

Dear NOMA Members and Friends,

One of the most important votes in the history of Santa Monica will take place next Tuesday, January 28, 2014 when members of the City Council vote on the Development Agreement for the massive Hines/Papermate (Bergamot) project. This area is already the most congested part of our city, where many streets and intersections cannot handle the current level of traffic. The results of the vote will impact Santa Monica for generations.

*This proposed project is too big for the site and will create too many negative impacts.

Identified by the lighter area in the photo below, this 765,000 square foot project is 50% larger than Santa Monica Place and nearly 4 times the size of the existing 200,000 square foot Papermate building. Stretching along the North side of Olympic Blvd. from 26th Street to 28th /Stewart (the length of 4 football fields), it is projected to tower up to 86 feet in height, taller than the pie-shaped, 84-foot Water Garden buildings located across the Street.



*The Environmental Impact Study required of the developer indicates that the project will add at least 7,000 new car trips **per day** with no way to mitigate the impact regardless of the EXPO Line coming to Santa Monica. These 7,000 new car trips will be using streets and intersections that are already jammed with more traffic than they can handle. This huge bottleneck will affect all parts of Santa Monica as commuters and visitors seek neighborhood streets to get in and out of the city from the East.

*In spite of the guidelines in the Land Use and Circulation Element (LUCE) and the city's urging, the developer made **NO EFFORT to work with city groups and residents to plan this project.** From the beginning, Hines has informed residents what it wants and what it intends to build. This is a terrible precedent for our city: a developer dictating what it will build with no community input regarding the size and scale of the project.

If you want to influence the direction of our City by attending only one City Council meeting this year, come to this one. You do not have to speak. You just need to be there, because your presence indicates your concern.

City Council Meetings are held in the Council chambers at 1685 Main Street. This meeting is January 28 at 6:30 PM.

If you find it impossible to attend this meeting, then please send an email voicing your opinion about this project to City Council members and the City Clerk. Put in the Subject Line what you want to have happen- such as "Vote No on Item 7-A"

City Council email addresses:

gleam.davis@smgov.net

robert.holbrook@smgov.net

pam.oconnor@smgov.net

terry.oday@smgov.net

tony.vazquez@smgov.net,

kevin@mckeown.net

ted.winterer@smgov.net

clerk@smgov.net

Thank you for your participation,
NOMA Board

January 21, 2014

To: City Council

From: Board of Directors, Friends of Sunset Park

RE: City Council 1/28/14 agenda item 7-A -- Bergamot Transit Village Center development agreement

The Board of Directors of Friends of Sunset Park (FOSP) strongly opposes the current proposal of the Bergamot Transit Village Center.

The project needs to be drastically reduced. It's too tall, it's too dense, there's too much office space, the amount of office space per employee was incorrectly calculated, and the project will generate way too much traffic in an area that is already at gridlock, plus additional cut-through traffic in Sunset Park.

We have reviewed the Environmental Impact Report (EIR). Out of hundreds of comment letters from governmental agencies, neighborhood organizations in Santa Monica and Los Angeles, and many, many individuals, **only one letter was in support of the project.**

7,585 new daily car trips are estimated in the EIR. This would result in **significant and unavoidable impact at 25 intersections on:**

**23rd Street,
Cloverfield Blvd.,
28th Street/Stewart,
Centinela at Colorado, Olympic, and Venice Blvd.,
Bundy at Olympic, Pico, Ocean Park Blvd., and National, and
Barrington at Wilshire and Santa Monica Blvd.**

Caltrans wrote that **"the project will have significant impact on the 10 freeway."** The **LA Department of Transportation** wrote that, **"The project should remove these impacts through a scaled reduction."** Hines' own Draft EIR states that the project is **in an area that is largely built out**, and that **nearby intersections operate at or near capacity.**

The jobs-housing imbalance in our city, which has resulted from more than 9 million sq ft of office/commercial development since the 1984 LUCE, has created tremendous congestion on streets in Santa Monica and West LA, as well as the I-10 and 405 freeways. A key goal

of the LUCE is to **"reduce future traffic congestion"** and **"reduce regional commercial uses."**

Unfortunately, the Hines project **violates these basic principles** by adding 400,000 sq ft of office/commercial uses, and by increasing traffic congestion. Also, Hines also apparently estimated traffic generation based on **286 sq ft per office employee**. Meanwhile, **the average for all companies in 2017 could be 150 sq ft or less**. Therefore, **new daily car trips could be closer to 15,000 rather than 7,500**.

