

Motions adopted by Westwood South of Santa Monica Blvd. Homeowners Association (WSSM) on March 6, 2012:

Bergamot Village/Bundy Village

MOTION: WSSM requests that Councilmembers Rosendahl and Koretz collaborate with other jurisdictions to form a Regional Cumulative Transportation/Land Use Plan to identify and evaluate the cumulative impacts on traffic of large projects (including the Bergamot Transit Village and Casden 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.

MOTION: WSSM 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)

Appendix A

Whereas the Bergamot Transit Village Center is a proposed project in Santa Monica consisting of 766,694 square feet on 1.93 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,

WSSM 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 and east of 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, Pico/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.
