

Exposition Corridor Transit Neighborhood Plan

Summary of Public Comments in response to EIR Notice of Preparation (NOP)

Scoping Meeting: April 10, 2013 / Comment Period: March 14, 2013 to April 15, 2013

GENERAL COMMENTS	
All	<ul style="list-style-type: none">• Upload information boards to LATNP website• Insufficient time between the scoping meeting and the deadline for the comments.• Do station-by-station analysis in DEIR, not an overall corridor study.• Consider adequate criteria to differentiate between Transit Oriented Development (TOD) and “transit adjacent development”. Developers are taking advantage of TOD benefits without being true TODs.• Reduce project scope to be 100ft. radius from stations (not ½ mile).• Evaluate how TOD for Culver City can serve as a gateway to Los Angeles, specifically with neighboring South Robertson, Venice Boulevard heading east from the station, and the burgeoning Arts corridor on La Cienega south of Venice.

OPEN SPACE	
All	<ul style="list-style-type: none">• Need more open space/parks near stations
Westwood	<ul style="list-style-type: none">• Implement the proposed parkland between Westwood and Overland Ave. to help mitigate the shortage of open space in this area.• Provide more open space to offset loss of Sara Berman Greenway trees within Metro right-of-way.• Ensure new open space is fully open to the public and continuous in design.• What is City’s plan for existing easement behind homes on Ashby and Richland Ave., which is currently overgrown and not accessible?

VEHICULAR CIRCULATION AND TRAFFIC	
All	<ul style="list-style-type: none">• Study the following impacts: loss of bus along corridor, regional traffic impacts beyond station radius, and removal of peak hour parking.• Assess the number and distribution of households with and without an automobile• Increased density of residential/commercial areas will increase traffic congestion. The increased auto traffic from more workers/residents will not be reduced by those using the Expo Line instead of cars.• Traffic in residential areas is unsafe because people use side streets to avoid traffic on major roads.• Keep the existing travel lanes; do not disrupt the existing travel patterns.• Assess whether existing travel demand or transportation network supply could be better managed to limit the need for expansion of streets, roads, and highways.• Project future traffic volumes for all modes on existing and planned streets, roads, and highways by accounting for the effects of changes in the following built environment characteristics: density and diversity of land uses; design of road network; destinations; distance to transit; demographics; development scale; and demand management (i.e. pricing, etc.)• Identify physical barriers and other constraints that prevent or inhibit access for all modes.

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VEHICULAR CIRCULATION AND TRAFFIC, cont.	
All	<ul style="list-style-type: none"> Review traffic impacts of projects proposed within the area, i.e. Casden Analyze the potential effects of alternative plan proposals on multi-modal levels of service and on residential land uses. Assess the adequacy of existing pedestrian routes to determine if all routes meet Americans with Disabilities Act (ADA) Accessibility Guidelines and applicable ADA Transition Plans.
Bundy	<ul style="list-style-type: none"> Consider solutions that require no additional lights or stop signs on major streets. Show alternatives that include easy pedestrian and bicycle access from surrounding areas to get to and from the station. Incorporate ways to get pedestrians across major intersections such as Bundy/Olympic without blocking vehicular traffic, i.e. overpasses/underpasses. Santa Monica Community College/student housing will increase traffic congestion. Do not consider plans for development if their impact cannot be fully mitigated with respect to traffic congestion and air pollution. Rezoning of single family housing to multi-family or mixed-use can potentially undermine traffic reduction, even if a significant number of residents use public transit. In the traffic analysis, use an approach that reflects the performance of the roadway for all users, not just vehicles. Increasing density may be appropriate for some Expo Line stops, but within ½ mile from the Bundy stop are many major intersections that already operate at a Level of Service D or F during peak hours. This includes Bundy/Olympic, Bundy/Pico, the Bundy entrance to the I-10 freeway, Barrington/Pico, and Barrington/Olympic. If the edges of the study area show impacted intersections, the study area must be expanded until no significant impacts are shown on the borders of the study area. Study traffic impacts beyond ½ mile from the stations, i.e. out to Santa Monica Blvd, Sunset, Wilshire, and San Vicente.
Sepulveda	<ul style="list-style-type: none"> There is gridlocked traffic surrounding Pico and Sepulveda
Westwood	<ul style="list-style-type: none"> Study traffic congestion at Ashby/Westwood signal

BICYCLE AND PEDESTRIAN CIRCULATION	
All	<ul style="list-style-type: none"> Map patterns of movement and injuries for seniors and people with disabilities. Encourage biking and walking with protected bike lanes, sidewalk improvements, wayfinding kiosks, improved lighting, and safer intersection crossings. Need bike lanes to connect to surrounding bike paths. New development should be pedestrian-oriented and provide safe, convenient bike parking. Loss of traffic lanes due to implementation of Bike Plan will create congestion and cut-through traffic in adjacent residential areas. Will City's Bike Plan be implemented incrementally through conditions of approval or required community benefits for development projects? Address smaller parking stall size and vehicular turning radii. Acknowledge needs of people who are unable to bike.