In the Sunset Park neighborhood, all of our east-west "through" streets (**Pico, Pearl, and Ocean Park Blvd.**) are congested or gridlocked many hours of the day, not just during the PM peak hour. Our only north-south "through" streets (**23rd and Lincoln**) are also congested or gridlocked many hours of the day. Frustrated motorists use every possible side street and alley. On some streets we have cars idling in front of our homes for hours at a time, and cannot get in and out of our driveways. **FedEx diesel trucks use not only our residential streets, but also our alleys.**

Residents have difficulty getting to and from work. Parents have difficulty getting their children to school, after school activities, music and ballet lessons, gymnastics, soccer, and CIF games. People with chronic health problems have difficulty getting to doctors' offices. Doctors find it impossible to get to professional meetings at UCLA. One resident wrote about getting stuck in traffic for an hour, and watching her pet die before she could reach a nearby vet clinic. Working parents write about getting stuck in gridlock, and having to park and then run several blocks to child care centers to pick up toddlers before closing time.

Is this what the LUCE meant by "preserving residential neighborhoods"? We think not.

We already have the **Santa Monica Business Park** and **Santa Monica College** in our neighborhood, as well as **cut-through traffic from the hospital district, the Special Office District, and the Cloverfield I-10 freeway entrance and exit ramps**. **Our Sunset Park neighborhood cannot handle more traffic.**

The FOSP Board took a position in 2005 to oppose any large development project whose traffic impacts on residential neighborhoods could not be mitigated. This is just such a project.

For these reasons, we strongly oppose the current Bergamot Transit Village Center proposal. Only a greatly reduced project with much less office space, and many fewer new car trips per day, would be acceptable.

To: City Council

From: The Board of Northeast Neighbors

Re: Vote "No" on Agenda Item 7A (10DEV-002) – 1/28/14 City Council Meeting

Date: January 22, 2014

Dear City Council,

Northeast Neighbors opposes the current scale and design of the Bergamot Transit Village and requests that you **do not approve** this development agreement project (10DEV-002) on first reading (agenda item 7A) at the January 28, 2014 City Council meeting.

The project as currently designed is just too big for the site and should be changed to bring it into scale with the surrounding cityscape and neighborhoods. The projected traffic and congestion impacts from this massive project will not only affect the quality of life for residents in the Northeast Neighborhood but for community members in Santa Monica as a whole. Thus, we urge you to vote "**No**" on this proposal.

Sincerely,

Amy Aukstikalnis

Chair, Northeast Neighbors

on behalf of the Board of Northeast Neighbors

To: City Council
From: The Board of Wilshire Montana Neighborhood Coalition
(Wilmont)
Re: Agenda Item 7A (10DEV-002) – DA for Bergamot Transit
Village 1/28/14 City Council Meeting
Date: January 23, 2014

Dear City Council:

Wilmont urges you to vote NO and **not approve** the Bergamot Transit Village development agreement project (10DEV-002) on first reading (agenda item 7A) at the January 28, 2014 City Council meeting. This project's flaws are:

1. **Size**-at 765,095 sq ft and 86 feet tall it is just too big for the site and surrounding neighborhood
2. **Traffic**-the construction of 9,000,000 square feet of office space in Santa Monica since the 1984 General Plan was adopted has resulted in traffic gridlock all over the city. The project's own EIR identifies significant and unavoidable traffic impacts at 25 intersections many of which cannot be mitigated and an estimated 7,585 new daily car trips in an area that is already choking under their existing traffic challenges.
3. **Parking**-the DA accepts that those working at the project will park in neighborhoods surrounding the site. It even requires an employee receiving a TA to promise not to park within a 2-mile radius of the site more than 20% of the time
4. **Earthquake**-the DA does not give adequate and appropriate consideration to vital earthquake testing in view of recent reports that Santa Monica is next on the state's list for full mapping and fault study of the Santa Monica Fault
5. **Housing/Office ratio**-if Santa Monica needs more housing

why does this project have more office and commercial space than housing?

