

Mar Vista Community Council
Transportation and Infrastructure Committee
Chair: Albert Olson
Vice Chair: Chuck Ray
Tuesday, May 26, 7-9:30 PM
Santa Monica Bundy Campus Multi-Purpose Room #123
Agenda

- 1) Call to Order
- 2) Introductions and Public Comments on topics not on the agenda
- 3) Approval of minutes
- 4) Report on Recent MVCC Board Actions relating to T & I motions
- 5) T & I Related Committee Reports
 - LA DOT Bi-Monthly Meeting - Linda Guagliano
 - Neighborhood Traffic Management Committee - Bill Pope
- 6) Old Business (with possible motions)
 - a. Bundy Village and Medical Center Draft Environmental Impact Report (response deadline is June 15, 2009)
 - i. Presentation of Project by Development Representatives
 - ii. Presentation of traffic issues (Bill Pope)
 - ii. Discussion of MVCC response to DEIR (see Item 1)
 - iii. Discussion of additional MVCC motion to City officials (see Item 2)

Case No. ENV-2006-3125-EIR

Project website is www.bundyvillage.info

CD11 has requested a "a thorough vetting of this project by the Neighborhood Councils and their committees, the CD-11 Transportation Committee, the various residents associations, and business organizations."

PROJECT DESCRIPTION

The project proposes to construct a new mixed-use medical office park complex that will include 387,735 square ft. of medical office space, 68,817 sq. ft. of retail space, a 51,021 sq. ft. supermarket, 177 condominium units, and 208 attached senior residential units. The project site is currently occupied by the Teledyne facilities, which houses approximately 29,600 sq. ft. of office space, 42,942 sq ft. of R & D uses and 93,741 sq. ft. of manufacturing/assembly space, and two office buildings with an added total of 69,000 sq ft. in floor space. Anticipated completion is by the year 2011.

- 7) New Business
 - a. Discussion, with possible motion, of a mission statement for the Committee.
 - b. Discussion of possible procedures for establishing priorities in disbursement of MVCC funds for Community Improvement Projects
 - c. Funding Motion (Chris McKinnon):

Whereas the estimate to complete the Master Plan for Greening Venice Boulevard is approximately \$10,000,000. and whereas the quote from Los Angeles Bureau of Street Services to renovate the first median to the west of Centinela to Wade Street on Venice Boulevard is approximately \$120,000., the Mar Vista Community Council hereby transfers \$20,000. to the Bureau of Street Services to supplement the funds to be provided by the Venice Boulevard Streetscape Improvement Association and others to renovate and replant the first median to the west of Centinela to Wade Street on Venice Boulevard in a similar manner to the two pilot medians at Grand View and Venice Boulevard. This motion is contingent on meeting all D.O.N.E. guidelines and the transfer must be completed prior to end of calendar year 2009 or it will expire.

d. Funding Motion (Chris McKinnon):

Whereas the quote from Bureau of Street Services to rebuild the original deteriorated curbs in the Historic Mar Vista Oval area of Mar Vista is approximately \$1,000,000. And whereas it is a requirement that the approximately 20,000 lineal feet of curbs are rebuilt by the 296 property owners prior to the Bureau of Street Services proceeding with the rebuild of the streets which have not been resurfaced for at least 50 years, the Mar Vista Community Council hereby transfers \$10,000. to the Bureau of Street Services to supplement the funds to be provided by the property owners and others to rebuild the curbs in the Mar Vista Oval. This motion is contingent on meeting all D.O.N.E. guidelines and the transfer must be completed prior to end of calendar year 2009 or it will expire.

8. Request for new agenda items

9. Adjournment

Item 1

MVCC response to Bundy Village and Medical Center DEIR

RE: Bundy Village and Medical Center Draft Environmental Impact Report
Case No. ENV-2006-3125-EIR
State Clearinghouse Number: 2006111106

The Mar Vista Community Council has the following concerns regarding the Draft Environmental Impact Report published for the Bundy Village and Medical Center:

WATER SUPPLY

The DEIR states that "According to a Water Supply Assessment performed for the proposed project adequate water supplies would be available to meet the water demands of the proposed project. The LADWP anticipates that the projected water demands from the proposed project could be met during normal, single-dry, and multiple-dry water years, in addition to the existing and planned future demands on the LADWP. As such, no new or expanded water supplies would be necessary for the operation of the proposed project and a less-than-significant impact would occur."