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BICYCLE AND PEDESTRIAN CIRCULATION, cont.	
Bundy	<ul style="list-style-type: none"> • New development should be pedestrian-oriented and provide safe and convenient bicycle parking. • Need bulb outs, colored crosswalks and bike lanes on Bundy (not Barrington). • Enhance crosswalks and reduce crossing distances whenever possible at the intersections leading to the stations, especially the following: • Bundy Dr/Olympic Blvd, Bundy Dr/Pico Blvd, Barrington Ave/Olympic Blvd, Barrington Ave/Pico Blvd.
Sepulveda	<ul style="list-style-type: none"> • Construct protected bike lanes on Sepulveda south of Pico that separate motorists from bicyclists. • Consider DASH-type shuttles to service Sepulveda Blvd. to Santa Monica Blvd. • Topography on Sepulveda does not allow for an enjoyable biking or walking experience.
Westwood	<ul style="list-style-type: none"> • Repair/replace damaged sidewalks and consider streetscape improvements along Westwood Blvd. (especially south of Ayres) • Improve pedestrian/bicyclist mobility and accessibility between north and south Exposition Blvd between Military and Sepulveda. • Design a safer pedestrian crossing where the rail line crosses Westwood Blvd. that minimizes pedestrian/bicyclist interaction with motorists and the train.
Palms	<ul style="list-style-type: none"> • Develop pedestrian corridor along Motor and National
Culver City	<ul style="list-style-type: none"> • Improve traffic flow and bike-friendliness of Robertson Blvd. • National Blvd. between Venice Blvd. and Robertson Blvd.: Consider wider sidewalks, landscaping and other buffers to vehicular traffic lanes; good lighting; trash receptacles that are regularly serviced; elimination of parking under the 10 Freeway; reduction of the vehicular lane on the north side of National; as well as benches and signage. • Connect the two Pedestrian Priority Street segments of National and South Robertson outlined in figure 4-3 of the West Adams-Baldwin Hills-Leimert Community Plan into one cohesive Pedestrian Priority Street segment which connect at National and Robertson. • The existing roadway on South Robertson cannot support the current load of cars and is further aggravated by the presence of Hamilton High School at the gateway to the freeway-effectively blocking traffic flow to the freeway at peak times twice a day. • Rethink Robertson to have two lanes of traffic in each direction, a center turn lane between them and a bike lane in each direction. Accommodate lost street parking by building a Park-Once parking structure(s) to service the commercial parking requirements. This parking solution is highly desired by local residents who have long waited for the transformation of the depressed commercial corridor that serves their homes.

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STREETSCAPE ELEMENTS	
All	<ul style="list-style-type: none"> Accommodate layover and parking spaces for the Big Blue Bus in the streetscape plan. Consider exclusive use of California native plants and trees. Fix unsafe sidewalks and fill potholes.
Westwood	<ul style="list-style-type: none"> Install wayfinding kiosk(s) that include links to Pico and Westwood businesses, so commuters and residents can find their way by foot and bike.
Palms	<ul style="list-style-type: none"> Improve streetscape on National Blvd. between Venice and Robertson (link to “village” on Robertson Blvd.) Budding nightlife at Motor/National could serve the Expo Line ridership. Include incentives to develop a vibrant pedestrian corridor that is well-lit and connects the Palms Station with Motor Ave. and National Blvd.
Culver City	<ul style="list-style-type: none"> Consider formation of Community Facilities District to pay for improvements

TRANSIT	
All	<ul style="list-style-type: none"> Assess the adequacy of existing transit services and the need for expansion and improvements. Bus stations need roofs to protect from weather. There has been misuse of funds for rail v. buses. Do not support “bus/bike only” lanes and “bus only” lanes. Make an inventory of the existing and future needs served by paratransit. Identify and analyze all users of the transportation network such as: bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.
Sepulveda	<ul style="list-style-type: none"> Sepulveda/Exposition should have a public plaza (i.e. Bergamot Station in Santa Monica); consider a bus pull-in/ transit center at NW corner of Exposition and Sepulveda.
Westwood	<ul style="list-style-type: none"> Need more buses to connect the Expo stations to destinations in West LA and the Valley.
Palms	<ul style="list-style-type: none"> Will there be additional bus services near Palms station?

NOISE	
Westwood & Sepulveda	<ul style="list-style-type: none"> Westwood and Sepulveda stations areas are under the flight path for Santa Monica Airport which creates large impacts, the accumulation of which could violate human health guidelines set forth in EPA and OSHA The City should focus its efforts on increasing parking and reducing noise at the Sepulveda station, where parking is predicted to be limited and the combined noise effects of the LRT and 405 freeway will be increased.