6. **First Responders**-unit sizes hold no appeal for first responders or their families...just ask them
7. **TDM Plan**-full of loopholes and inaccuracies and weak enforcement provisions
8. **Financial structure**-one DA for 5 separate projects with potentially 5 different owners provides poor financial safeguards for our city in terms of accountability and recourse for poor corporate citizenship

This is a project the neighborhoods are gravely concerned about because it represents a tipping point; the project that will destroy any semblance of “protection” of our neighborhoods.
Wilmont urges you to Vote NO.

Sincerely,

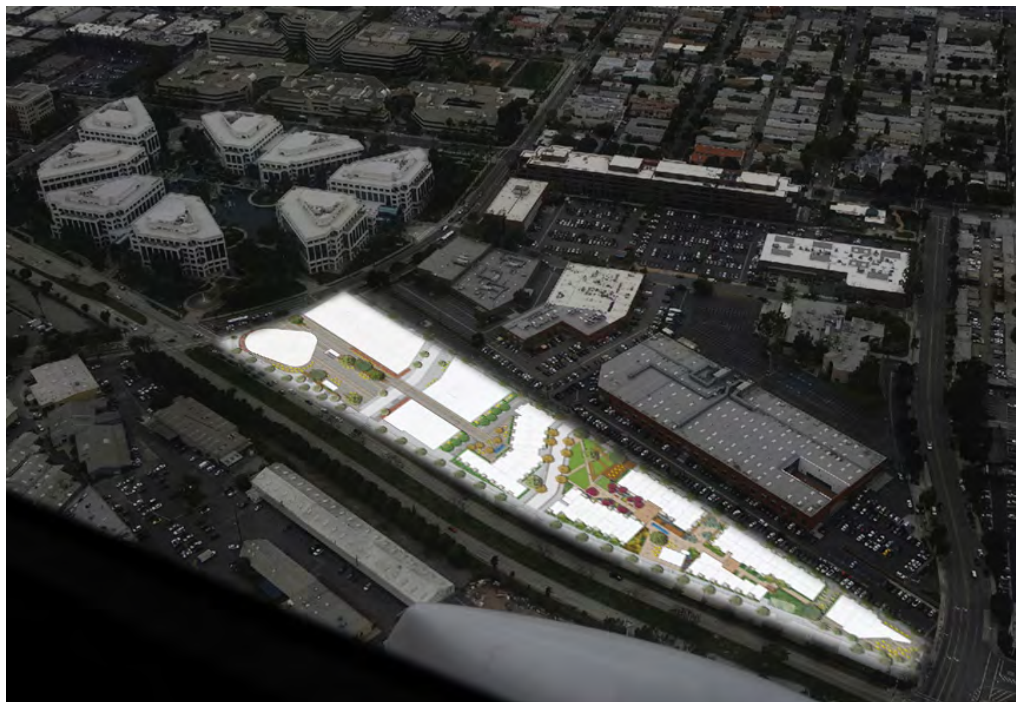
Alin Wall
Chair, Wilmont
on behalf of the Board of The Wilshire Montana Neighborhood
Coalition



Dear Friends & Neighbors,

Bergamot: Why You Should Oppose it... Traffic!

Location of the proposed Bergamot Transit Village (white) – 765,000 sq ft – 86 feet tall



Water Garden's 8 buildings at top left (pie-shaped) – 1.2 million sq ft -- 84 feet tall

Location of proposed Bergamot Transit Village Center in bottom right (white) – 765,000 sq ft – 86 feet tall

When: Tuesday, January 28, 6:30 PM -- Agenda item 7-A

Where: City Hall – Park in the Civic Center Parking Structure on 4th Street at Civic Center Drive, between Pico and Olympic.

