

CITY OF LOS ANGELES  
CALIFORNIA

DEPARTMENT OF  
CITY PLANNING  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801

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August 8, 2005

NOTICE OF PREPARATION  
ENVIRONMENTAL IMPACT REPORT

**EAF NO.:** ENV-2005-4496-EIR

**PROJECT NAME:** St. Regis Redevelopment Project

**PROJECT LOCATION/ADDRESS:** 2055 Avenue of the Stars (Avenue of the Stars and Olympic Boulevard)

**COMMUNITY PLANNING AREA:** West Los Angeles

**COUNCIL DISTRICT:** 5, Jack Weiss

**DUE DATE FOR PUBLIC COMMENTS:** September 7, 2005

The City of Los Angeles, Department of City Planning, will be the Lead Agency and will require the preparation of an environmental impact report ("EIR") for the project identified herein (the "Project"). The Department of City Planning requests your comments as to the scope and content of the EIR.

The Project Description, location, and the potential environmental effects are set forth below. The environmental file is available for review at the Department of City Planning, 200 North Spring Street, Room 750, Los Angeles, CA 90012.

**PROJECT DESCRIPTION:**

Vesting Tentative Tract Map, Specific Plan Project Permit, Site Plan Review Findings, Conditional Use Permits (sale or dispensation of alcoholic beverages and use of a cellular tower), Parking Variance (offsite parking), and other applicable administrative permits such as haul route, grading, and building permits to allow the construction of a 147-unit condominium building with associated amenities on a 3.8-acre site in the C2-2-O zone. The Project Site is currently developed with the former St. Regis Hotel. The Project would be developed in one high-rise structure. The Project would include approximately 576,000 square feet of Floor Area, and would be approximately 480 feet in height. The Project would include approximately two acres of landscaped open space. The Project would include various luxury resident amenities in addition to a 7,000-square-foot restaurant and either (a) 27,000 square feet of resident-focused specialty uses, such as but not limited to, a shoe repair, salon, art gallery, and sundries shop or (b) a 43,000-square-foot private membership facilities that would only be accessible to residents and a limited number of outside memberships. Parking for all users would be primarily provided by valet. Onsite



residential parking would be provided on several subterranean levels with a minimum of two parking spaces for each condominium unit and one guest parking space for every two condominium units. Ancillary parking would be provided for the non-residential uses at an offsite parking structure, which includes approximately 3,000 parking spaces. At a minimum, all City Code required parking spaces for the restaurant and other non-residential amenities would be available in the offsite parking structure.

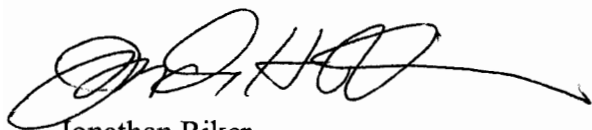
**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Aesthetics, Air Quality, Biological Resources (Trees), Cultural Resources (Paleontology), Energy Conservation, Geology and Soils, Hazards and Hazardous Materials, Land Use Planning, Mineral Resources, Noise, Population and Housing, Public Services, Transportation/Traffic and Parking, and Utilities and Service Systems.

The project description reflects the scope of the proposed project which is located in an area of interest to you and/or the organization/agency you represent. An Environmental Impact Report (EIR) will be prepared and submitted to the Department of City Planning. The Environmental Review Section welcomes all comments regarding environmental impacts of the proposed project. **Written comments** must be submitted to this office by **September 7, 2005.**

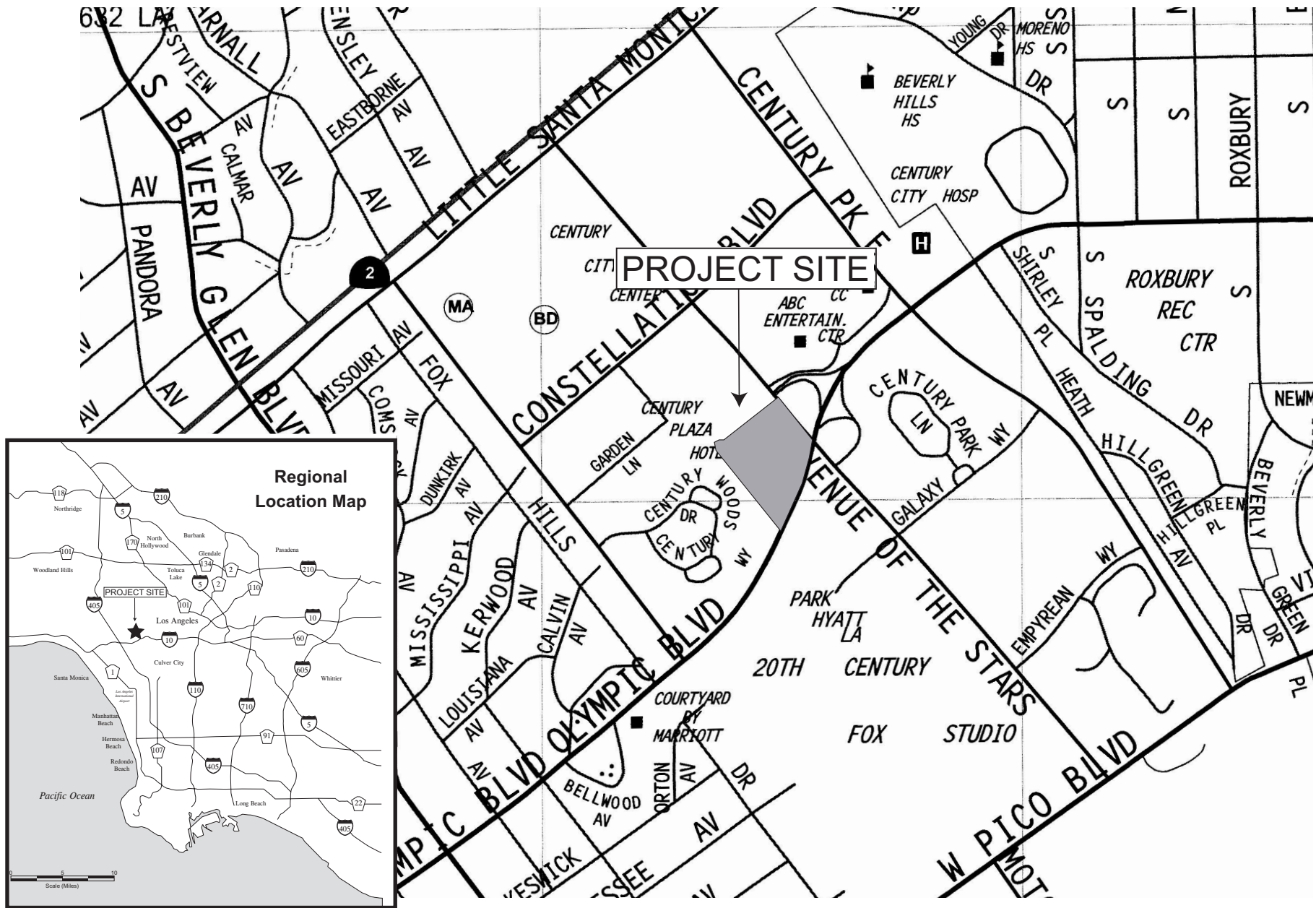
Please direct your comments to:

Jonathan Riker  
Department of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

Con Howe  
Director of Planning

A handwritten signature in black ink, appearing to read 'Jonathan Riker', with a long horizontal flourish extending to the right.

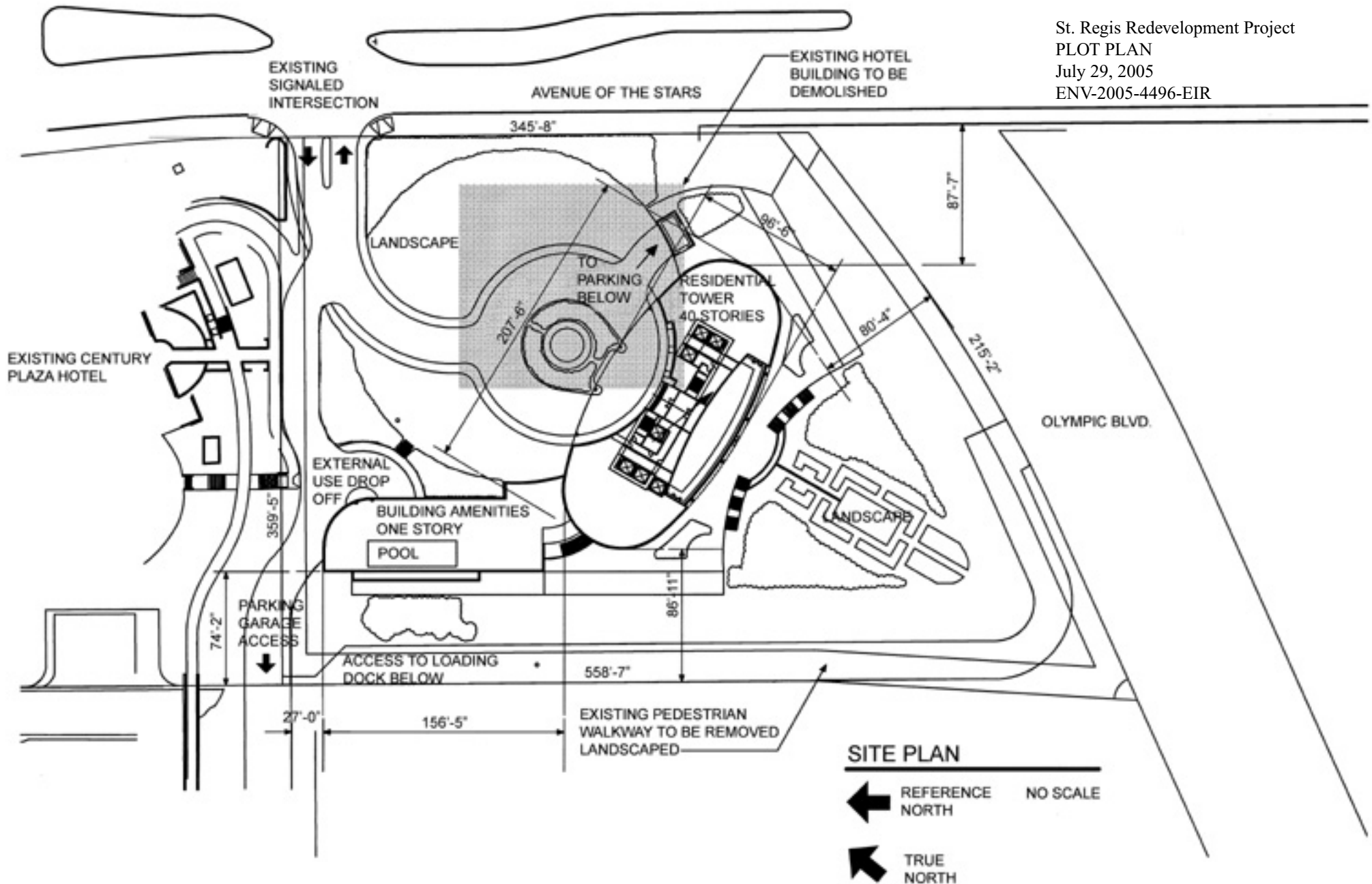
Jonathan Riker  
Environmental Review Coordinator