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PARKING	
All	<ul style="list-style-type: none"> • Inadequate parking provided at Expo stations • Consider reduced parking for residential and commercial office, unbundled parking for residents, no free parking for office and commercial • Parking for strip malls/commercial should always be located behind buildings • Consider parking permits for multi-family residential areas • Parking regulations need to be flexible, i.e. should not be tied to number of dwelling units. Smaller units should have less required parking, which would facilitate development of more variety of unit sizes.
Bundy	<ul style="list-style-type: none"> • If parking for new development is provided, consider consolidating parking and encourage users to park once.
Palms	<ul style="list-style-type: none"> • Investigate and pursue incentives to develop devoted Expo Line rider parking as part of a redevelopment plan for the shopping center at 9860 National Blvd (anchored by Vons). • Palms station needs parking options. • Spillover parking is taking residential parking.
Culver City	<ul style="list-style-type: none"> • New projects should have required parking so that people do not try to park on residential roads; there is already a problem finding parking in Culver City. • Increase parking supply on National Blvd. between Venice and Robertson

LAND USE / COMMUNITY BENEFITS	
All	<ul style="list-style-type: none"> • Any zoning change should be in compliance with West LA Community Plan; goal in the WLA area is to preserve industrial, light industrial and manufacturing zoned land. • Keep the industrial zoning along the Expo line, but require rear setbacks. • Industrial land is expensive and is hard to entice development (taller buildings, 55'+). • Demand public benefits for upzones – i.e. open public plaza, sports field, park, dog park. • Concern about plan driving small businesses out and rendering low-density community properties as obsolete, thus paving way for accelerated increased growth and density. • Consider a potential location for senior center because of the number of seniors and senior housing in the area. • Consider more meaningful benefits that will bring great added value to Expo Line. • Require upper level step backs between commercial and office and high density and lower R1, R2 zones. • Consider Effect on the local economy including small business and goods movement. • Mixed use projects are a huge advantage for neighborhoods. • Land and zoning changes should not occur outside main thoroughfares such as Wilshire, Santa Monica, Pico, and Sawtelle. Changes should include community agreement. • Increase retail, commercial and residential densities within walking distance to stations. • Encourage organic retail development (small/medium projects).

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LAND USE / COMMUNITY BENEFITS, cont.	
Bundy	<ul style="list-style-type: none"> • Reconsider Martin Cadillac redevelopment project next to the Bundy/Olympic Expo Line station (replacing a 100,000 sq. ft. into an 807,000 sq. ft. residential and commercial project). • Bigger office development okay on Exposition Blvd. • The parcels immediately north of Expo, Olympic and Mississippi are ok for bigger office /commercial. R1 close to La Grange Ave should be maintained. • Parcels south of Exposition Blvd. (half a block parallel to the Expo line; separated by an alley) are ok for bigger offices. Keep the R1 zone between the other half of the block and Pico Blvd. • The parcels fronting Pico Blvd. (north side) are ok for bigger development with rear step backs • Increase residential, commercial and retail densities within walking distance of the Bundy Station, and gradually relocate industrial uses near this station to other more appropriate locations in the city • The study must include alternatives with no commercial office space and alternatives that keep any buildings to a scale in harmony with the rest of the neighborhood • The study should not include any retail area that could be dedicated to a “destination” grocery store such as a Ralphs, Pavilions, Whole Foods, or Trader Joes, or any “big box” retail such as Target or Costco • No alternatives should merely reduce all components of project pro rata. Alternatives should study the reduction of most intensive uses in a greater percentage than less intensive uses. • No alternatives should be limited by developer's profit objectives for project. Otherwise there would never be a true required downsize alternative.
Sepulveda	<ul style="list-style-type: none"> • Mixed use with commercial around it could be appropriate for Sepulveda Station. • Assess the impact of proposed Casden project on the rest of the 405-adjacent industrial zoned land.
Westwood	<ul style="list-style-type: none"> • Preserve existing single-family neighborhoods (Westwood & Palms) • High density buildings next to low-density housing will have negative impact on existing homes, mobility, and schools.
Palms	<ul style="list-style-type: none"> • Consider affordable housing that preserves the current demographic (income and ethnicity) of the Palms area.

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Culver City	<ul style="list-style-type: none">• Consider consistency with the following two developments adjacent to Culver City Station; both did MND and traffic studies:<ul style="list-style-type: none">○ Legado Crossings (mixed use) - 115 dwelling units, 31,000 sf. retail/restaurant and 7,000 sf. public open space.○ Platform- mix of 5 independent buildings- some renovation in retail/restaurant, office space and two parking structures.• On the portion of South Robertson that runs south of Cattaraugus (excluding Hamilton High School), there is an opportunity for high density residential over neighborhood-oriented commercial exceeding the current 3-story limit. This area is currently designated as RD2-1. With its direct access to major transportation including the freeways and Expo Line, as well as close proximity to Hamilton High School, this could be an ideal location for high density mixed use that could connect the Robertson corridor with the TOD area surrounding the Expo Metro.• Coordinate with Culver City staff regarding adjacent zoning. Land use section of EIR should address Culver City land use designations and zoning, 56' height limit, design, aesthetics, streetscape, open space (active and passive), allowed uses, etc.• Add uses to M2 zoned property to encourage and facilitate intensification of the zone while still being compatible with commercial uses.• Add CM as a conforming zone to the M2 zone.• Create transitions to M2 zone by rezoning corners to RAS4 then transition to CM then to M2.• Make bungalows around Helms Place (north of 10W off ramp at Robertson, close to freeway) mixed-use residential.• National Blvd. between Venice and Robertson: rezone from industrial to mixed use commercial/residential.