What: The City Council will be discussing and voting on the development agreement (DA) for the **Bergamot Transit Village Center**. Also referred to as “**the old Papermate site**,” “**the Hines project**,” the proposed project will consist of at least 5 buildings, will stretch along the north side of Olympic all the way from 26th Street to 28th/Stewart (the length of 4 football fields), and will cover 7 acres (larger than the new Tongva Park in downtown).

How much more traffic? With nearly 400,000 sq ft of office space and nearly 500 apartments, the “Village” will generate **7,000 new car trips per day**.

How to communicate with the City Council before the meeting? Send email

to Council@smgov.net and Clerk@smgov.net

or mail comments to: City Clerk, 1685 Main Street, Santa Monica, CA 90401. Include “City Council 1/28/14 agenda item 7-A” to get your comments into the public record.

How to communicate with the City Council at the January 28 meeting: Fill out a speaker card and hand it to a staff member. When the mayor calls your name, you’ll get 2 minutes at the microphone. Two minutes goes quickly, so make your most important points at the beginning, before your time runs out. Remember, this City Council decision will impact Santa Monica residents for many years to come.

The Board of Santa Monica Mid City Neighbors strongly opposes the current proposal of the Bergamot Transit Village Center for the following reasons:

The project needs to be drastically reduced. It's too tall, it's too dense, there's too much office space, and the project will generate way too much traffic in an area that is already at gridlock.

7,585 new daily car trips are estimated in the EIR. This would result in **significant and unavoidable impact at 25 intersections.**

Caltrans wrote that **"the project will have significant impact on the 10 freeway."** The **LA Department of Transportation** wrote that, **"The project should remove these impacts through a scaled reduction."**

Hines' own Draft EIR states that the project is **in an area that is largely built out**, and that **nearby intersections operate at or near capacity.**

A key goal of the LUCE is to **"reduce future traffic congestion"** and **"reduce regional commercial uses."**

Is this what the LUCE meant by **"preserving residential neighborhoods"**? We think not.

For these reasons, we strongly oppose the current Bergamot Transit Village Center proposal. Only a greatly reduced project with much less office space and less traffic would be acceptable.

Sincerely,

Santa Monica Mid City Neighbors Board of Directors

PETITION INFORMATION

Mid City residents may be interested in two **petitions regarding the Bergamot Station project**, Scheduled for City Council Hearing on January 28, 2014, **and the Fairmont Miramar project**. Click here for information about the petitions: <https://www.residocracy.org>.

Sent by
Stacy Dalgleish

Director of Communications
SMMCN Board of Directors

Email: SantaMonicaMidCityNeighbors@gmail.com

Website: MidCityNeighbors.org

Pico Neighborhood Association

Board of
Directors

To: Santa Monica City Council

Oscar de la Torre

From: Pico Neighborhood Association (PNA)

Co-Chair

Date: January 27, 2014

Gina de Baca

Re: Bergamot Transit Village Center, DA 10-002, item 7A

Co-Chair

Maria Loya

The PNA **OPPOSES** the overall proposed development & the development agreement as proposed by the developer (Hines) and we feel that the developer can make significant improvements to the project & the community benefits being offered to offset the burden that the development will create for our residents, especially residents in close proximity to the development.

Vice Chair

Griselda Garces

Treasurer

The development proposed will have a major impact on Pico Neighborhood residents. The Pico Neighborhood Association (PNA) board is the elected body representing more than 12,000 residents in the Pico Neighborhood encompassed by Pico Blvd, Colorado Ave. east of 20th St., Santa Monica Blvd. west of 20th St., Centinela Ave., and Lincoln Blvd. The Pico Neighborhood is home to the City's most ethnically, generational and economically diverse area in Santa Monica.

Diane Romo

Secretary

Cris McLeod

Parliamentarian

The Pico Neighborhood has a history of being buffeted and changed by City planners and developers. Discrimination, market pressures, and city government decisions have all had a profound effect on the stability of the neighborhood. In addition to the tremendous environmental and social impact the freeway had on the Pico Neighborhood, the City continues to propose and approve development projects that set the stage for a deterioration of the quality of life for Pico Neighborhood residents. The Bergamot Transit Village Center development has not taken into account the impact of traffic, affordable housing, green space, adequate environmental review and relevant & adequate community benefits.