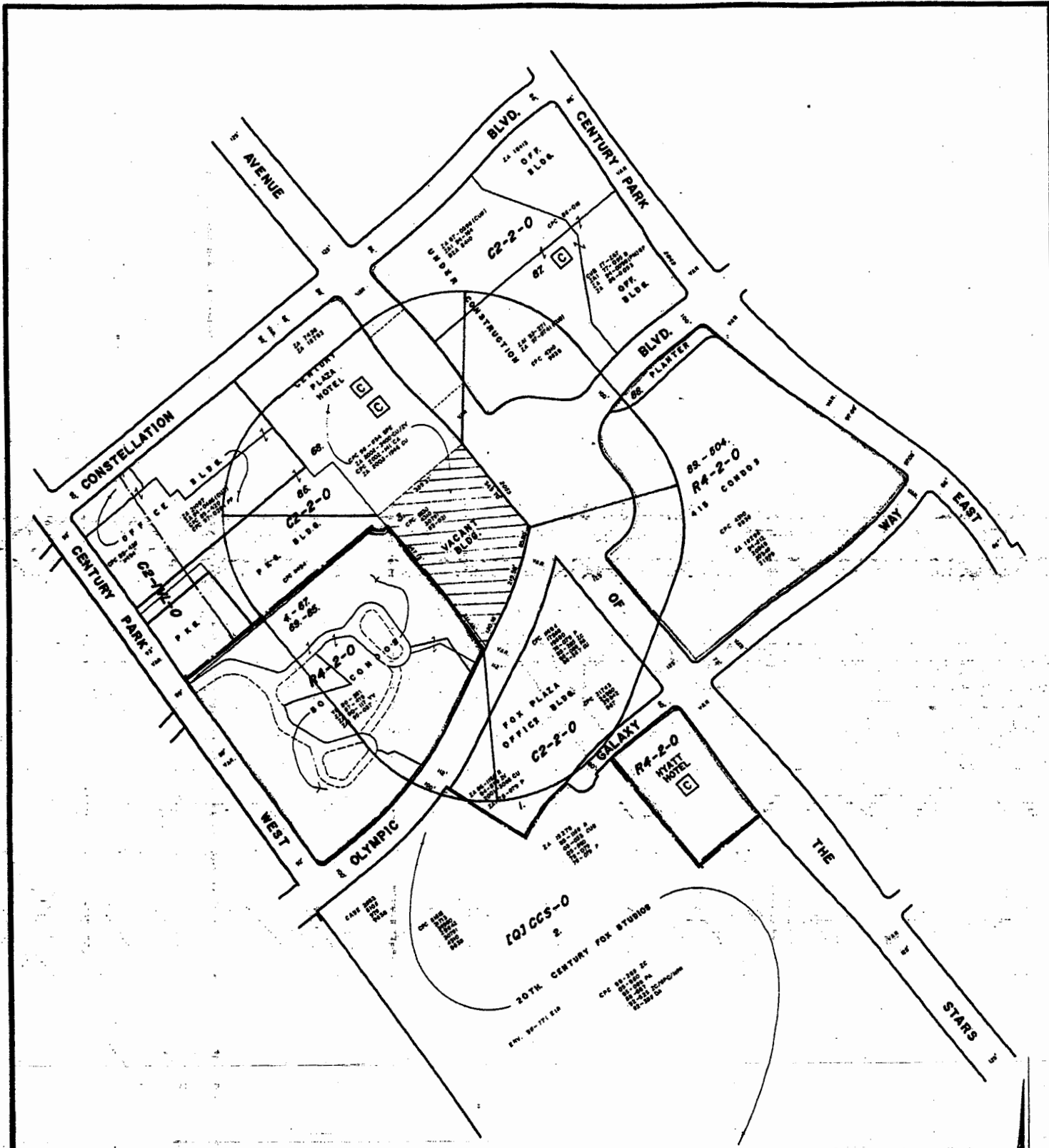


Source: Thomas Guide Digital Edition, 2003/4; and Christopher A. Joseph & Associates, April 2005.



St. Regis Redevelopment Project  
PLOT PLAN  
July 29, 2005  
ENV-2005-4496-EIR





LEGAL: POR. OF LOT A, P.M. NO 1495 (P.M. 29-23)  
 "SEE APPLICATION"

C.D. 5  
 C.T. 2671  
 P.A. WEST LOS ANGELES

**ENVIRONMENTAL NOTICE OF PREPARATION (NOP)**

**GC MAPPING SERVICE**

711 MISSION STREET, SUITE D  
 SOUTH PASADENA, CA. 91030  
 (626) 441-1080

CASE NO.  
 DATE: 08-01-05  
 SCALE: 1" = 200'  
 USES FIELD  
 D.M. 132 B 161  
 129 B 151  
 T.B. PAGE: 632 GRID: E-3

3.80 NET AC.

# CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK  
ROOM 615, CITY HALL  
LOS ANGELES, CALIFORNIA 90012

## CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST

<b>LEAD CITY AGENCY</b> <i>City of Los Angeles Department of City Planning</i>	<b>COUNCIL DISTRICT</b> 5	<b>DATE</b> <i>August 3, 2005</i>
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**RESPONSIBLE AGENCIES**

<b>PROJECT TITLE/NO.</b> <i>St. Regis Redevelopment Project</i>	<b>CASE NO.</b> <i>ENV-2005-4496-EIR</i>
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<b>PREVIOUS ACTIONS CASE NO.</b>	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.
----------------------------------	--

**PROJECT DESCRIPTION:**

*Vesting Tentative Tract Map, Specific Plan Project Permit, Site Plan Review Findings, Conditional Use Permits (sale or dispensation of alcoholic beverages and use of a cellular tower), Parking Variance (offsite parking), and other applicable administrative permits such as haul route, grading, and building permits to allow the construction of a 147-unit condominium building with associated amenities on a 3.8-acre site in the C2-2-O zone. The Project Site is currently developed with the former St. Regis Hotel. The Project would be developed in one high-rise structure. The Project would include approximately 576,000 square feet of Floor Area, and would be approximately 480 feet in height. The Project would include approximately two acres of landscaped open space. The Project would include various luxury resident amenities in addition to a 7,000-square-foot restaurant and either (a) 27,000 square feet of resident-focused specialty uses, such as but not limited to, a shoe repair, salon, art gallery, and sundries shop or (b) a 43,000-square-foot private membership facilities that would only be accessible to residents and a limited number of outside memberships. Parking for all users would be primarily provided by valet. Onsite residential parking would be provided on several subterranean levels with a minimum of two parking spaces for each condominium unit and one guest parking space for every two condominium units. Ancillary parking would be provided for the non-residential uses at an offsite parking structure, which includes approximately 3,000 parking spaces. At a minimum, all City Code required parking spaces for the restaurant and other non-residential amenities would be available in the offsite parking structure.*

**ENVIRONMENTAL SETTING:**

*The 3.8-acre project site is located at the northwest corner of Olympic Boulevard and Avenue of the Stars in the Century City Community of the City of Los Angeles. The project site is generally bounded by Olympic Boulevard to the south, Avenue of the Stars to the east, Century Plaza Hotel to the north, and multi-family residences to the west. The project site is currently occupied by a 32-story hotel, associated ancillary facilities, and landscaping.*

*The project site and surrounding area are characterized by high-rise buildings mostly consisting of hotel, office, and multi-family residential land uses. The Westin Century Plaza Hotel is located to the north of the project site, fronting Avenue of the Stars. South of the project site, and south of Olympic Boulevard and west of Avenue of the Stars, 20th Century Fox Studios extends towards Pico Boulevard. As part of the studios, the 34-story Fox Plaza building dominates the southwest corner of Olympic Boulevard and Avenue of the Stars. A five- to six-story condominium complex is at the southeast corner of Olympic Boulevard and Avenue of the Stars. A two- to three-story multi-family condominium complex abuts the project site to the west. A 15-story office building, cultural facility, retail, and plaza are currently being constructed on the east side of Avenue of the Stars directly across from the project site.*

**PROJECT LOCATION**

*2055 Avenue of the Stars (Avenue of the Stars and Olympic Boulevard)*

**PLANNING DISTRICT**

*West Los Angeles*

**STATUS:**

**PRELIMINARY**

**PROPOSED**

**ADOPTED**

\_\_\_\_\_ date

<b>EXISTING ZONING</b>  <i>C2-2-O</i>	<b>MAX. DENSITY ZONING</b>  	<input type="checkbox"/> <b>DOES CONFORM TO PLAN</b>  <i>Yes</i>
<b>PLANNED LAND USE &amp; ZONE</b>  <i>C2-2-O</i>	<b>MAX. DENSITY PLAN</b>  	<input type="checkbox"/> <b>DOES NOT CONFORM TO PLAN</b>
<b>SURROUNDING LAND USES</b>  <i>Commercial, Residential</i>	<b>PROJECT DENSITY</b>  	<input type="checkbox"/> <b>NO DISTRICT PLAN</b>



**DETERMINATION (To be completed by Lead Agency)**

**On the basis of this initial evaluation:**

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
TITLE

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.



- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - 1) Earlier Analysis Used. Identify and state where they are available for review.
  - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - 3) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
  - 1) The significance criteria or threshold, if any, used to evaluate each question; and
  - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

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**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics             | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Biological Resources   | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems          |
| <input type="checkbox"/> Cultural Resources     | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils          | <input type="checkbox"/> Population/Housing            |   |

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**INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)**

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**BACKGROUND****PROPONENT NAME**

*Christopher A. Joseph (Representative)*  
*Christopher A. Joseph and Associates*

**PHONE NUMBER**

*(310) 473-1600*

**PROPONENT ADDRESS**

*11849 W. Olympic Blvd.*  
*Suite 101*  
*Los Angeles, California 90064*

**AGENCY REQUIRING CHECKLIST**

*City of Los Angeles, Department of City Planning*

**DATE SUBMITTED**

*August 3, 2005*

**PROPOSAL NAME (If Applicable)**

*St. Regis Redevelopment Project*

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**ENVIRONMENTAL IMPACTS**

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURAL RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY.</b> The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
federal or state ambient air quality standard?				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**VI. GEOLOGY AND SOILS.** Would the project:

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. HAZARDS AND HAZARDOUS MATERIALS.**

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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quarter mile of an existing or proposed school?

- |    |   |                          |                          |                                     |                                     |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d. | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f. | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h. | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**VIII. HYDROLOGY AND WATER QUALITY.** Would the proposal result in:

- |    |   |                          |                          |                                     |                                     |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. | Violate any water quality standards or waste discharge requirements?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. | Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e. | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
polluted runoff?				
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. MINERAL RESOURCES.</b> Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XI. NOISE.</b> Would the project:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
project?				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. POPULATION AND HOUSING.</b> Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services (including roads)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIV. RECREATION.**

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**XV. TRANSPORTATION/CIRCULATION.** Would the project:

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?
- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e. Result in inadequate emergency access?
- f. Result in inadequate parking capacity?
- g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

**XVI. UTILITIES.** Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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environmental effects?

- d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?
- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE.**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).
- c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

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**DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

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<b>PREPARED BY</b> Paulette Franco (Christopher A. Joseph & Associates)	<b>TITLE</b> Project Manager	<b>TELEPHONE #</b> (310) 473-1600	<b>DATE</b> August 3, 2005
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## INITIAL STUDY CHECKLIST EXPLANATION

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### 1. AESTHETICS

a) **Would the project have a substantial adverse effect on a scenic vista?**

This issue will be addressed in the EIR.

b) **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

This issue will be addressed in the EIR.

c) **Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

This issue will be addressed in the EIR.

d) **Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

This issue will be addressed in the EIR.

### 2. AGRICULTURE

a) **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The project site is currently developed, does not contain any agricultural uses, and is not delineated as such on any maps prepared pursuant to the Farmland Mapping and Monitoring Program.<sup>1</sup> Therefore, the development of the proposed project would not convert any farmland to a non-agricultural use, and no impact would occur.

b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

**No Impact.** A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another

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<sup>1</sup> State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program*, [http://www.consrv.ca.gov/dlrp/FMMP/images/fmmp2002\\_300.pdf](http://www.consrv.ca.gov/dlrp/FMMP/images/fmmp2002_300.pdf), July 21, 2005.

non-agricultural use. The project site is currently zoned for commercial land uses. No Williamson Act Contract applies to the project site. Therefore, the development of the proposed project would not conflict with an agricultural zoning designation. Therefore, no impact would occur.

- c) **Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

**No Impact.** A significant impact may occur if a project results in the conversion of farmland to another, non-agricultural use. As discussed above, the project site is currently developed and does not contain any agricultural uses. Therefore, development of the proposed project would not convert any farmland to a non-agricultural use, and no impact would occur.

### 3. AIR QUALITY

- a) **Would the project conflict with or obstruct implementation of the applicable air quality plan?**

This issue will be addressed in the EIR.

- b) **Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

This issue will be addressed in the EIR.