The MVCC requests that this Water Supply Assessment be re-evaluated. In light of the fact that the City of Los Angeles in April of 2009 approved "shortage year rates" for all Los Angeles Department of Water and Power (LADWP) water customers effective June 1, 2009, citing reduced water supplies due to drought and regulatory restrictions, it is imperative that a new Water Supply Assessment be conducted, and that the issue of insufficient water supplies be addressed. Clearly any increase in the population density of the area will only worsen and prolong the water crisis currently facing the City of Los Angeles. **The Water Supply Assessment should examine water availability for increases in population contemplated not only by the West Los Angeles Community Plan, but all adjacent Community Plans. It should address long term regional cumulative impacts upon all residents. The MVCC recommends that no density-increasing development project be approved so long as "shortage year water rates" are in effect, and unless the City has signed contracts guaranteeing at least a twenty-year water supply for existing Los Angeles residents plus the density increase effectuated by the proposed land development project.**

TRAFFIC

The DEIR states that the project is expected to add 20,073 Daily Trips and 1879 Peak Hour Trips to Bundy Drive-Centinel Avenue and Olympic Boulevard,

1. The MVCC is concerned that this massive increase in Daily Trips on these two major roadways in West Los Angeles, and the impact this increase will have on the intersection of

Bundy Drive and Olympic Boulevard cannot help but make what is already a very badly congested traffic situation even worse.

2. The MVCC believes the traffic impacts described in the DEIR and accompanying Traffic Impact Analysis Report (Appendix H of the DEIR) are understated because LADOT's Traffic Study Policies and Procedures and the West L.A. Transportation Improvement and Mitigation Specific Plan allowed the developer to make the following invalid assumptions:
 - a. Only one-quarter of non-senior condo residents will commute during the Peak Traffic Hour. This is a CEQA violation as CEQA requires impacts to be measured under the worst conditions, which would be that all condo residents commute during the Peak Traffic Hour.
 - b. Only one in twenty residents over 62 will drive a vehicle to or from the project during the Peak Traffic Hour
 - c. Intersections will accommodate up to 75% more traffic than their physical capacity allows. (See Exhibit 1.) The over-allocations should have been spread back to prior intersections and the resulting impacts mitigated. (See Exhibit 2.)
 - d. Current congestion-constrained flows were interpreted as current Demand on an intersection or roadway. Consequently intersections and freeways were given current baseline remaining-capacity ratings that are higher than realistic.
 - e. The East Bound I-10 will accommodate the project's additional PM Peak Hour trips without impacting existing upstream traffic west of the Centinela on-ramp. (See Exhibit 3.)
 - f. The project will offset trips from Teledyne. (Teledyne was not generating traffic at this site when existing traffic conditions were measured during the Traffic Study.)
 - g. Too much credit was given for Pass-By trips. (See Exhibit 4.)

If real-world assumptions are used, the MVCC believes that Total Daily Trips will be closer to 25,607 than 20,073, and PM Peak Hour Trip will be closer to 2,740 than 1879.

Furthermore, the MVCC believes the effectiveness of proposed mitigations are overstated for the following reasons:

- a. Motorist already perform the capacity-enhancing behavior intended by the Right Turn Pocket mitigations at the intersections where such measures are proposed. Therefore no mitigation credit should be given for Right-Turn Pocket type mitigations.
- b. Although many of the other proposed mitigation may theoretically calculate out as providing a capacity increase at an individual intersection, subsequent unmitigatable downstream congestion negates the benefit. (See Exhibit 5.)

Even using the under-estimated impacts and over-stated mitigation benefits, the proposed project would:

- a. Would leave eighteen (18) intersections at Level of Service "F" after proposed mitigations, including unmitigatable impacts to the following Mar Vista community intersections:
 - Ocean Park Blvd./Gateway Blvd. and Bundy Drive (14% to 16% over capacity)
 - National Blvd. and Bundy Dr./Centinela Av (24% over capacity AM)

This is unacceptable. It also violates both the West Los Angeles Community Plan and the Palms-Mar Vista-Del Rey Community Plans, which state that Levels of Service are to be maintained at the Satisfactory Level Of Service of LOS "D" on Secondary Highways, or "E" on Major Highways and business districts. (The actual number of LOS "F" intersections will be closer to 60 as a result of the proposed and related projects. This would have been shown in the Traffic Study if the traffic that cannot be accommodated at the eighteen over-allocated intersection had been properly shown as backing to prior intersections as in the real-world. See Exhibit __.)