Catherine
Eldridge

Julian Ayala

Mary Cornejo

Kenny Conway

Christhild
Anderson

The PNA Board urges the Santa Monica City Council, **not to approve** the development project and development agreement, but rather send the proposed Hines project back to ensure that the project is reduced in size and that the community benefits offered in the DA actually benefit the community that will be most affected. We would appreciate being invited to discuss the community benefits with the staff and the developer to ensure genuine community benefits within the DA.

Berenice Onofre

The LUCE promised to maintain our City's character, protect our neighborhoods, manage our transportation system and encourage additional housing in a sustainable manner that ensures high quality of life for all Santa Monicans now and in the future. The LUCE also established minimum community standards for Developers and City officials to adhere to as development projects are presented and considered. As it stands, the burdens created by the Bergamot Transit Village development project outweighs the "community benefits" that it's proposing. In fact, considering the size of the project the proposed benefits under the Bergamot Transit Village DA are woefully inadequate. As stated in the LUCE: "Benefits that merely meet or go

slightly beyond standard requirements for all projects, such as TDM or Green Building requirements, would not qualify as community benefits. Benefits that are for the immediate neighborhood should also be considered in addition to those that apply citywide”. Yet, the developer Hines and City staff attempt to circumvent this section of the LUCE by including TDM and other EIR mitigations as community benefits. Below you will find a Community Benefits Chart that outlines the inadequate community benefits under the Bergamot Transit Village DA in relation to the LUCE.

LUCE COMMUNITY BENEFITS	Santa Monica Code/Area Plan Required or EIR Mitigation	Community Benefits Offered	Community Benefit?	Value of Community Benefits	Comments
AFFORDABLE/ WORKFORCE HOUSING	1) 5% of 498 units = 25 units/Bergamot Area plan, 2) \$2.1Million Affordable Housing Comm'l Nexus Fee	1)66 affordable units if all bldgs built with only 24 deed restricted	No	\$0	All “affordable” units are not available until bldgs. 4 & 5 are completed **
GHG & CONGESTION REDUCTION	TIF \$4.9Million, TMO, Bikeshare & Traffic signals	TIF \$4.9Million & TMO \$3Million	No	\$0	TMO, Traffic Signals & Bikeshare \$3 million is EIR mitigation
COMMUNITY PHYSICAL IMPROVEMENTS	1) Streets, sidewalks and open space per Bergamot Area Plan, 2) Parks Fee \$3Million	1) Open Space, wider sidewalks and 3 street easements, 2) \$2Million toward open space purchase/ improvements nearby	??	??	Based on the staff report, there is conflicting information on what are the actual benefits in this area ***
SOCIAL, CULTURAL & EDUCATIONAL	1) Cultural Arts Fee \$3 million, 2) Childcare Linkage Fee \$2.6 million 3) Non-binding local hiring goal of 30% of on-site jobs & 6 internships	1)\$3Million Cultural Arts Fee, 2) \$200K annually (maximum - if all 5 bldgs. constructed) "early childhood initiatives) in lieu of Child Care Linkage fee of \$2.6Million	No	0	1) Voluntary contribution to private non-profit if all 5 bldgs. constructed (no transparency or accountability) 2)There is no real commitment or guarantees to local hiring
Historic Preservation	Negotiable in Development Agreement	\$75K one time + \$5K annual (if all 5 bldgs. constructed)	No	\$0	Voluntary contribution to private non-profit (no transparency or accountability)

* HR&A, "Estimates of Economic Impacts from Construction and Annual Operation of the Bergamot Transit Village Center", 8/29/2013, pg. 2 (\$282 million (2013 \$) associated with business operations on site.

**Page 56 tries to value affordable housing in the most confusing way by assigning a value of \$2.3Million to affordable housing and then also valuing the affordable housing commercial nexus fee at \$2.1Million while on page 35 affordable housing is valued at \$9.2Million.

***Page 35 of the staff report says \$2Million to parks, yet page 56 says Parks Fee is \$3Million. It's not clear if \$2Million is in addition or instead of new Parks Fee.