- c) **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?**

This issue will be addressed in the EIR.

- d) **Would the project expose sensitive receptors to substantial pollutant concentrations?**

This issue will be addressed in the EIR.

- e) **Would the project create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in cleaning activities. However, any odors that may be generated by the proposed project would be considered consistent with odors generated in the vicinity associated with residential and commercial uses. Therefore, impacts associated with objectionable odors would be less than

significant.

#### 4. BIOLOGICAL RESOURCES

- a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the State or federal regulatory agencies cited. The project site is located within an urban area and is developed. The project site is not expected to contain any species identified as candidate, sensitive, or special status by local or regional plans, policies, or regulation, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Therefore, no impact would occur.

- b) **Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** A significant impact would occur if riparian habitat or any other sensitive natural community identified locally, regionally, or by the State and federal regulatory agencies cited were to be adversely modified without adequate mitigation. The project site does not contain any riparian habitat or other sensitive natural community. Therefore, development of the proposed project would not adversely affect any such community, and no impact would occur.

- c) **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** A significant impact would occur if federally protected wetlands as defined by Section 404 of the Clean Water Act are modified or removed without adequate mitigation. The project site does not contain any wetlands. Therefore, development of the proposed project would not adversely affect any federally protected wetlands, and no impact would occur.

- d) **Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**No Impact.** A significant impact would occur if a project would interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. No resident or

migratory fish or wildlife species are expected to occur on the project site. Therefore, development of the proposed project would not interfere with the movement of any fish or wildlife species, and no impact would occur.

- e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

**Less Than Significant Impact.** A significant impact could occur if a project is inconsistent with local regulations pertaining to biological resources. No protected biological resources, such as oak trees, currently exist on the project site. However, mature ornamental trees have been placed throughout the project site in landscaped areas. Although it is not anticipated that the development of the proposed project would conflict with any local policies or ordinances protecting biological resources, the potential impact to existing trees will be addressed in the EIR.

- f) **Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** A significant impact would occur if a project is inconsistent with resource policies of any conservation plans of the types cited above. The project site is not within an area designated by an adopted habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan. Therefore, development of the proposed project would not conflict with any such plan, and no impact would occur.

## 5. CULTURAL RESOURCES

- a) **Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**No Impact.** A significant impact would occur if a project would cause a change in the significance of a historic resource. The existing St. Regis Hotel was constructed in 1984, and is not considered to be a historic resource. Therefore, the implementation of the proposed project would not result in a change in the significance of a historic resources and no impact would occur.

- b) **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Less Than Significant Impact.** Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. A project-

related significant adverse effect could occur if the project were to affect archaeological resources which fall under either of these categories.

The project site has been previously developed and, thus, the underlying soil has been previously disturbed. If any archaeological resources were present on the project site, they have likely been disturbed by previous grading activities. Therefore, it is not anticipated that any archaeological resources are present on the project site. If any archaeological resources that were not previously disturbed are found on the project site during construction activities, then the significance of such resources would be determined and be addressed in accordance with applicable State and federal laws. Therefore, the potential impact to archaeological resources would be less than significant.

**c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

This issue will be addressed in the EIR.

**d) Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact.** A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains. The project site has been previously developed and, thus, the underlying soil has been previously disturbed. Therefore, it is unlikely that any human remains are present on the project site. If human remains that were not previously disturbed are found on the project site during construction activities, then they would be dealt with in accordance with applicable State and federal laws. Therefore, the potential impact associated with human remains would be less than significant.

## **6. GEOLOGY AND SOILS**

**a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

This issue will be addressed in the EIR.

- (ii) Strong seismic ground shaking?**

This issue will be addressed in the EIR.

(iii) **Seismic-related ground failure, including liquefaction?**

This issue will be addressed in the EIR.

(iv) **Landslides?**

This issue will be addressed in the EIR.

b) **Would the project result in substantial soil erosion or the loss of topsoil?**

This issue will be addressed in the EIR.

c) **Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

This issue will be addressed in the EIR.

d) **Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

This issue will be addressed in the EIR.

e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** A significant impact may occur if a project is located in an area not served by an existing sewer system. The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. Furthermore, no septic tanks or alternative disposal systems are necessary, nor are they proposed with the project. Therefore, no impact would occur.

## 7. **HAZARDS AND HAZARDOUS MATERIALS**

a) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

This issue will be addressed in the EIR.



- b) **Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

This issue will be addressed in the EIR.

- c) **Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

This issue will be addressed in the EIR.

- d) **Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

This issue will be addressed in the EIR.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** A significant impact would occur if the project were located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The project site is not located within an airport land use plan or within two miles of a public airport.<sup>2</sup> Therefore, no impact would occur.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** This question would apply to the proposed project only if it were in the vicinity of a private airstrip and would be subject area residents and workers to a safety hazard. The proposed project is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

- g) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

This issue will be addressed in the EIR.

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<sup>2</sup> Los Angeles County Department of Regional Planning and Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan, adopted December 19, 1991.*

- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

This issue will be addressed in the EIR.

## **8. HYDROLOGY AND WATER QUALITY**

- a) Would the project violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impact.** A significant impact could occur if a project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction activities associated with the proposed project would be subject to City inspection. Any construction work would be required to meet the National Pollution Discharge Elimination System (NPDES) requirements for storm water quality. The contractor would also be required to implement Best Management Practices (BMPs) for erosion control. In addition, the contractor would file a Notice of Intent with the State Water Resources Control Board and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity. Implementation of the BMPs in the project's SWPPP and compliance with the City's discharge requirements would ensure that the project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, the project's construction-related water quality impacts would be less than significant.

With respect to the operation of the proposed project, a SUSMP would be implemented which would ensure that potential impacts associated with water quality would be less than significant. Furthermore, the proposed project would not include industrial discharge to any public water system. With appropriate project design and compliance with the applicable federal, State and local regulations, Code requirements and permit provisions, a less-than-significant impact would occur.

- b) **Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**Less Than Significant Impact.** A significant impact could occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. Stormwater runoff from the proposed project would be accommodated by the existing City storm drain infrastructure. Although groundwater was not encountered in borings down to 98 feet below the ground surface, minor amounts of perched groundwater could occur locally at higher elevations.<sup>3</sup> The proposed project would involve the development of a 40-story condominium building with several subterranean levels. Furthermore, the proposed project would include approximately two acres of landscaped open space. Therefore, the development of the proposed project would not substantially alter groundwater recharge. Project excavation would extend below the existing subterranean levels of the St. Regis Hotel. However, there are no existing water wells on the project site<sup>4</sup> and no water wells are proposed as part of the project. Therefore, the proposed project would not deplete groundwater supplies and a less-than-significant impact would occur.

- c) **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?**

**No Impact.** A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. The project site is located in a dense urbanized area and no stream or river courses are located in the project vicinity. The closest water body to the project site is the Ballona Creek, located approximately 2.5 miles west of the project site.<sup>5</sup> The amount of permeable surfaces, including landscaped open space, with the development of the proposed project is anticipated to be similar to the existing amount of permeable surfaces. Runoff from the project site currently flows, and would continue to flow, towards existing City

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<sup>3</sup> MACTEC Engineering and Consulting, Inc., *Preliminary Report of Geotechnical Investigation, Proposed 2055 Condominiums, 2055 Avenue of the Stars, June 29, 2005.*

<sup>4</sup> *Ibid.*

<sup>5</sup> *Ibid.*

storm drains. Therefore, no impact would occur.

- d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**No Impact.** A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the project site or nearby properties. Currently, runoff from the project site flows southward along Avenue of the Stars to existing storm drain inlets in Olympic Boulevard.<sup>6</sup> With the development of the proposed project, runoff would continue to be directed towards existing storm drain inlets in Olympic Boulevard. Therefore, the proposed project would not substantially alter the existing drainage pattern of the project area. No project impact would occur.

- e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**No Impact.** A significant impact may occur if a project would increase the volume of storm water runoff to a level that exceeds the capacity of the storm drain system serving a project site. Runoff from the project site currently is and would continue to be collected on the site and directed towards existing storm drains in the project vicinity. As the amount of impermeable surfaces would not substantially change with the development of the proposed project (see response to Question 8(b)), the amount of runoff from the project site would not be altered. In addition, all contaminants gathered during such routine cleaning would be disposed of in compliance with applicable stormwater pollution prevention permits. Therefore, the proposed project would not contribute substantial additional sources of polluted runoff to the storm drain system or increase storm water runoff from the project site above existing levels. No impact would occur.

- f) Would the project otherwise substantially degrade water quality?**

**No Impact.** A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Other than the sources discussed in responses to Questions 8(a) and 8(e), the proposed project does not include other potential sources of contaminants which could potentially degrade water quality. Therefore, the proposed project would not degrade water quality, and no impact would occur.

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<sup>6</sup> City of Los Angeles, Bureau of Engineering, Navigate LA, website: <http://navigate.lacity.org/maps/lamap.mwf>, July 27, 2005.

**g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** A significant impact would occur only if a project would place housing within a 100-year flood zone. The project site is not in an area designated as a 100-year flood hazard area.<sup>7</sup> Therefore, no impact would occur.

**h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** A significant impact may occur if a project were located within a 100-year flood zone, which would impede or redirect flood flows. The project site is not in an area designated as a 100-year flood hazard area.<sup>8</sup> Therefore, no impact would occur.

**i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**No Impact.** A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or death. According to the Safety Element of the City General Plan, the project site is not within an inundation area.<sup>9</sup> Therefore, no impact would occur associated with flooding due to the failure of a levee or dam.

**j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?**

**No Impact.** A significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Pacific Ocean is located approximately 6.4 miles to the west of the project site. The project site does not

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<sup>7</sup> Federal Emergency Management Agency, *National Flood Insurance Program, Flood Insurance Rate Map, City of Los Angeles, California, Los Angeles County, Panel 71 of 112, Community Panel Number 060137 0071 C, effective date December 2, 1980.*

<sup>8</sup> *Ibid.*

<sup>9</sup> *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.*

lie in a potential tsunami zone.<sup>10</sup> With respect to the potential impact from a mudflow, the project site is relatively flat and is surrounded by urban development; thus, it does not contain any sources of mudflow. Therefore, there would be no impact associated with the risk of loss, injury, or death by seiche, tsunami, or mudflow.

## 9. LAND USE AND PLANNING

### a) Would the project physically divide an established community?

This issue will be addressed in the EIR.

### b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

This issue will be addressed in the EIR.

### c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

**No Impact.** A significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in response to Question 4(f) above, no habitat conservation or natural community conservation plans presently exist which govern any portion of the project site. The project site is located in an area that has been previously disturbed, and is within the urbanized area of Century City. Therefore, the proposed project would not have the potential to cause such effects, and no impact would occur.

## 10. MINERAL RESOURCES

### a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

This issue will be addressed in the EIR.

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<sup>10</sup> *Ibid.*

- b) **Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

This issue will be addressed in the EIR.

## 11. NOISE

- a) **Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

This issue will be addressed in the EIR.

- b) **Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

This issue will be addressed in the EIR.

- c) **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

This issue will be addressed in the EIR.

- d) **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

This issue will be addressed in the EIR.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** A significant impact would occur if the project would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the proposed project site during construction of the project. The project site is not located within an airport land use plan or within two miles of a public airport.<sup>11</sup> Therefore, no impact would occur.

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<sup>11</sup> Los Angeles County Department of Regional Planning and Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, adopted December 19, 1991.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** A significant impact may occur if a project were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The project site is not located in the vicinity of a private airstrip. No such facilities are located in the vicinity of the project site. Therefore, no impact would occur.

## **12. POPULATION AND HOUSING**

- a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

This issue will be addressed in the EIR.

- b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

This issue will be addressed in the EIR.

- c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

This issue will be addressed in the EIR.

## **13. PUBLIC SERVICES**

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:**

### **Fire protection?**

This issue will be addressed in the EIR.

### **Police protection?**

This issue will be addressed in the EIR.



**Schools?**

This issue will be addressed in the EIR.

**Parks?**

This issue will be addressed in the EIR.

**Other public facilities?**

This issue will be addressed in the EIR.

