

The West of Westwood HOA hereby moves:

- 1- That the Olympic West Pico East Plan as proposed is unacceptable and not fully studied.
- 2- That the City provides a written rationale for not performing a full environmental review.
- 3- That the City not implement the Olympic West Pico East Plan unless and until the City of Beverly Hills agrees to participate in the plan in its entirety.
4. That the City complete a full and proper study which includes but is not limited to the issues raised in the attached questions and that the City provide written answers to the attached questions.
5. That the plan not include any reliance on the removal or modification of preferential parking in those communities that abut Pico and Olympic.

Questions:

Olympic/Pico Questions

1. N/S routes will be more crowded as they handle the "crossover" traffic as described by DOT. This will have a serious impact on N/S street businesses. Odd circular traffic flow and increased local trip length/circuitous routes will decrease convenience for people trying to get to local businesses. It is also important to remember that trying to keep EXISTING customers is one thing. If a business is not easy to get to then NEW customers will not come in. That will kill a business just the same, just more slowly.

*Question: What is the queue space on each N/S crossover street?*

*Question: What is the projected increase in N/S crossover traffic for each N/S street?*

*Question: What are the queue capacities for each turn onto a crossover street and the projected increase in queue requirements to handle crossover traffic?*

*Question: Absent the removal of parking along N/S crossover streets, how will queue capacity be increased?*

*Question: What parking restrictions are being considered for the crossover streets, if any?*

*Question: What preferential parking changes will be/may be required if on-street parking on Pico, Olympic or the N/S crossover streets is removed or restricted?*

2. Local traffic problems still remain unaddressed. Example: If left turns from WB Olympic to SB Overland are metered, drivers will cut through neighborhood streets. DOT has said they will respond by eliminating left turns onto impacted residential streets.

*Question: If DOT does so, how will residents get home if all turns are either restricted or metered? Will they be faced with the choice of cut-through traffic or access to their homes?*

- 3 DOT has represented that the plan will result in a 6 minute trip time reduction.

*Question: What specific trip is being referred to that will experience a 6 minute trip time reduction?*

*Question: How many LOCAL residents make that trip?*

*Question: What community/constituency will be the prime beneficiaries of the plan?*

*Question: Has there been any study of LOCAL trip length in both time and distance?*

4. A December 10, 2007 Los Angeles Times story discussed the impact of being in proximity to a freeway OR major roadway on children. The story stated:  
"EVERYONE is familiar with the gray-brown haze that often blankets Los Angeles, and the fact that the city consistently ranks as one of the most

But what many may forget is that the dismal reports of L.A.'s air pollution only capture the *average* amounts of toxins in the air, and that some places within the urban sprawl are far dirtier than others.

Jean Opital, an officer for the South Coast Air Quality Management District who evaluates studies on the health effects of air pollution, says that pollution concentrations are highest in the first 150 meters of a large road but then start to drop off."

*Question: Given the clear impacts of proximity to major roads, and the clear desire to make Pico and Olympic carry more traffic past schools and neighborhoods, what study has been done to evaluate the environmental impacts of decreased air quality?*

5. CEQA does not provide for categorical exemptions to projects which will have an impact on the environment. CEQA also does not permit segmentation of a plan into separate phases for review where each phase may not have an impact but the aggregate will. City officials have been exceptionally clear that the Pico/Olympic project is a three phase project. Traffic is likely to increase by more than 10% on various streets, parking will be impacted and increased traffic flow will impact air quality. For reference, this is the exception language from CEQA:

15300.2. Exceptions

- a. Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b. Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c. Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

*Question: Why, specifically, does the City believe no EIR is required when significant impact and cumulative impacts are so clearly not only possible but likely?*

*Question: Do any documents exist that describe the city's position on environmental review for this project? If such documents exist, please provide them.*

6. LADOT had previously granted capacity increases of 4% for ATSAC use and an additional 3% for ATCS use. There is no data to allow for those capacity increases to be continued, especially as north/south crossover routes will necessarily be LESS efficient as the east/west routes are forced into being MORE efficient. Further, DOT has publicly stated that outcomes are unknown and no other City has attempted this solution.

*Question: Will DOT remove the ATCS/ATSAC 7% capacity increase allowance as neither will be in operation?*

*Question: What will the impact be on the crossover streets once increased crossover traffic results in ATCS biasing upstream/downstream intersections to handle the increased traffic?*

7. All EIRs in the "pipeline" must be revisited to reflect the changed traffic patterns and the loss of the ATCS capacity increase percentage. Developers must also not be allowed to take credit for theoretical capacity increases that MAY be generated by the plan. Note that the plan states in several places that the benefits and possible unexpected consequences are unknown.

*impact of the plan?*

8. On June 13, 2007, Jack Weiss held a "task force" meeting on the Pico/Olympic concept. The constituents present were promised further input before the plan would move forward. Councilman Weiss stated:

*"I think its proper and appropriate to give DOT a chance to put it on paper. And then let's get responses [from the community] on paper. That's the most appropriate way to do it."*

*Question: Why was the plan announced as a done deal without vetting with any community groups that would be affected?*

*Question: Will the community receive its answers prior to implementation?*

*Question: Given that the Mayor has already announced that Pico/Olympic will serve as a model for other corridors, how do you answer critics that say that the plan is a "done deal."*

9. As we all know a community is made of residents and businesses. The Mayor has announced he will provide outreach to businesses to help them find "creative" solutions to their parking and access issues.

*Question: Will the businesses receive this outreach and the City resolve their issues before implementation of any aspect of the plan?*

10. Cut through traffic is a major concern. DOT has promised to give a "high priority" for traffic mitigations to streets who suffer impacts from the plan.

*Question: How will DOT determine who is in need of these mitigations without a car count prior to implementation?*

*Question: How does a street challenge a ruling if DOT determines mitigations are unnecessary?*

*Question: Given the City's budget situation, where will the funds for these mitigations come from? Will there be a special fund set aside as it was for Santa Monica Boulevard?*

*Question: Given the size of the impact area, what amount should be set aside for mitigations?*

11. The impact on local freeways is unknown as is the impact on possible light rail and the ability of potential commuters to reach that light rail.

*Question: Has the impact on access to local freeways been analyzed?*

*Question: DOT has stated at several meetings that they have not reviewed the impact of the plan on the proposed Expo light rail. Has this been studied? Has access to potential stations been reviewed?*

12. John Fisher has stated at many town hall and task force meetings that if the plan does not work it will be discontinued and reversed.

*Question: On what basis does the plan meet a success or failure mark? Is there a time frame?*

*Question: If the plan moves cars through the area but to the detriment of local businesses and residents, would the plan be considered a failure?*

*Question: Will the residents and businesses affected have an equal vote with DOT in making this determination? Will that be in writing?*