative square footage of all projects being over 1.2 million square feet of new commercial office space and over 13,600 new car trips per day,

The CD11 Transportation Advisory Committee joins the Brentwood Community Council and other stakeholder groups in opposing 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 Santa Monica 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.