**14. RECREATION**

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

This issue will be addressed in the EIR.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

This issue will be addressed in the EIR.

**15. TRANSPORTATION/TRAFFIC**

- a) **Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

This issue will be addressed in the EIR.

- b) **Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

This issue will be addressed in the EIR.

- c) **Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** This question would apply to the proposed project only if it were an aviation-related use. The proposed project does not include any aviation-related uses. Therefore, no impact would occur.

- d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

This issue will be addressed in the EIR.

- e) Would the project result in inadequate emergency access?**

This issue will be addressed in the EIR.

- f) Would the project result in inadequate parking capacity?**

This issue will be addressed in the EIR.

- g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

This issue will be addressed in the EIR.

## **16. UTILITIES AND SERVICE SYSTEMS**

- a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

This issue will be addressed in the EIR.

- b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

This issue will be addressed in the EIR.

- c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

This issue will be addressed in the EIR.

- d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

This issue will be addressed in the EIR.

- e) **Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

This issue will be addressed in the EIR.

- f) **Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

This issue will be addressed in the EIR.

- g) **Would the project comply with federal, State, and local statutes and regulations related to solid waste?**

This issue will be addressed in the EIR.

**17. MANDATORY FINDINGS OF SIGNIFICANCE**

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

This issue will be addressed in the EIR.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

This issue will be addressed in the EIR.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

This issue will be addressed in the EIR.



STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Arnold  
Schwarzenegger  
Governor

Sean Walsh  
Director

Notice of Preparation

August 8, 2005

To: Reviewing Agencies  
Re: St. Regis Redevelopment Project  
SCH# 2005081042

RECEIVED  
CITY OF LOS ANGELES  
AUG 11 2005  
ENVIRONMENTAL  
UNIT

Attached for your review and comment is the Notice of Preparation (NOP) for the St. Regis Redevelopment Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Jonathan Riker**  
City of Los Angeles Department of City Planning  
200 North Spring Street, 7th Floor  
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Senior Planner, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2005081042  
**Project Title** St. Regis Redevelopment Project  
**Lead Agency** Los Angeles, City of

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**Type** NOP Notice of Preparation  
**Description** The project would include 147 luxury residential condominium units, resident amenities, a 7,000 square foot restaurant and either (a) 27,000 square of resident-focused specialty uses or (b) a 43,000 square foot private membership facility. The project would include approximately 576,000 square feet of Floor Area and will be approximately 480 feet in height.

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**Lead Agency Contact**

**Name** Jonathan Riker  
**Agency** City of Los Angeles Department of City Planning  
**Phone** 213 978-1335 **Fax**  
**email**  
**Address** 200 North Spring Street, 7th Floor  
**City** Los Angeles **State** CA **Zip** 90012

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**Project Location**

**County** Los Angeles  
**City** Los Angeles, City of  
**Region**  
**Cross Streets** Olympic Boulevard/Constellation Boulevard  
**Parcel No.** 4319004038  
**Township** 1S **Range** 15W **Section** **Base** SB

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**Proximity to:**

**Highways** 2  
**Airports**  
**Railways**  
**Waterways** Various, LAUSD & BHSD schools  
**Schools**  
**Land Use** Hotel/C2-2-0 (Commercial, Height District No. 2, Oil Drilling)/Regional Center Commercial

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Supply; Growth Inducing; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Department of Health Services; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

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**Date Received** 08/08/2005 **Start of Review** 08/08/2005 **End of Review** 09/06/2005

<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways David Johnson	<input type="checkbox"/> Fish & Game Region 4 Mike Mulligan	<input type="checkbox"/> State Lands Commission Jean Saino	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 Gabrina Gatchel Habitat Conservation Program	<u>Business, Trans &amp; Housing</u>	<input type="checkbox"/> Caltrans, District 11 Mario Orso	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Dept. of Conservation Roseanne Taylor	<input type="checkbox"/> Fish & Game Region 6 I/M Tammy Allen Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> Caltrans, District 12 Bob Joseph	<input checked="" type="checkbox"/> RWQCB 4 Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Roger Johnson	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<u>Other Departments</u>	<input type="checkbox"/> California Highway Patrol John Olejnik Office of Special Projects	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development Lisa Nichols Housing Policy Division	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Dept. of Parks & Recreation B. Noah Tilgman Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> Transportation Projects Kurt Karperos	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input type="checkbox"/> Dept. of General Services Robert Sleppy Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of Health Services Veronica Ramenz Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<u>Independent Commissions/Boards</u>	<input type="checkbox"/> Caltrans, District 3 Katherine Eastham	<input type="checkbox"/> State Water Resources Control Board Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Delta Protection Commission Debbie Eddy	<input type="checkbox"/> Caltrans, District 4 Tim Sable	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<u>Fish and Game</u>	<input type="checkbox"/> Office of Emergency Services Dennis Castrillo	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Other
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 6 Marc Birnbaum	<input type="checkbox"/> Department of Pesticide Regulation	
<input type="checkbox"/> Fish & Game Region 1 Donald Koch	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 7 Cheryl J. Powell		
<input type="checkbox"/> Fish & Game Region 2 Banky Curtis				

Memo from

**MURRAY LOETERMAN**

Jonathan Riser.

Dept of City Planning

As a longtime resident of Century City, I am opposed to the St Regis Redevelopment Project at this time.

I find the current project at Century City Mall, which I am forced to utilize because of age & health limitations, has an appalling disregard for age & handicap needs, such as working elevators & toilets. They do not respond to letters either.

Would suggest after existing construction projects are completed, this could be considered.

Thank you for your consideration  
Murray Loeterman

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AUG 11 2005

ENVIRONMENTAL  
UNIT

Jean Loew  
2107 Century Woods Way  
Angeles, California 90067

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CITY OF LOS ANGELES

AUG 15 2005

ENVIRONMENTAL  
UNIT

Aug 10 '05

Dear Mr Riker —

I live directly in back  
of the St. Regis building in  
Century Woods. I am very  
interested in knowing How  
you plan to destroy it, as  
any dust and debris would  
probably drift over onto my  
patio and bedroom unless you  
cover it before the tearing-  
down occurs.

That building came out  
of the SOM Arch. Firm that



-2-

My "significant other", Richard Cicery, who was head of SOM in L.A. at the time, designed, (or at least o.k.ed). I watched that building go up from my bedroom so I will be sad to see it go, especially since Richard died 7 years ago. It always reminded me of our time together. I'll miss it!!

Please let me know  
the method you're planning  
to use to destroy it.

Thanks -

Sincerely -  
Jean Loew



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

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CITY OF LOS ANGELES  
AUG 15 2005  
ENVIRONMENTAL  
UNIT

August 12, 2005

Mr. Jonathan Riker  
Department of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

Dear Mr. Riker:

## **Notice of Preparation of a Draft Environmental Impact Report for St. Regis Redevelopment Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. In addition, please send with the Draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files.

### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: [www.aqmd.gov/ceqa/models.html](http://www.aqmd.gov/ceqa/models.html).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

Consistent with the SCAQMD's environmental justice enhancement I-4, in October 2003, the SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts and localized significance

thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

#### **Mitigation Measures**

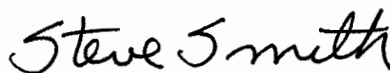
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

#### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rule Development and Area Sources

SS:CB:li

RVC050809-03LI  
Control Number

**Manning Area Protection Association**  
**Steering Committee Willam Coleman, Kathleen March, Esq.**  
**and Brad Auerbach, Esq.**

2618 Manning Avenue, Los Angeles, CA 90064  
Phones: 310-559-9224 (March); 310-559-3728 (Coleman))  
E-mail: [kpmarch@BKYLAWFIRM.com](mailto:kpmarch@BKYLAWFIRM.com)  
Fax: 310-559-9133

By Fax to #(213) 978-1335 and by mail

City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012-4801  
ATTN: Jonathan Riker

and to

By Fax to #(949) 660-7273 and by mail

The Related Companies of California  
18201 Von Karman Avenue, Suite 900  
Irvine, CA 92612  
ATTN: William Witte

Re: **Comment of Manning Area Protection Association OPPOSING the St. Regis Development in Century City, CA, proposed by Developer The Related Companies of California, and which has so many negative effects that EIR is being required**

Dear City of Los Angeles Planning Department, and  
to Mr. Witte/Related Companies of California:

This letter is written to you by our association, the **Manning Area Protection Association ("MAPA" hereafter)**, which is an association of residents living South of Pico Blvd, West of the West edge of Rancho Park, East of Overland Avenue, and North of Butterfield.

1. This letter is to inform you that for the area it serves, **MAPA OPPOSES the proposed ST. Regis Development, and opposes ANY and ALL additional development projects in Century City which have so many non-mitigatable negative effects that preparation of an Environmental Impact Report is required. MAPA OPPOSES the proposed St. Regis Development because:**

( A ). traffic is already gridlocked daily on the arterial streets going in and out of CC, such as Overland and Pico Boulevards;

( B ). many major intersections are already at maximum capacity or above, and there are no further improvements possible in those intersections to increase how much traffic they can handle;

( C ) the gridlocking of traffic is causing the commuters to cut through the residential neighborhoods, particularly the area served by MAPA, to get to and from Century City; and

( D ) the inability to drive anywhere on the gridlocked arterial streets, combined with the noise, danger, and congestion that the "cut-through" commuter traffic is causing is already severely denigrating quality of life in adjoining residential neighborhoods, particularly the area served by MAPA; and

( E ) ANY additional traffic or congestion would improperly FURTHER denigrate quality of life, and property values, in adjoining residential neighborhoods, particularly the area served by MAPA; and

( F ) The additional traffic and traffic congestion this proposed development will cause will also increase NOISE pollution, and AIR pollution.

2. BOTH of City of Los Angeles, and Developer, please add the **Manning Area Protection Association** to your list to receive copies of all notices, rulings, reports and other information disseminated, and/or required to be disseminated by the Developer or its agents to neighborhoods/neighborhood associations in the area surrounding the proposed St. Regis Development.

3. Please explain WHY you omitted MAPA from being sent the Notice of Requirement of EIR sent all other area homeowners' associations re. the St. Regis proposed development.

4. Please REPLY to this letter to confirm receipt, and to confirm that you have done 2. supra., and to explain WHY MAPA was NOT included in the Notice sent to other homeowners association, as MAPA has been active regarding every development project proposed for Century City in the last 10 years, and has been on Councilman Weiss's traffic groups re NPP (neighborhood protection plan implementation) for over 6 years, and has a seat on Councilman Weiss' Westside Traffic Task force.

Sincerely,



Kathleen P. March, Esq.

Steering Committee Member, The Manning Area Protection Association

cc: Councilman Weiss' Office, c/o Susan Bursk-by Fax to # : (213)978-2250  
200 N. Spring Street, Room 440  
Los Angeles City Hall  
Los Angeles, CA 90012



**DEPARTMENT OF TRANSPORTATION**  
**DISTRICT 7, REGIONAL PLANNING**  
IGR/CEQA BRANCH  
100 SO. MAIN ST.  
LOS ANGELES, CA 90012  
PHONE (213) 897-6536  
FAX (213) 897-1337  
E-Mail: NersesYerjanian@dot.ca.gov

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AUG 18 2005  
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UNIT

*Flex your power!  
Be energy efficient!*

Mr. Jonathan Riker  
Department of City Planning  
City of Los Angeles  
200 N. Spring St., 7-th Floor  
Los Angeles, CA. 90012

IGR/CEQA# 050819/NY  
St. Regis Redevelopment Project  
SCH#2005081042  
LA/2/5.58

August 16, 2005

Dear Mr. Riker:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the St. Regis Redevelopment Project, 147 unit condominium structure 480 feet in height, 7000 SF restaurant and either (a) 27,000 SF of resident-focused specialty uses, or (b) a 43,000 SF private membership facilities.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 2.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

Mr. Riker

August 16, 2005

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
  - description of transportation infrastructure improvements
  - financial costs, funding sources and financing
  - sequence and scheduling considerations
  - implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines**.

Mr. Riker

August 16, 2005

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Cheryl J. Powell  
IGR/CEQA Branch Chief  
Caltrans District 07  
Regional Transportation Planning Office  
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 050819NY.

