



Pico Neighborhood Association

Re: Comments on Bergamot Transit “Village” Transit DEIR

The jobs-housing imbalance in our city resulting from over 9,000,000 square feet of commercial development over the past 20 years has put tremendous pressure on our street network, the Los Angeles street network, and the 405 and I-10 freeways. This is a regional issue; commuters traverse this network morning and evening as they arrive to and from work from outside of Santa Monica. Many of us who live in Santa Monica are finding it difficult to drive around our own city, let alone try to attend events just a few miles away on the Westside or downtown without spending hours in traffic.

Now our City is processing six development agreements in the Bergamot Area. The six projects combined would add a total of nearly 1.2 million square feet of additional office space — equivalent to shoehorning a second Water Garden complex into the neighborhood-- and *over 13,600 new car trips per day* into the area. And the DEIR doesn't even take into account future development on the Los Angeles side of the border. The Hines project alone projects an additional 7700 vehicle trips a day. This is a huge increase our streets and freeway accesses cannot accommodate.

We oppose approving the Hines/Bergamot Transit Village Center or any other large-scale commercial projects until the Area Plan is completed and a regional plan is created for the Westside of Los Angeles and Santa Monica that demonstrates how much additional commercial development can be supported. As necessary, projects must be downsized to a level that can be accommodated by our infrastructure. Gridlock in Santa Monica on the Westside is already horrendous. It is poor planning in the extreme for our city to add to it by approving large individual, predominantly commercial projects piecemeal and without taking into account the cumulative impacts of all projects, regardless of city borders.

Our LUCE recognizes that we must coordinate our land use with the region in order to mitigate transportation impacts, and we must reduce regional commercial uses. To that end, we urge you to work with the City of Los Angeles and develop a regional plan that takes into account all of this cumulative development within and adjacent to our borders.

Thank you,
Wes Thompson
Pico Neighborhood Association
Co Chair