

Westwood South of Santa Monica Blvd
Homeowner's Association
Incorporated November 8, 1971
P. O. Box 64213
Los Angeles, CA 90064-0213

January 26, 2015

City Council President Wesson and
Honorable Members of the City Council
Los Angeles City Hall, Room 350
Los Angeles, CA 90012
VIA EMAIL: Patrice.lattimore@lacity.org

Re: 1950 Avenue of the Stars / Case No.: CPC-2013-210-SPP-SPR-MSC
CEQA Case: ENV-2004-6269-EIR-SUP1
Council File: 14-1130, 14-1130-S1

Dear President Wesson and Honorable Councilmembers:

Our organization has documented our concerns and grounds for opposing this project as presently proposed in earlier correspondence with the CPC and PLUM. We appeared at the recent PLUM Committee meeting but received no response to our request for relief from unanticipated impacts of a project-related traffic management program or to our suggestion related to the operation of a future EXPO-Century City shuttle. We bring these items to your attention at this eleventh hour in the hope that the Council will address these concerns before the project receives approval.

During the drafting of the project's Development Agreement a very worthy item was inserted into the project documents. It is the allocation of a \$ 1.7 million fund to pay for a traffic calming and mitigation program for the Beverlywood community who, like our community, bears the ever-growing burden of Century City commuter traffic seeking ways to access the 10/Santa Monica Freeway and points south. We do not challenge Beverlywood and the South Robertson adjacent communities from seeking or implementing much-needed measures to restore safety to their neighborhoods and provide a respite from the ever-growing throngs of drivers seeking to avoid congestion on major arterials nearby. What we do challenge is the fact that this mitigation package, now part of the City's Development Agreement, was not part of any project environmental impact analysis. Its impact on the WSSM community has not and cannot at this time be defined because the Beverlywood traffic mitigation program itself has not yet been defined or reviewed by the City's Department of Transportation.

Already, traffic in the Cheviot Hills community to our east had been severely restricted and "calmed" via a 96-point Neighborhood Traffic Management Program, the result of funds that were written into the approval of the Trammell Crow 2000 Avenue of the Stars project. At the time that the Trammell Crow project was approved, there were hopes that a true Century City traffic mitigation program would be pursued to reduce impacts on all nearby RESIDENTIAL streets—rather than mitigating one neighborhood at the expense of those nearby. However, that was not to be the case and instead, one area received all those funds (and more) to install mitigations including traffic signal timing changes, removal of left turn lanes, curb bump-outs, traffic islands. Others, such as the WSSM community, were left out of that plan. With the existing restrictions on Motor Avenue and nearby Cheviot streets, and with the future added

traffic calming through Beverlywood, that will leave our WSSM community as the sole community that has received no protections from the intrusive cut-through traffic that plagues our streets – particularly during peak hours when major arterials (such as Pico and Olympic Blvds.) are congested and commuters seek a “short-cut” to Overland Avenue and other entrances such as Manning Avenue to the 10 Freeway. Our signalized residential streets already carry a large number of commuter vehicles seeking to avoid major streets. That burden will be increased with the addition of this project (and with the added possibility that a new wave of Century City development looms around the corner if any others succeed in invoking a “Section 6” exception for office construction projects).

Because it is not possible to define the impacts of the Beverlywood mitigation program on our community (as it has not yet been reviewed or approved by CD5 or DOT), we seek an addition to the project’s Development Agreement and/or a privately negotiated traffic/community betterment/safety fund to respond to future undefined impacts. We have purposely avoided the pursuit of a privately negotiated agreement, believing that community betterments should be part of the public record and should be held to standards ensuring that one’s betterment does not negatively impact others (without mitigation). However, we also have come to understand that the City does not much care as to whether privately struck agreements are particularly good or harmful, so long as the parties involved appear to have resolved their dispute(s).

On related item in the project’s Development Agreement, we have brought to the attention of our Council District Office our concerns related to the operation of a proposed commuter shuttle designed to take Century City commuters to and from the EXPO Westwood Blvd. station. While we are wholly supportive of the operation of such a shuttle and proposed said service in our early project correspondence, we believe it to be an error to specifically tie the operation of said shuttle specifically to the Westwood Blvd. station. Rather, it should be left to transportation planners to determine whether the shuttle should be based at the Westwood and / or the Palms station(s) as part of the larger transportation planning process that will take place to determine bus and shuttle patterns for Century City, Westwood Village and UCLA. It is premature to establish the route of any such shuttles/transportation services until after the major bus routes are finalized, ridership levels determined, etc. The language in project documents should specify the operation of a shuttle between Century City and EXPO – not specifically tied to the Westwood Blvd. station.

We request that the Council withhold project approval until our community’s concerns have been adequately addressed. Should an extension of the deadline for project consideration be required, we request that such extension be requested of the Applicant.

Thank you for your consideration.

Sincerely,



Barbara Broide
President

cc: Paul Koretz, CD 5
Shawn Bayliss, CD 5 Planning Deputy
Chuy Orozco, CD 5 Deputy
Craig Karlan, Beverlywood Homes Assn.
John B. Murdock