Sincerely,



For:

Cheryl J. Powell  
IGR/CEQA Branch Chief  
Regional Transportation Planning





**Metro**

August 17, 2005

Mr. Jonathan Riker  
Department of City Planning  
Environmental Review Section  
200 N. Spring St, Room 750  
Los Angeles, CA 90012

**RECEIVED**  
CITY OF LOS ANGELES

**AUG 19 2005**

**ENVIRONMENTAL  
UNIT**

Dear Mr. Riker:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the St. Regis Redevelopment Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

1. Evidence that, in addition to Metro, all other affected municipal transit operators received the NOP for the Draft EIR;
2. A summary of the existing transit services in the area;
3. Estimated project trip generation and mode assignment for both morning and evening peak periods;
4. Documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;

5. Identification of facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
6. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, contact me at 213-922-6908 or by email at [chapmans@metro.net](mailto:chapmans@metro.net).

Please send the Draft EIR to the following address:

Metro CEQA Review Coordination  
One Gateway Plaza MS 99-23-2  
Los Angeles, CA 90012-2952  
Attn: Susan Chapman

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Chapman", with a stylized, cursive script.

Susan Chapman  
Program Manager, Long Range Planning

**RECEIVED**  
CITY OF LOS ANGELES

AUG 18 2005

ENVIRONMENTAL  
UNIT

Marlena K. Willis  
2142 Century Park Ln.  
Suite #208  
Century City, Ca. 90067  
Phone (310) 557-0464  
Fax (310) 557-0478

Tuesday, August 16, 2005

Jonathan Riker  
Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

Dear Mr. Riker

I received you're information re: the Construction Site on Ave. of the Stars, including the maps.  
As you can see by my address I am right in the middle of all this mess that is going to happen very soon with the destruction of the former Hotel St. Regis.

I have lived in Century City for ten years and from the moment I moved we had construction!!  
I cant understand why all this is so necessary  
Between Santa Monica Blvd. And the old Schubert Theater I have had it. And believe me I'm not the only one.  
We are being subjected to all this construction but when we ask for a traffic arrow on galaxy and Century Park East, the answer is always NO!.  
I'm sure you are aware of what we will be subjected too once the construction starts on the Hotel. This will take years!!! Noise Dust, street closings it will not end.  
I am not convinced that my Letter will make a dent or a difference  
But our Mayer chose to have it mailed out and I am responding.

I am thoroughly disgusted with what is happening to this part of the City, all I know is that the residents in our entire neighbor hood  
Feel the same way.  
Please pass this on to the MAYOR.

Respectfully

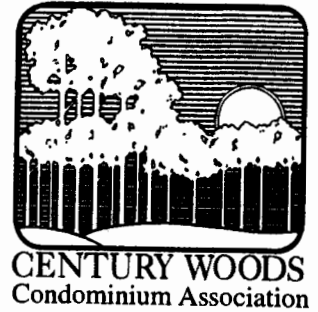
*Marlena K Willis*

August 16, 2005

**RECEIVED**  
CITY OF LOS ANGELES

**AUG 22 2005**

ENVIRONMENTAL  
UNIT



Mr. Jonathan Riker  
Department of City Planning  
Environmental Review Section  
200 N. Spring St., Room 750  
Los Angeles, CA 90012

Re: EAF NO: ENV-2005-4496-EIR  
St Regis Redevelopment Project

Dear Mr. Riker,

The Board of Directors and several owners at Century Woods Condominium Association received your "Notice of Preparation Environmental Impact Report" dated August 8, 2005.

On behalf of the members, the Board of Directors would like take this opportunity to express several concerns to you that the residents at Century Woods have shared with us.

As you know, the Century Woods Condominium Association abuts directly to the St. Regis property. Because of our proximity to the subject property, it is obvious that any action undertaken will have a direct impact on our day to day lives.

Our understanding is that the developer intends to demolish the existing building and facilities and build a new 40 story tower, which appears to be situated closer to Century Woods than the existing building. The amenities include a restaurant and various other services, which you indicate would be available to the general public on a limited basis

The site plan also indicates that the walkway/access roadway located at the rear portion of our property will be removed and landscaping will be installed.

Century Woods has always supported improving the quality of life in Century City and the surrounding area. Century City has been undergoing extensive renovations and improvements for several years. Three major projects are currently underway, which in the end, will be beneficial to everyone.

It is also our understanding that this project is not the only condo project that is being considered for the immediate area. To that end, we are concerned that the area is being unduly burdened by construction, delays, traffic and other objectionable conditions.

Our concerns are multi-faceted.

**1. Noise**

Construction noise would have a huge impact on our day to day lives and have a direct impact on the quiet enjoyment of our homes.

Additionally, with the various services proposed, in particular, the 7,000 square foot restaurant, the evenings and late night crowd could potentially disturb the owners whose villas directly abut the property. Concerns range from late night parties to perhaps music from bands or other various venues being held in the facility.

**2. Traffic**

The project is converting a hotel to condominiums with a mix of commercial use. This would indicate a substantial increase in the amount of vehicles driving to and from the development. Not only do you have the morning and evening traffic from the 147 residents to and from the location, but you also have the addition of traffic from the general public utilizing the various amenities such as the restaurant. On the surface, this would indicate that the vehicle count would greatly increase in the area.

**3. Debris – airborne and on the ground**

A thorough study should be required to ensure that the building does not contain any harmful substances. The health and safety of our residents is a primary concern. Demolition and construction should be undertaken in such a manner to minimize airborne debris. Construction debris should be removed on a daily basis. This would help keep rats and other wild vermin from nesting in the debris thus creating a potential health hazard.

**4. Light – casting shadows**

The proposed building is situated much closer to Century Woods. The concern is the casting of shadows throughout the day in the community. A thorough study should be required to ensure that the location of the building does not create a “cave” atmosphere for our residents. It is imperative that no additional blockage of natural light is created by moving the building or increasing the height and width of the building.

**5. Parking**

Your letter indicates that parking for all users would be primarily provided by valet. The vehicles need to be parked somewhere, which requires the valet to move the vehicles. Are the vehicles being moved within the subject properties boundaries or are the valets required to move the vehicles off site; i.e. the adjacent parking structure. The concern is again based on the congestion this may bring to the immediate area. There would be a direct impact on the surrounding buildings and Century Woods

**6. Security**

If the City approves the project, and while the project is being developed, the developer should be required to provide some sort of security to ensure the safety of the residents in the surrounding area. Access to the property should be limited and controlled. 24 hour security service and surveillance cameras should be mandatory during the construction phase.

**7. Ingress/Egress**

This is also of great concern to us. While under construction, where will the large trucks be staged? Will Century Park West be utilized in any way during the construction phase? We have limited site to enter and leave the property. Large trucks parked or staged on Century Park West could have lethal consequences to our residents and guests.

**8. Work Hours**

Since this project is directly behind our homes, we would like to be assured that the work hours for the project take in to account our desire to maintain some quiet enjoyment in our homes. We request that the work hours are held to a maximum of Monday through Friday 8:00 to 5:00 and no work on weekends.

We are open to discuss this matter more in depth should someone choose to come meet with the Board of Directors.

Sincerely,



Robert Schnell, President  
Century Woods Condominium Association

**Manning Area Protection Association**  
**Steering Committee William Coleman, Kathleen March, Esq.**  
**and Brad Auerbach, Esq.**

2618 Manning Avenue, Los Angeles, CA 90064  
Phones: 310-559-9224 (March); 310-559-3728 (Coleman))  
E-mail: [kpmarch@BKYLAWFIRM.com](mailto:kpmarch@BKYLAWFIRM.com)  
Fax: 310-559-9133

By Fax to #(213) 978-1335 and by mail

City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012-4801  
ATTN: Jonathan Riker

**RECEIVED**  
CITY OF LOS ANGELES

AUG 22 2005

ENVIRONMENTAL  
UNIT

and to

By Fax to #(949) 660-7273 and by mail

The Related Companies of California  
18201 Von Karman Avenue, Suite 900  
Irvine, CA 92612  
ATTN: William Witte

Re: **Comment of Manning Area Protection Association OPPOSING the St. Regis Development in Century City, CA, proposed by Developer The Related Companies of California, and which has so many negative effects that EIR is being required**

Dear City of Los Angeles Planning Department, and  
to Mr. Witte/Related Companies of California:

This letter is written to you by our association, the **Manning Area Protection Association** ("**MAPA**" hereafter), which is an association of residents living South of Pico Blvd, West of the West edge of Rancho Park, East of Overland Avenue, and North of Butterfield.

1. This letter is to inform you that for the area it serves, **MAPA OPPOSES the proposed ST. Regis Development, and opposes ANY and ALL** additional development projects in Century City which have so many non-mitigatable negative effects that preparation of an Environmental Impact Report is required. **MAPA OPPOSES the proposed St. Regis Development** because:

( A ). traffic is already gridlocked daily on the arterial streets going in and out of CC, such as Overland and Pico Boulevards;

( B ). many major intersections are already at maximum capacity or above, and there are no further improvements possible in those intersections to increase how much traffic they can handle;

( C ) the gridlocking of traffic is causing the commuters to cut through the residential neighborhoods, particularly the area served by **MAPA**, to get to and from Century City; and

( D ) the inability to drive anywhere on the gridlocked arterial streets, combined with the noise, danger, and congestion that the "cut-through" commuter traffic is causing is already severely denigrating quality of life in adjoining residential neighborhoods, particularly the area served by **MAPA**; and

( E ) ANY additional traffic or congestion would improperly FURTHER denigrate quality of life, and property values, in adjoining residential neighborhoods, particularly the area served by **MAPA**; and

( F ) The additional traffic and traffic congestion this proposed development will cause will also increase NOISE pollution, and AIR pollution.

2. BOTH of City of Los Angeles, and Developer, please add the **Manning Area Protection Association** to your list to receive copies of all notices, rulings, reports and other information disseminated, and/or required to be disseminated by the Developer or its agents to neighborhoods/neighborhood associations in the area surrounding the proposed St. Regis Development.

3. Please explain WHY you omitted MAPA from being sent the Notice of Requirement of EIR sent all other area homeowners' associations re. the St. Regis proposed development.

4. Please REPLY to this letter to confirm receipt, and to confirm that you have done 2. supra., and to explain WHY MAPA was NOT included in the Notice sent to other homeowners association, as MAPA has been active regarding every development project proposed for Century City in the last 10 years, and has been on Councilman Weiss's traffic groups re NPP (neighborhood protection plan implementation) for over 6 years, and has a seat on Councilman Weiss' Westside Traffic Task force.

Sincerely,



Kathleen P. March, Esq.

Steering Committee Member, The Manning Area Protection Association

cc: Councilman Weiss' Office, c/o Susan Bursk by Fax to # : (213)978-2250  
200 N. Spring Street, Room 440  
Los Angeles City Hall  
Los Angeles, CA 90012



# LOS ANGELES POLICE DEPARTMENT

**WILLIAM J. BRATTON**  
Chief of Police



P.O. Box 30158  
Los Angeles, Calif. 90030  
Telephone: (213) 485-4101  
TDD: (877) 275-5273  
Ref #: 2.2.2

**ANTONIO R. VILLARAIGOSA**  
Mayor

August 17, 2005

Mr. Jonathan Riker  
Department of City Planning  
Environmental Review Section  
200 North Spring Street, Room 750  
Los Angeles, California 90012

Dear Mr. Riker:

**PROJECT TITLE: St. Regis Redevelopment Project**

The proposed project is surrounded by the Los Angeles Police Department's (LAPD) West Los Angeles Area. Enclosed are Area and individual Reporting District population average crime rate per thousand persons, predominant crimes, response time to emergency calls for service, and Area personnel statistics and information. The LAPD's response is based on information received from the Area in which the project is located, LAPD's Information Technology Division, and input from Community Relations Section, Crime Prevention Unit (CPU) personnel.