- b. Cause Bundy-Centinela commuters to divert to the Mar Vista residential streets of Palms Boulevard, Inglewood Boulevard and McLaughlin to reach Barrington Avenue; and divert to Palms Boulevard, Beethoven Street and Rose Avenue to reach 23rd Street as alternate routes to avoid Bundy Drive-Centinela Avenue.

3. The Traffic Impact Analysis cited in Appendix H states that LADOT discussed downscaling the project as a "possible means to reduce the traffic impacts of the project to below significant levels. However, the applicant indicated the scope of the project is required due to the sizable demand for additional medical services on the Westside of Los Angeles, particularly medical services adjacent to affordable and senior housing" The MVCC believes that even if it were a proven fact that there is a sizable demand for additional medical services on the Westside of Los Angeles (and the MVCC has seen no study showing this to be the case), this would still not justify the

negative traffic impacts that will be felt by all of the communities surrounding this development, and would not justify the negative impact on the quality-of-life of all the residents of these surrounding communities. **Therefore, the MVCC requests that the Environmental Impact Report re-address the issue of alternatives that would involve a downscaling of the project to a point that would reduce these traffic impacts to below significant levels.**

IN CONCLUSION, the MVCC recommends that the City take the following actions:

- 1. Redo the Traffic Impact Analysis using real-world assumptions for trips generated and those which can be accommodated based on the principles of sound traffic engineering.**
- 2. Require mitigation of the newly discovered impacts that will either:**
 - a. leave all project-used intersections and roadways at Community Plan specified Satisfactory Levels of Service, or**
 - b. completely accommodate all project traffic with no increase in Volume demand to Capacity (V/C) Ratios greater than 0.00, or**
 - c. downsize the project so that requirements a. or b. can be met, or**
 - d. disallow the project.**

If the above is not done, then in order to protect MVCC residential neighborhoods from the traffic impacts that will clearly occur, the MVCC must request the Bundy Village and Medical Park project developer to make a voluntary contribution to a Mar Vista Neighborhood Traffic Management Escrow Fund to be established at the Los Angeles Department of Transportation for the development and implementation of an effective “neighborhood traffic intrusion reduction program” for Mar Vista residential streets (similar to the contribution to be made by the developer for such a plan for Nebraska Avenue and Missouri Avenue). The contribution should be of sufficient amount to cover full implementation of the developed traffic management program. This program would be developed and monitored by the developer, LADOT, CD11 Councilmember, and the Mar Vista Community Council.

Item 2

Whereas the Bundy Village and Medical Center project, proposed near the northwest corner of Bundy Drive and Olympic Boulevard, is expected to add 20,073 Daily Trips and 1879 Peak Hour Trips to Bundy Drive-Centinela Avenue and Olympic Boulevard, and

Whereas the Bundy Drive-Centinela Avenue intersections at Olympic Boulevard, Pico Boulevard, I-10, and Ocean Park-Gateway Boulevards will be Significantly Impacted by this project, and

Whereas the resulting congestion on Bundy Drive-Centinela Avenue will likely cause Bundy-Centinela commuters to divert to the Mar Vista residential streets of Palms Boulevard, Inglewood Boulevard and McLaughlin to reach Barrington Avenue, and divert to Palms Boulevard, Beethoven Street and Rose Avenue to reach 23rd Street as alternate routes to avoid Bundy Drive-Centinela Avenue,

Whereas the increased traffic from the project to the I-405 freeway will significantly increase the traffic on National Blvd., a street which runs through the center of the Mar Vista Community, from Bundy Dr. to the freeway,

The Mar Vista Community Council requests the Bundy Village and Medical Center project developer to make a voluntary contribution to the Mar Vista Neighborhood Traffic Management Escrow Fund of the Los Angeles Department of Transportation for the development of a “neighborhood traffic intrusion reduction program” for Mar Vista residential streets, similar to the contribution to be made by the developer for such a plan for Nebraska Avenue and Missouri Avenue.