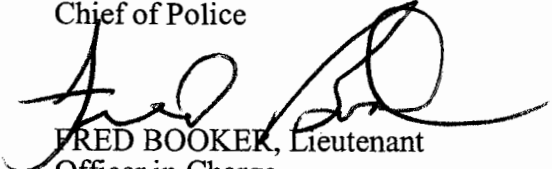
Upon review of the project's description, it was determined that this project will have a moderate impact on police services. The moderate impact was determined because of the significant amount of new projects around this site. A new project site is at 10131 Constellation Boulevard is currently being proposed and has gone through the Environmental Report stage, and contains the same reporting district as the St. Regis Project. The density of inhabitants will be greatly increased with all proposed projects, therefore raising the amount of potential request for service to increase.

Upon completion of the involved project, you are encouraged to provide the West Los Angeles Area commanding officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Questions regarding this response should be referred to Sergeant John Amendola, Community Relations Section, Crime Prevention Unit, at (213) 485-3134.

Very truly yours,

**WILLIAM J. BRATTON**  
Chief of Police

  
**FRED BOOKER**, Lieutenant  
Officer in Charge  
Community Relations Section  
Office of the Chief of Staff

Enclosure

## **WEST LOS ANGELES AREA**

The St. Regis Redevelopment project is located in West Los Angeles Area surrounded by Reporting District (RD) 839. The West Los Angeles Area covers 64.59 square miles and the station is located at 1663 Butler Avenue, West Los Angeles, California 90025, (310) 575-8404

The service boundaries of West Los Angeles Area are as follows: Mulholland Drive and Owen Brown Road to the north, Pacific Coast Highway, Los Angeles City boundary, and Santa Monica Freeway (10) to the south, the Los Angeles City boundary to the west, and La Cienega Boulevard and the Los Angeles City boundary to the east.

The boundaries for RD 839 are as follows: Santa Monica Boulevard to the north, Fox Hills Drive to the west, Olympic Boulevard to the south, and the Los Angeles City boundary to the east.

The average response time to emergency calls for service in West Los Angeles Area during 2003 was 13.3 minutes. The Citywide average during 2003 was 10.3 minutes. There are approximately 248 sworn officers and 17 civilian support staff deployed over three watches at West Los Angeles Area.

There were 34 crimes per 1000 persons in West Los Angeles Area during 2003. Population per square mile in West Los Angeles was 3499. Individual RD crime statistics and crime per 1000 persons are listed on the attached RD information sheets. The predominant crimes in West Los Angeles Area are burglary from vehicle, other thefts and vehicle theft.

Prepared by:  
Community Relations Section  
Crime Prevention Unit

**LOS ANGELES POLICE DEPARTMENT  
CRIMES BY REPORTING DISTRICT OF OCCURRENCE**

**PROJECT NAME: St. Regis Redevelopment Project**

<b>TYPE OF CRIME</b>	<b>RD * 839</b>	<b>WEST LOS ANGELES AREA</b>	<b>CITYWIDE</b>
Burglary from Business	17	276	5,321
Burglary from Residence	3	1,081	15,417
Burglary Other	7	185	4,317
Street Robbery	3	259	11,081
Other Robbery	6	200	5,543
Murder	0	2	498
Rape	3	49	1,345
Aggravated Assault	21	596	30,660
Burglary from Vehicle	30	1,461	28,245
Theft from Vehicle	12	510	13,384
Grand Theft	76	1,048	12,118
Theft from Person	4	40	944
Purse Snatch	0	6	358
Other Theft	76	972	22,114
Bicycle Theft	0	3	24
Vehicle Theft	10	949	33,777
Bunco	0	6	103
<b>TOTAL</b>	<b>268</b>	<b>7,643</b>	<b>185,249</b>

**CRIMES PER 1000 PERSONS**

<b>REPORTING DISTRICT</b>	<b>CRIMES</b>	<b>/</b>	<b>POPULATION X 1000</b>	<b>CRIMES PER 1000 PERSONS</b>
WEST LOS ANGELES	7,643	/	226,002	34/1000
CITYWIDE	185,249	/	3,830,560	48/1000

- All statistical information is based on 2003 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 report.

SOUTHERN CALIFORNIA



**ASSOCIATION OF  
GOVERNMENTS**

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

**Officers:** President: Toni Young, Port Hueneme •  
First Vice President: Yvonne Burke, Los Angeles  
County • Second Vice President: Gary Ovitt, San  
Bernardino County • Immediate Past President:  
Ron Roberts, Temecula

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• Jon Edney, El Centro

**Los Angeles County:** Yvonne Burke, Los Angeles  
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Jim Aldinger, Manhattan Beach • Harry Baldwin,  
San Gabriel • Paul Bowen, Cerritos • Tod  
Campbell, Burbank • Tony Cardenas, Los Angeles  
• Stan Carroll, La Habra Heights • Margaret Clark,  
Rosemead • Gene Daniels, Paramount • Mike  
Dispenza, Palmdale • Judy Duntap, Inglewood •  
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• Eric Garcelli, Los Angeles • Wendy Greuel, Los  
Angeles • Frank Gurulé, Cudahy • Janice Hahn,  
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Rosendahl, Los Angeles • Greig Smith, Los  
Angeles • Tom Sykes, Walnut • Paul Talbot,  
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Angeles • Dennis Washburn, Calabasas • Jack  
Weiss, Los Angeles • Bob Yousefian, Glendale •  
Dennis Zine, Los Angeles

**Orange County:** Chris Norby, Orange County •  
Christine Barnes, La Palma • John Beauman,  
Brea • Lou Bone, Tustin • Art Brown, Buena Park  
• Richard Chavez, Anaheim • Debbie Cook,  
Huntington Beach • Cathryn DeYoung, Laguna  
Niguel • Richard Dixon, Lake Forest • Marilyn  
Poe, Los Alamitos • Tod Ridgeway, Newport  
Beach

**Riverside County:** Jeff Stone, Riverside County •  
Thomas Buckley, Lake Elsinore • Bonnie  
Flickinger, Moreno Valley • Ron Loveridge,  
Riverside • Greg Pettis, Cathedral City • Ron  
Roberts, Temecula

**San Bernardino County:** Gary Ovitt, San  
Bernardino County • Lawrence Dale, Barstow •  
Paul Eaton, Montclair • Lee Ann Garcia, Grand  
Terrace • Tim Jasper, Town of Apple Valley • Larry  
McCallon, Highland • Deborah Robertson, Rialto  
• Alan Wapner, Ontario

**Ventura County:** Judy Mikels, Ventura County •  
Glen Becerra, Simi Valley • Carl Morehouse, San  
Buena Ventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Lou  
Correa, County of Orange

**Riverside County Transportation Commission:**  
Robin Lowe, Hemet

**Ventura County Transportation Commission:**  
Keith Millhouse, Moorpark

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**AUG 30 2005**

**ENVIRONMENTAL  
UNIT**

August 29, 2005

Mr. Jonathan Riker  
Department of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

**RE: SCAG Clearinghouse No. I 20050520 St. Regis Redevelopment  
Project**

Dear Mr. Riker:

Thank you for submitting the **St. Regis Redevelopment Project** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **St. Regis Redevelopment Project**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **August 1-15, 2005 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

**BRIAN WALLACE**  
Associate Regional Planner  
Intergovernmental Review





Alan C. Lloyd, Ph.D.  
Agency Secretary  
Cal/EPA



## Department of Toxic Substances Control

1011 North Grandview Avenue  
Glendale, California 91201



Arnold Schwarzenegger  
Governor

August 30, 2005

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CITY OF LOS ANGELES

SEP 01 2005

ENVIRONMENTAL  
UNIT

Mr. Jonathan Riker  
Department of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, California 90012

### NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ST. REGIS REDEVELOPMENT PROJECT, SCH NO. 2005081042

Dear Mr. Riker:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of Draft Environmental Impact Report (EIR) for the Project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The EIR needs to identify and determine whether current or historic uses at the Project area have resulted in any release of hazardous wastes/substances.
2. The EIR needs to identify any known or potentially contaminated site within the Project area. For all identified sites, the EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
3. The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. If during construction of the Project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, the EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

Mr. Jonathan Riker  
August 30, 2005  
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me at (818) 551-2973.

Sincerely,



Jennifer Jones  
Unit Chief  
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

# CHEVIOT HILLS HOMEOWNERS ASSOCIATION

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BY FACSIMILE & FIRST CLASS MAIL

Jonathan Riker  
Department Of City Planning  
Environmental Review Section  
200 N. Spring Street  
Room 750  
Los Angeles, CA 90012

**RECEIVED**  
CITY OF LOS ANGELES  
**SEP 07 2005**  
ENVIRONMENTAL  
UNIT

September 2, 2005

Re: Response to Notice Of Preparation of Draft Environmental  
Impact Report For 2055 Avenue of the Stars, EAF# ENV-2005-4496-  
EIR

Dear Mr. Riker:

I write to you on behalf of the Cheviot Hills Homeowners Association ("CHHA"). CHHA makes the following requests concerning the scope and contents of the Draft Environmental Impact Report (DEIR) for the 2055 Avenue of the Stars project:

## **I. SCHOOLS**

Given that the project is a residential project, we request a thorough analysis of the impact on already overcrowded local schools - especially at the elementary school level.

## **II. TRAFFIC**

Cheviot Hills cannot continue to absorb traffic from more expansion in Century City. The quality of residential life is suffering beyond what developers are able to mitigate.

It is important to study and understand the PROCESS by which the City of Los Angeles recognizes cars, car trips and traffic generation. It is the REAL and ACTUAL additional cars on City streets which must be studied and addressed—NOT the theoretical formulas which bear little, if any, resemblance to what actually materializes on our streets every day in Los Angeles.

Are commuters and local residents doomed to suffer gridlock in the name of progress and tax generation for Los Angeles? Can our residents be assured that their quality of life issues will be protected before approval is granted? We urge you to carefully analyze what you will be creating when you approve this and other buildings in an already highly congested area of the city. With each new approval, residents are told this is the last project that will be approved in Century City. But before the concrete is dry, the lawyers and consultants are paid, and the lobbyists have left

City Hall, the planning department is already reviewing the next Century City project to be built in the name of progress.

The DEIR must address the saturation of traffic in the West L.A. area in general. The arterial and freeway capacity must be addressed, as must the current Levels of Service of West L.A. intersections. On a more specific level, CHHA requests that the DEIR address traffic impacts upon Cheviot Hills, and in particular, Motor Avenue, Patricia Avenue and Manning Avenue and adjacent streets.

The ambient growth shown in the DEIR must include projections for full occupancy of all existing structures. Further, CHHA requests that traffic counts, traffic distribution and other traffic-related topics remain consistent with past EIRs.

CHHA requests that the developers not be allowed to decrease the traffic potential of the project by claiming that trip generation will be reduced by resident's use of intra-Century City and intra-project facilities - both commercial and retail. In this regard, the EIR should contemplate the traffic generated by support staff for the building in addition to household employees who would be traveling to the building and traffic generated by those persons traveling to and from any club, commercial or retail component of the project.

CHHA and other local homeowners associations believe that there are numerous issues associated with conducting an accurate and appropriate traffic impact study for the proposed 2055 Avenue of the Stars Project. Each of the questions posed below must be thoroughly addressed by the Draft EIR and traffic impact study for this project:

#### **SPECIFIC TRAFFIC ISSUES**

##### 1. Trip Generation

- a. We must know the ACTUAL trip generation for the site AT PRESENT, as well as breakdowns for AM and PM peak trips currently generated on weekdays, to the extent that the site is currently open for business. We request trip generation information for the site when it was fully occupied and open as a hotel and commercial/retail facility as well, including but not by way of limitation breakdowns for AM and PM peak trips generated on weekdays.
- b. The EIR must then study the ACTUAL (as well as AM & PM peak) trip generation under the new project's land use configuration.

We need these numbers so we can establish proper and effective mitigation of future traffic.

- c. What methodology will be used to forecast vehicle trips to and from the proposed project? How will the assumptions for forecast



trips for the proposed project be documented and related to other uses of property in Century City? How will trips from existing uses on the project site be documented? How will transit, bicycle, and pedestrian forecasts for the project be documented? How will trips be assigned and distributed to the area roadways and intersections, and how will these assumptions be documented? How will trip reduction techniques and assumptions such as residents working at a home office be documented in the traffic study?

## 2. Enforcement of Mitigation

What are plans to enforce future mitigations? How will lack of enforcement be addressed? These are critical issues that must be addressed by the EIR. Mitigations are meaningless without effective enforcement.

## 3. Traffic Analysis

- a. All traffic generation should be disclosed on an AM & PM peak traffic period. NO AVERAGING!!!
- b. We ask that no traffic studies be done during vacations, holidays, and religious holidays.
- c. All traffic analysis must include all of Cheviot Hills , including but not by way of limitation Motor Avenue, Patricia Avenue and Manning Avenue. None of these streets nor any other streets within the boundaries of our homeowners association should be excluded in any traffic analysis or EIR.

## 4. Project Definition

What is the expected completion date of the proposed project? Will the project be phased and will it be analyzed for environmental impacts after the expected occupancy of each phase? Are there any special project amenities that would either increase or decrease forecast trips and if so, what limits will be put on the use of such amenities so as to limit or eliminate their impact on traffic? Will clear documentation be provided to support these assumptions?

## 5. Baseline Conditions

How will the traffic study identify the overall study area and the specific freeways, roadways and intersections to be evaluated? What methods will be used to document existing traffic volumes and operating conditions? Will the midday peak hour conditions be considered in addition to the AM and PM commute hours? Will the traffic study include analyses of roadway and segment capacities? What adjustments will be made if traffic counts are conducted when schools in the area are closed for the summer and how will these assumptions be documented? How will Santa Monica

Boulevard and other area intersections be evaluated since current traffic patterns in the area will change significantly after completion of this project?

## 6. Cumulative Projects

How will the listing of related development projects be compiled? What assumptions will be made regarding vehicle and transit trips associated with related projects, such as, by way of example only, 2000 Avenue of the Stars and 10131 Constellation Boulevard? What assumptions will be made regarding occupancy of existing buildings in the Century City area and how will these assumptions be validated? What assumptions will be made regarding the potential approval of residential density bonuses? Will an annual growth factor be used to address traffic impacts from various minor development projects and regional growth? Will the project be analyzed on "opening day" as well as at build out of the City's General Plan?

## 7. Facility Improvements

What specific freeway, roadway, and intersection improvements will be assumed to be in place when the proposed project opens? What assumptions will be made regarding roadway, intersection and freeway improvement projects that are planned but not currently funded? What assumptions will be used for capacity enhancements given for the ATSAC/ATSC traffic signal system and how will these be documented?

## 8. Project Impacts

What criteria will be used to identify significant project vehicle traffic impacts on City street segments and intersections? Will the traffic study utilize the methodology identified in Caltrans Guide for the Preparation of Traffic Impact Studies for evaluation of traffic impacts on State facilities? Will the traffic study include analyses of Congestion Management Program facilities? What realistic mitigation measures will be considered for freeways, roadways, and intersections? How will significant traffic impacts on residential streets be identified and mitigated? How will significant transit impacts be identified and mitigated? How will "fair share" contributions for the project be developed? Will the study address traffic safety impacts?

## 9. Other Traffic Issues

- a. A traffic mitigation package should be separate from any payment made to LA DOT employees. Mitigation money should not pay staff salaries. The Traffic Mitigation Budget should be available to the public during the entire project and said money should be held in a public trust with a right of public audit and an annual if not more frequent detailed report to the public on fund balances and sources and uses of funds to date.

- b. CHHA does not want any traffic mitigations dependent upon ATCS- we want REAL numbers as to what impacts the project will have upon our community and surrounding streets. We want studies to indicate what mitigations WILL do, not what mitigations might do.
- c. Ensure that the Overland Avenue widening project promised during Fox Expansion Project is complete BEFORE any certificate of occupancy is issued for any new building projects in Century City. This widening is key to eliminating commuter traffic through Cheviot Hills.

### **III. SITE PLAN**

Will the traffic study evaluate sight distance, queuing, vehicle storage requirements, and traffic access control at the proposed project driveways? Will the project access driveways be evaluated for new traffic signals? Will the internal circulation on site be evaluated? Will the traffic study evaluate the overall number of parking spaces being proposed on site against both City requirements and accepted traffic engineering practices? What measures will be employed to contain project generated parking within the proposed project? Will the traffic study relate the number of forecast vehicle trips to the amount of parking to be provided on site?

### **IV. GEOLOGIC HAZARDS**

CHHA hereby asks for a complete analysis of geologic hazards, including, but not limited to airborne debris that may be created by the project in the event of a major earthquake. The DEIR should address the distances such debris might travel and the impact of the debris.

### **V. INCREASED RISK OF TERRORISM**

As the proposed project would be one of the tallest structure(s) in Century City, CHHA requests a thorough analysis of the increased risk that the project would represent to the residents of the project and to the existing community.

### **VI. AIR QUALITY/NOISE POLLUTION**

CHHA requests not only the standard analysis of the project's short-term and long-term air quality/noise impacts, but also the cumulative impacts of nearly a decade of "short-term" construction impacts faced by the Century City area.

In addition, given the proximity to existing oil wells, and the lawsuits concerning "toxic gases emanating from oil wells," CHHA requests a complete and thorough analysis of risks to the area during construction, to the area after construction and to potential residents of the project after construction.

## **VII. EMERGENCY SERVICES**

CHHA is extremely concerned about the ability of the police and fire departments to maintain response capability given increased densification, decreased manpower and decreased funding. Further, given the terrorism risk mentioned above, a comprehensive analysis of increased first-responder requirements and increased risks to city service organizations (police/fire/rescue, etc.) charged with serving the project should be made.

## **VIII. LAND USE**

1. The City must require a Project Permit under the Century City North Specific Plan (CCNSP). Once a proper trip generation study is conducted based on actual traffic counts, it will be apparent that the proposed project will create new trips and a Project Permit will be required under the CCNSP.
2. What is the scope of alternatives to this building?
  - a. All alternatives to the current proposed project must be studied.

## **IX. CONSTRUCTION/DEMOLITION**

1. Haul Route Plans
  - a. Provide specific routes
  - b. Provide specific time designations
  - c. Carefully govern staging of haul route vehicles outside residential communities
  - d. CHHA must be included in all haul route issues and have the opportunity to approve the same.
2. Noise/Pollution during demolition
  - a. Hours/days of work
  - b. Pollution generated by demolition/dangerous substances (asbestos, PCB's, etc). CHHA needs and demands strict controls of all pollution issues during demolition and building. Air and water samples should be taken and analyzed throughout demolition and building. All samples should meet City, state and federal safety guidelines.

## **X. TENANT MIX/USAGE**

1. As to other uses planned for this project other than previously mentioned in conjunction with residential units, the use of any portion of the project for restaurant, commercial, retail and so-called "private membership facilities" must be included in all studies. Is there a plan for a gym facility? Private club(s)? Public retail? What is the impact of all these, collectively and separately, on the traffic, air quality, noise pollution and other matters raised in this letter?

- a. The EIR must include all uses and specifications for the interior and exterior of project.
2. Where will entrances/exits to the project be? How will current security checkpoints affect entrances in the proposed project?
3. The EIR should designate that ALL mitigations must be agreed to and in place BEFORE any certificate of occupancy is issued to assure protection of all negatively impacted communities.
4. The use of any space for a restaurant, gym facility and/or a club should be examined carefully and its impact on traffic and the environment carefully considered. CHHA should be apprised of any proposed liquor licenses.
5. No heliport or helicopter landing pad will be built on any Century City site.

#### **XI. BUILDING APPEARANCE**

1. CHHA requests no roof top signage the on new building

#### **XII. PARKING/TRANSPORTATION**

1. How many parking spaces are assigned to existing buildings? How many new spaces will be added for this new project? On Site vs. Offsite? Where is offsite parking located? What method of transporting people between offsite parking and the project will be used?
2. What is the valet parking component of the project, if any, and how will it be used in new project? Who uses it and for what? Where will valets park "valeted cars?"
3. All emergency services (fire, police) must be studied and analyzed during EIR process.

#### **XIII. FINAL ISSUES**

1. CHHA requests a development agreement with CHHA before final sign off.
2. The EIR must address all cumulative impacts of other projects in Century City with this project.

#### **XIV. NOTICE**

1. Cheviot Hills Homeowners Association should receive timely notification of all hearings/meetings related to all aspects of the project.

2. Please place me on your mailing list so that I will receive all documents related to this project.

CHHA looks forward to a careful review of the Draft Environmental Impact Report and trusts that each of the above topics will be thoroughly addressed.

Sincerely,



Gregory M. Bullis  
Vice President  
Cheviot Hills Homeowners Association  
C/o 10331 Dunleer Drive  
Los Angeles, California 90064

cc: Kevin Hughes  
Robert Simon  
Jonathan Weiss

**Tract No. 7260**  
**Association, Inc.**

2065 Kerwood Avenue, Los Angeles, CA 90025-6006

|||||

Jonathan Riker  
Department Of City Planning  
Environmental Review Section  
200 N. Spring Street  
Room 750  
Los Angeles, CA 90012

Jonathan Riker  
Department Of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

September 7, 2005

Response to Notice of Preparation of Draft Environmental Impact Report  
2055 Avenue Of The Stars, EAF# ENV-2005-4496-EIR

This response to the Notice of Preparation is being submitted by the Tract No. 7260 Association on behalf of its membership and the following homeowner groups:

**The Tract 7260 Homeowners Association** runs from Pico to Santa Monica and from Beverly Glen to Century City.

**The Westwood South of Santa Monica Association (WSSM)** runs from Pico to Santa Monica and from Beverly Glen to Sepulveda.

**The Overland Avenue Community** is a subset of the WSSM that covers residents on Overland Avenue between Santa Monica Boulevard and Pico Boulevard.

**The Century Westwood Watch (CWW)** group is a subset of the Westwood Homeowners Association that runs from Santa Monica to Wilshire and from the country club to Beverly Glen.

**The Westwood Gardens Civic Association (WGCA)** covers the area from Pico to National Blvds. and from Overland Ave. to Midvale Ave., anchored by the I-10/Overland interchange at the southeast corner.

Jointly, we make the following requests concerning the scope and content of the Draft Environmental Impact Report (DEIR) for the 2055 Avenue of the Stars project:

**Geologic Hazards**

We ask for a complete analysis of geologic hazards, including, but not limited to airborne debris that may be created by the project in the event of a major earthquake. The DEIR should address the distances such debris might travel and the impact of the debris.

**Air Quality/Noise Pollution**

We request not only the standard analysis of the project's short-term and long-term air quality/noise impacts, but also the cumulative impacts of nearly a decade of "short-term" construction impacts faced by the Century City area.

**Emergency Services**

We are exceptionally concerned about the ability of the police and fire departments to maintain response capability given increased densification, decreased manpower and decreased funding. In addition, a comprehensive analysis of increased first-responder requirements should be made.



## **Traffic**

The DEIR must address the saturation of the west L.A. area in general. The arterial and freeway capacity must be addressed, as must the current Levels Of Service of west L.A. intersections.

The ambient growth shown in the DEIR must include projections for full occupancy of all existing structures and should also include an analysis of increased densification due to RAS and similar issues. Further, we request that traffic counts, traffic distribution and other traffic-related topics remain consistent with past EIRs.

We request that any mitigation proposed be proven effective by independent analysis before it is considered for the project. This explicitly includes the need for a 3<sup>rd</sup> party independent analysis of the ATCS system given the Los Angeles Department of Transportation's conflict of interest. The analysis of the ATCS system must include capacity impacts at a variety of intersections.

### Specific Areas Of Interest

We ask that the DEIR pay special attention to the impacts on:

1. The area bounded by Santa Monica on the north, Beverly Glen on the west, Century City on the east and Pico on the south. Specific attention should be given to cut-through traffic potential on Mississippi and La Grange.
2. Increased traffic flow on Century Park West.
3. The area bounded by Wilshire on the north, Beverly Glen on the west, Club View on the east and Santa Monica on the south. Special attention should be given to cut-through traffic which originates on the north/south streets on Santa Monica and terminates on either Beverly Glen or Wilshire.
4. The area bounded by Wilshire on the north, Sepulveda on the west, Beverly Glen on the east and Santa Monica on the south. Special attention should be given to Westholme Avenue as a major path to Wilshire and UCLA, and to Westwood Boulevard.
5. The area bounded by Santa Monica Boulevard on the north, Sepulveda on the west, Beverly Glen on the east and Pico on the south. Special attention should be given to cut-through traffic in the entire area as drivers seek to avoid clogged arterials.
6. Overland Avenue, specifically the portion which passes by the Westwood Charter school and the portion between Olympic and Pico.
7. Sawtelle Boulevard between Santa Monica and National. This street has become an alternate route for the traffic created by past projects.

Further, we request that the developers not be allowed to decrease traffic potential of the project by claiming that trip generation will be reduced by resident's use of intra-Century City facilities – both commercial and retail. In this regard, the EIR should contemplate the traffic generated by support staff for the building in addition to household employees who would be traveling to the building.

## **Land Use/Zoning**

The EIR must address the accuracy of Century City North Specific Plan trip counts including, but not limited to all issues raised in Tract 7260's current lawsuit against the City of Los Angeles including any trips awarded or to be awarded for existing uses.

**Schools**

Given that the project is a residential project, we request a thorough analysis of the impact on already overcrowded local schools – especially at the elementary school level.

The homeowner associations listed above look forward to a careful review of the Draft Environmental Impact Report and trusts that each of the above topics will be thoroughly addressed.

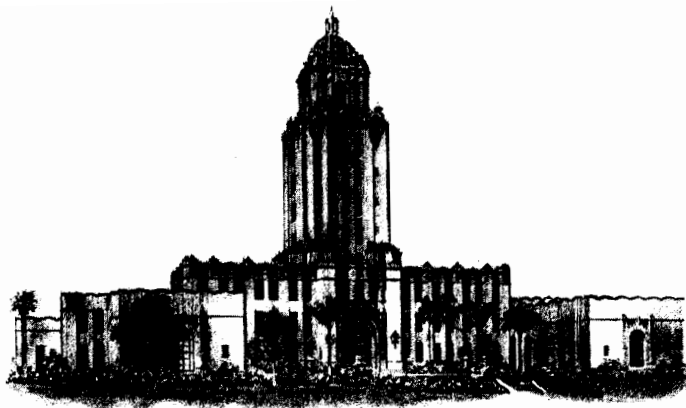
Sincerely



Michael Eveloff  
President  
Tract No. 7260 Association, Inc.

COMMUNITY DEVELOPMENT  
310.285.1123  
FAX: 310.858.5966

455 N. Rexford Drive  
Beverly Hills, CA 90210-4817



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SEP 08 2005

ENVIRONMENTAL  
UNIT

## CITY OF BEVERLY HILLS

September 6, 2005

Jonathan Riker, Environmental Review Coordinator  
Department of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, California 90012

RE: ENV-2005-4496-EIR (St. Regis  
Redevelopment Project,  
2055 Avenue of the Stars)

Dear Mr. Riker:

I would like to thank you for providing the City of Beverly Hills with your Notice of Preparation on the St. Regis project. Beverly Hills is interested in this project and would appreciate receiving public notices on this project as it proceeds through the environmental assessment and public hearing processes.

Traffic issues are an ongoing concern in this community, not only with respect to congestion on the arterials but also with the growing volumes on its neighborhood streets. As one of the Congestion Management Plan intersections, we would expect to see an analysis of the Wilshire Boulevard/Santa Monica Boulevard intersection complex (i.e. both north and south roadways) in the subject EIR. An important consideration in this regard is a private road located between the Beverly Hilton Hotel and the Robinsons-May Department Store southwest of the Wilshire/Santa Monica North intersection. While it is unusual to consider such private roads in an EIR, this roadway carries a high volume of public traffic and is highly relevant to the operation of the Wilshire/Santa Monica intersection (particularly with respect to the potential demand for left turn movements from Santa Monica Boulevard North eastbound to Wilshire Boulevard westbound). As

Jonathan Riker, Environmental Review Coordinator  
St. Regis Project  
September 6, 2005  
Page 2 of 3

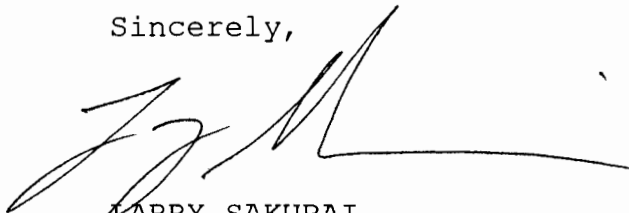
such, it is requested this private road's intersections with Santa Monica Boulevard North and Wilshire Boulevard (at Whittier Drive) be analyzed in the EIR.

Much of the project's traffic can be anticipated to utilize Olympic Boulevard. It has the potential to affect the Olympic Boulevard/Beverly Drive/Beverwil Drive intersection complex in Beverly Hills. We would like to request that the intersections of Olympic Boulevard with Beverly Drive and Olympic Boulevard with Beverwil Drive be analyzed.

The Notice of Preparation mentions an off-site parking facility for the approximately 3,000 spaces for nonresidential uses. However, as the location of this facility is not specified, we request that the EIR address how this parking demand is to be satisfied.

Again I would like to thank you for your involvement of the City of Beverly Hills on this project and look forward to working with you through this process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Larry Sakurai', with a long horizontal flourish extending to the right.

LARRY SAKURAI  
Environmental Project Manager

①

August 25, 2005

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CITY OF LOS ANGELES

SEP 08 2005

ENVIRONMENTAL  
UNIT

To: Jonathan Riker  
Depart. of City Planning E.R.S.  
200 N. Spring Street Room 750  
Los Angeles Ca 90012

From: Melinda York  
2170 Century Park East #511  
Los Angeles, Ca 90067

Dear Jonathan:

I hope you take the time to read my letter. I grew up near Beverly Glen Blvd and Santa Monica Blvd during 1950's and 60's. My father was a builder-developer and was one of first to build tract homes in So Calif and townhomes and condominiums later in the 70's. He has long since passed away, but many things he taught me have not changed. Usually when builders and developers get together with city hall and politicians, they

(2)

Typically exchange words + money.  
Developers typically always get what they want ~~AND~~ to the detriment of the neighborhood and community. Yes, many times, the earth is moved to make way for more homes, stores or buildings, but with better sidewalks, lights, parkland, sewers etc. We have seen changes in Los Angeles over the last 50 years unparalleled.

I have always been for expansion and new and better;  
But NOW, TODAY, in Los Angeles, we have a DENSITY and TRAFFIC problem like NO WHERE ELSE.

I can not get out of my driveway at Century Park East + Olympic J. except maybe in the middle of the day for an hour or two.

Any MORE CONDOMINIUMS with Homeowners who must drive around Century City is TOO MUCH!

(3)

What is TOO MUCH.

TOO MUCH is when the TRAFFIC DOES NOT MOVE and piles up for hours and major intersections are tied up and clogged. THERE ARE TOO MANY residential units in this area ALREADY. We have new office buildings in Century City with hundreds of cars going to and from this central business area all day and night.

to think of ANOTHER building where hundreds more live is to DESTROY what was once and beautiful, convenient area to live and shop.

Century City CAN NOT AFFORD the developer's dream to build multi-million dollar condos because of the GREEDY vision of DOLLARS. IT IS TIME to Resist for once, this disaster in the making because THE STREETS CAN NOT HOLD THE TRAFFIC

The complex being built

(4)

by Trammell Crow is NOT DONE, YET. When does this end?

I said I am not opposed to growth, but WE HAVE HIT THE POINT OF NO RETURN when the very members and residents of the community become NEGATIVELY IMPACTED by CHOKING TRAFFIC, SMOG and LOSS of ENJOYMENT of their very surroundings.

Please understand the need to REALIZE OUR STREETS CANNOT BE WIDENED ANY MORE nor can anyone stop the amount of cars that keep coming into Los Angeles. But we can at least control DENSITY IN UNITS and

where they really make the most sense. As a hotel, people came + went, never staying long enough as permanent residents. Your office can't



(5)

Even control the office complexes  
and Traffic from that.

Let's see if you can take  
off the "Rose" glasses of the  
Developers and consider US  
who already have lived here  
for year and year who would  
like to have SOME SPACE  
left to move!

Thank you for listening  
to comments from the  
neighborhood.

Melinda York

## SHAD KIANOURI, DDS, FAGD

2131 Century Park Lane #217  
Los Angeles, CA 90067

September 5, 2005

**RECEIVED**  
CITY OF LOS ANGELES  
SEP 08 2005  
ENVIRONMENTAL  
UNIT

Mr. Jonathan Riker  
Department of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

Dear Mr. Riker,

This letter is in response to the proposed St. Regis Redevelopment. Some of the concerns are:

**Air quality:** May we just simply look outside. Mountains are not visible, even closer structures such as downtown buildings are not fully visible. Do we need a scientist to tell us that there are smog and particulates problem? Do we need to introduce more people and vehicles to our problems?

**Water:** LA will always be at the mercy of the Sierras for water. A multitude of communities are growing like weeds along the aqua duct. DWP, environmental groups, and the Sierra communities continue to fight in the courts over the water issues. Each year there will be less water, a couple of dry seasons and then what? Brown trees and dead flowers will only be the beginning.

**Noise:** The current ongoing construction noises are very disturbing. The units on the northern parameter of our community are seriously affected by it. Most residents do not use their porch or open their windows.

**Roads and Traffic:** With the monster construction projects like the FOX, the new office building on the 2000 block, and the Mall addition, Ave. of the Stars, once a quiet boulevard, is fast becoming another LA smoggy parking lot. Truck traffics, roadblocks, increased general traffic, once non-existent, are now routine matters.

With its businesses, the Mall, and the five star hotels, Century City is suppose to be one of the most prestigious business districts in the city of Los Angeles, even in the United States of America. Now with its potholes, it looks like a military target area. Was that planned? How many more years do we have to live like such? This is our home.

Century City is unique because it was built with a vision, "quality of life". A small not so populated district with wide boulevards, water fountains, vegetation. The original planners had a vision. That vision is what made the Century City into what it is today. That progressive well thought vision must be kept alive if Century City is to be kept alive. Lands should be turned into parks, concert halls, libraries, museums, art centers, etc. Lets make our city richer with greens, flowers and culture, not with more bunkers.

LA already has air, water, electricity, traffic, and road problems. Why don't we concentrate on fixing what the overpopulation has created instead of adding to it? Please don't misunderstand, I am not against growth, but too much growth results in obesity, high blood pressure, heart disease, kidney disease, eventually all organs will suffer. Cities are also living entities. We can biggie size them until they choke.

Thank you for giving me this time,

Sincerely,



Shad Kianouri

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CITY OF LOS ANGELES

SEP 08 2005

ENVIRONMENTAL  
UNIT

Re. new construction and demolition of  
property at 2055 Avenue of The Stars.

Those of us who live nearby hope that  
noise will be kept to a minimum.

We have endured a very uncomfortable  
situation with the Saturdays and  
extremely early (before 7 AM) work on  
2000 Avenue of The Stars. I urge  
you to show consideration in your  
work at 2055 Avenue of The Stars.

Sincerely,  
Arnold Savrann

September 5, 2005

Jonathan Riker  
Department Of City Planning  
Environmental Review Section  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012


Re: EAF NO.: ENV-2005-4496-EIR  
St. Regis Redevelopment Project

Dear Mr. Riker:

The Manning Area Protection Association opposes any additional development in Century City that is so large that an EIR is required. Traffic is already gridlocked daily on the arterial streets going in and out of Century City. This is causing commuters to cut through the residential neighborhoods, denigrating the quality of life in adjoining neighborhoods, including that served by MAPA.

The already approved large construction projects for Century City have not been completed, therefore the full impact of these projects has not been realized. Further approval of more development and more attempts at mitigation measures for any new project is unacceptable.

Sincerely,



John Hanna

Manning Area Protection Association  
Steering Committee William Coleman, Kathleen March, Esq.,  
John Hanna  
2618 Manning Avenue, Los Angeles, CA 90064  
Phones: 310-559-9224 (March); 310-559-3728 (Coleman)